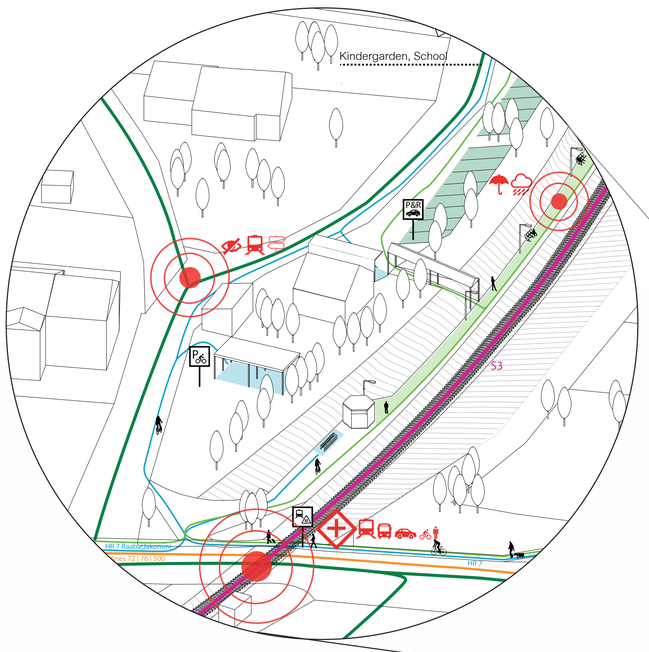
GOING EAST | RAABA +

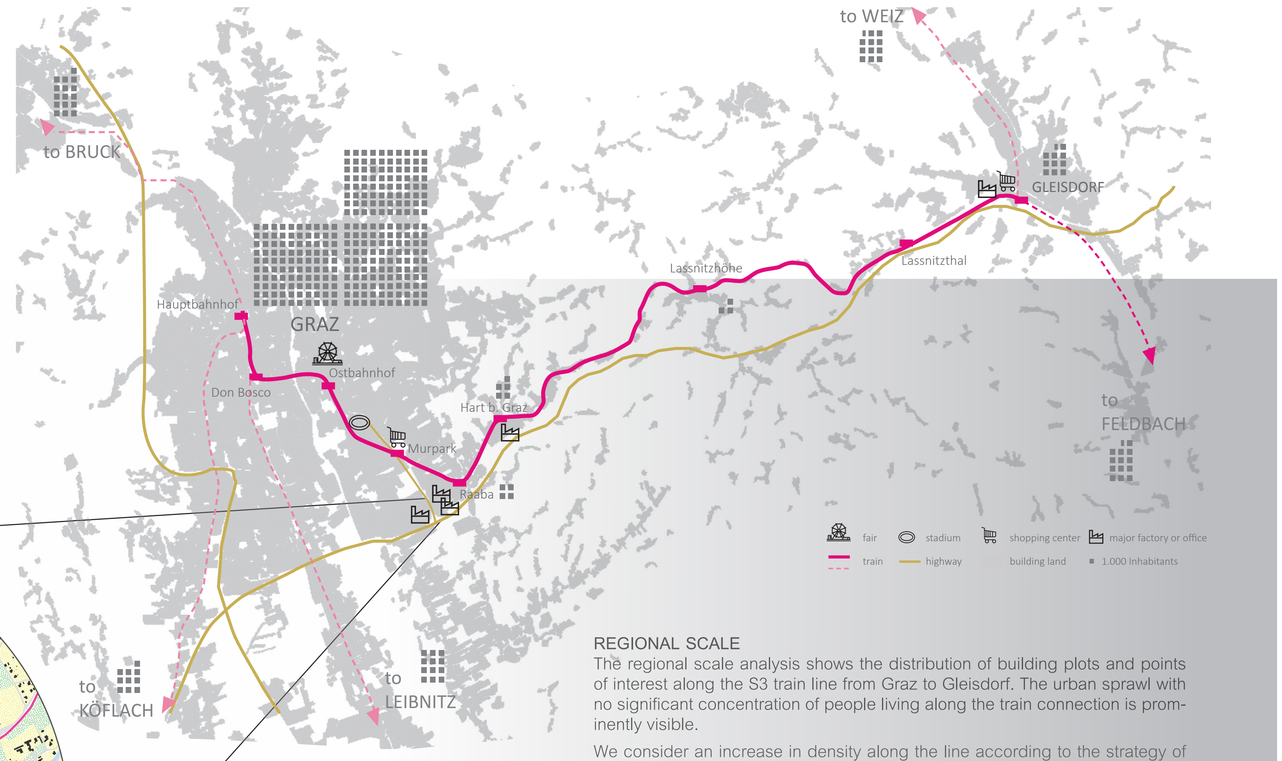
ADDING VALUE TO A STATION



ANALYSIS CONCLUSIONS

- IMPROVE CROSSING TRAIN | STREET
- CONNECT TO WORKPLACES
- INCREASE DENSITY

ANALYSIS



LOCAL SCALE

The site analysis focused mainly on the usability of the station for the people. In our studies we found 3 main difficulties:

Diffiucult oriantation

The trainstation is merely invisible from the main street. Even following the signs, the approach to the station is not immediately apparent. From the platform you easily find the exit - over the stairs your reach the parkinglot and a canopy for bicycles - but from here foreigners are incapable of finding their way around. .

Lack of amenities on the platform

Up to now the station does not offer a sufficient shelter for weather protection nor seating facilities or a kiosk for drinks and snacks.

Difficult train/road intersection

The reachability of the station from the workplace area during the arrival of the train is impaired. As the bounds close early it is necessary to reach the trainstation at a minimum of 5 minutes before the train, as you otherwise have no chance to reach the other side and get on the train.

REGIONAL SCALE

The regional scale analysis shows the distribution of building plots and points of interest along the S3 train line from Graz to Gleisdorf. The urban sprawl with no significant concentration of people living along the train connection is prominently visible.

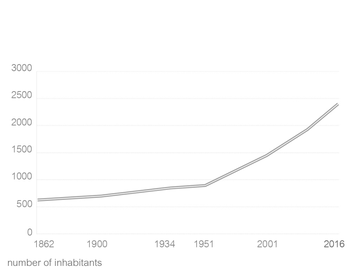
We consider an increase in density along the line according to the strategy of TOD (transit orientated development) an important potential for the future. Most of the people living in this area are commuting to Graz for work and new developments along the well functioning S3 line could help to better use the existing infrastructure and reduce motorized private transport and traffic jams in the city.

URBAN SCALE

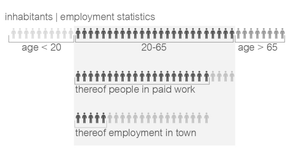
The significant concentration of major factories and offices around the Raaba station represent an important concentration of workplaces in the region and offer great potential for commuter transport by the S3 train. Just the number of the employees of the three main employers is 8612 and the statistics estimate a continuous rise. The Magna Steyr Graz will increase their workforce for further 3000 in the next few years. Our analysis revealed that an attractive and safe bicyle and pedestrian path from the station to the workplaces is missing and would be a helpful step to increase the use of the train for commuting.

RAABA FACTS

4163 INHABITANTS



number of inhabitants



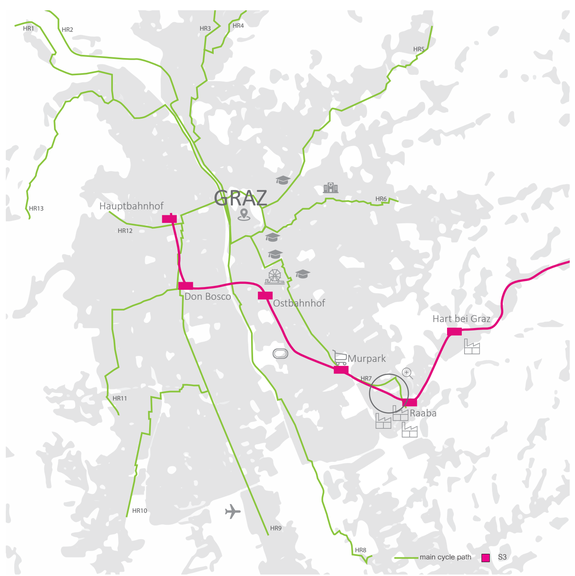
450 COMPANIES

source: Statistik Austria 2015

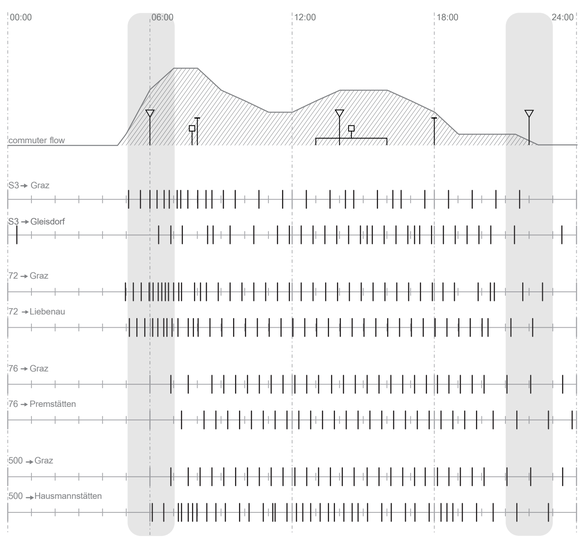
Facts Raaba - Grambach
(source Statistik Austria, 2015)

municipalitiy	Raaba-Grambach
inhabitants	~ 4200
area	14,6 km²
density	275/km²
inhabitants Raaba	~ 2400
area Raaba	7,7 km²
migration rate	194
birth rate	20
commuters - in	3958
commuters - out	1616
daily movements	11.148 (in | out x2)
livelihood	
people in paid work	2.101
unemployed	74
kids, pupils, students	822

CONNECTION TO EXISTING BICYCLE NETWORK



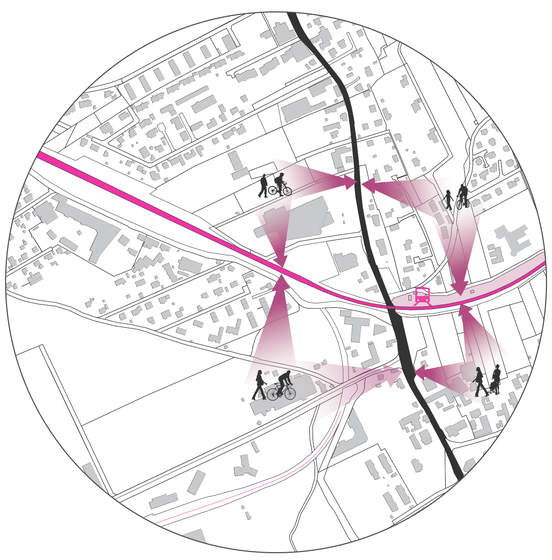
PUBLIC TRANSPORT RAABA

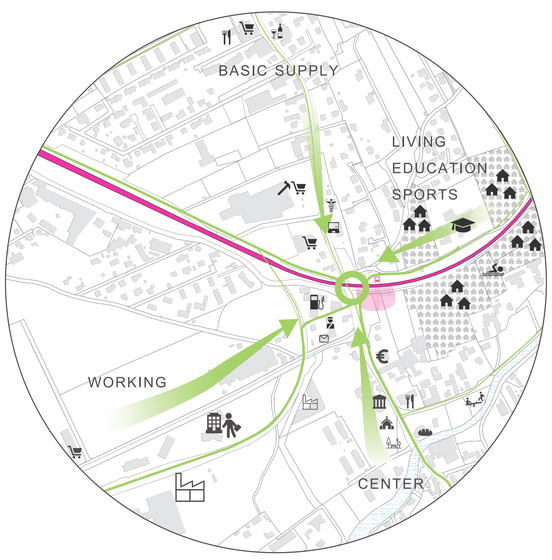


Although the number and frequency is sufficient, there is a gap especially at the early and late Magna shift changing times.

officetime
schoolstart/ end
shift changes Magna Steyr

STRATEGY





PRESENT SITUATION

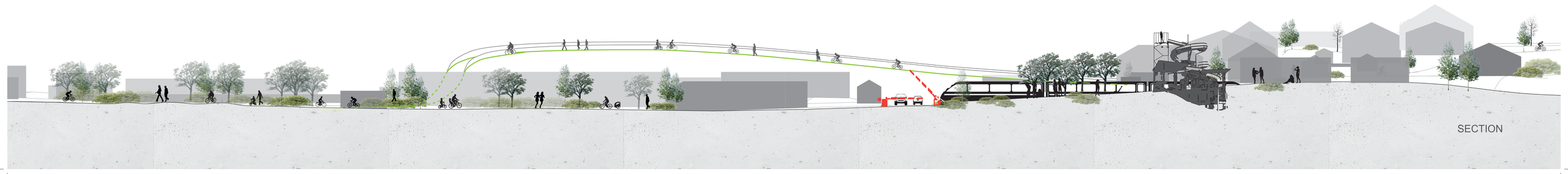
The train tracks as well as the main street separate the town of Raaba in four quarters. Flow of pedestrians and bikers is impaired. The station is located just at the center which offers great opportunity to establish a central mobility focus.

ENABLE PEOLPLE FLOW

The establishment of a well functioning circular bike and pedestrian network will dissolve the existing barriers and enhance the use of the existing town facilities without taking the car. A new design of the station as a public meeting point is promoted.

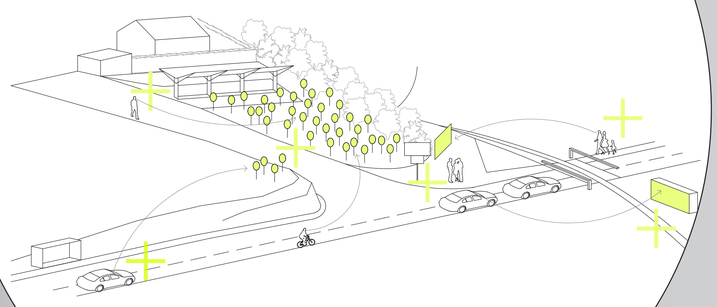
DENSIFY AND LINK FUNCTIONS

The town of Raaba already offers the core function of living, working, child care and education, basic supply and a sufficient town center with administration, medical care and a café. By sensitive densification of the empty plots near the train station we develop high quality housing and additional leisure functions. This will on the one hand use the advantages of the near train connection and on the other hand promote the further development of a vivid public life in the town.

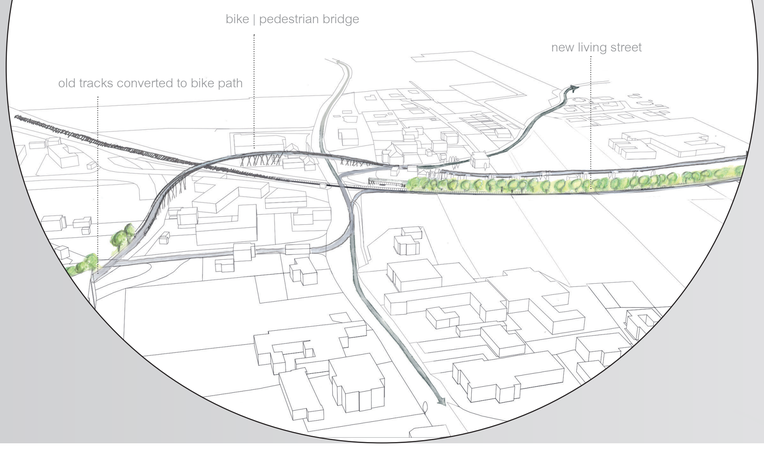


TRANSITION PLAN

STEP 0 | MOCK-UP
A playful temporary intervention is installed at the train station site to enhance it´s visibility and animate people to be active in the public space.



STEP 1 | NEW CYCLE AND PEDESTRIAN PATHS
The core peace is a curved bridge over the main street and rail tracks to enable people from the train station and the living Quarters to easily access the major workplaces. The old rail-tracks up to the Magna area are converted into a new safe and bike | pedestrian pathand a new one is set up east of the tracks.



STEP 2 | PROVIDE COMMON ACTIVITIY AREAS
A public pool is build between in the area between the train station and the main street. The area is completed by a motor activity park and a common sports field next to the kindergar-ten and a new footbridge connects the areas across the tracks. The easy access of the site by the S3 train makes Raaba an interesting leisure destination for people from Graz lacking this quality in their sourroundings.

TIMELINE

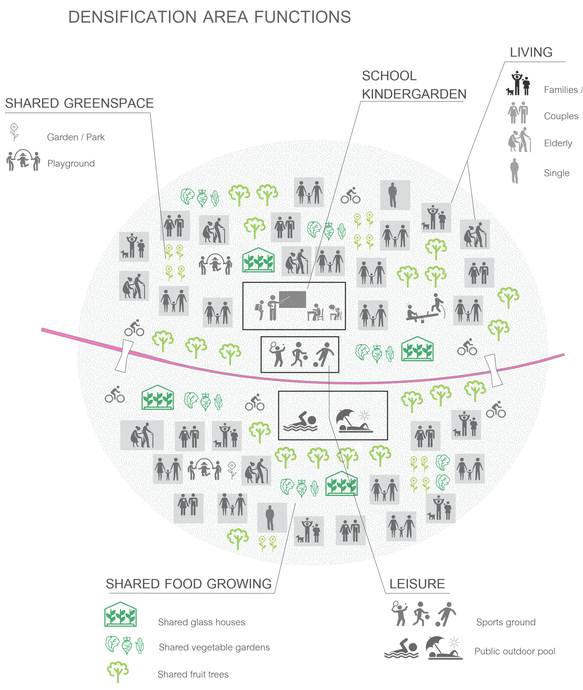
STEP 0 | MOCK-UP
TODAY!
WHERE IS IT ?

STEP 1 | CYCLE PATH
2017 - 2018
HOW TO GET THERE ?

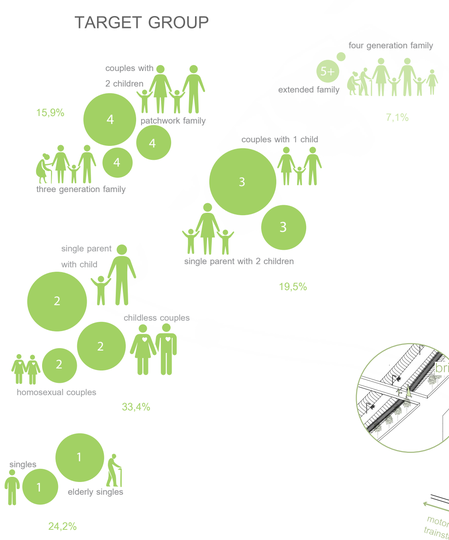
STEP 2 | COMMON ACTIVITY AREAS
2018
WHAT TO DO THERE ?

THE DESIGN

DENSIFICATION AREA FUNCTIONS



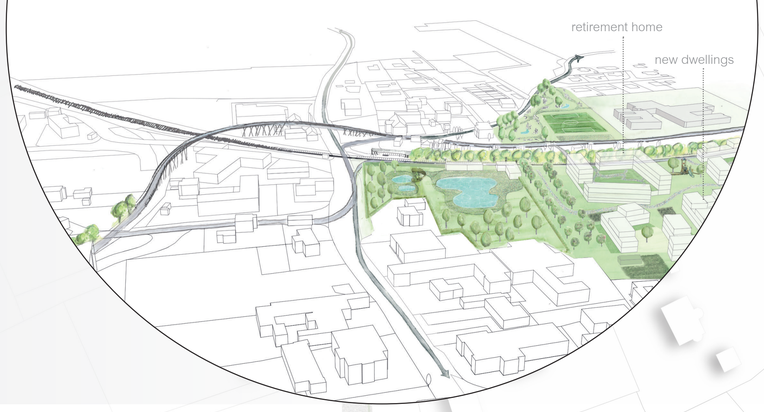
TARGET GROUP



CORE DESIGN FEATURES OF THE PUBLIC SPACE
AND THER SOCIAL IMPACT

STEP 3 | 4 NEW LIVING QUARTERS

The empty plots near the train station area are densified. The southern areas are build first (STEP 3), starting with a living and care center for elderly people who benefit significantly from the easy train access to the city.The focus in the development of the adjacent new dwellings is laid on high quality of the connective public spaces while keeping the favoured advantages of a semi-rural family life. STEP 4 comprises the extension of the low-rise densification to the empty plots north of the train tracks.



STEP 3 | 4 | DENSIFICATION
2019 - 2023

I WANT TO LIVE THERE !

MASTERPLAN 1:1000