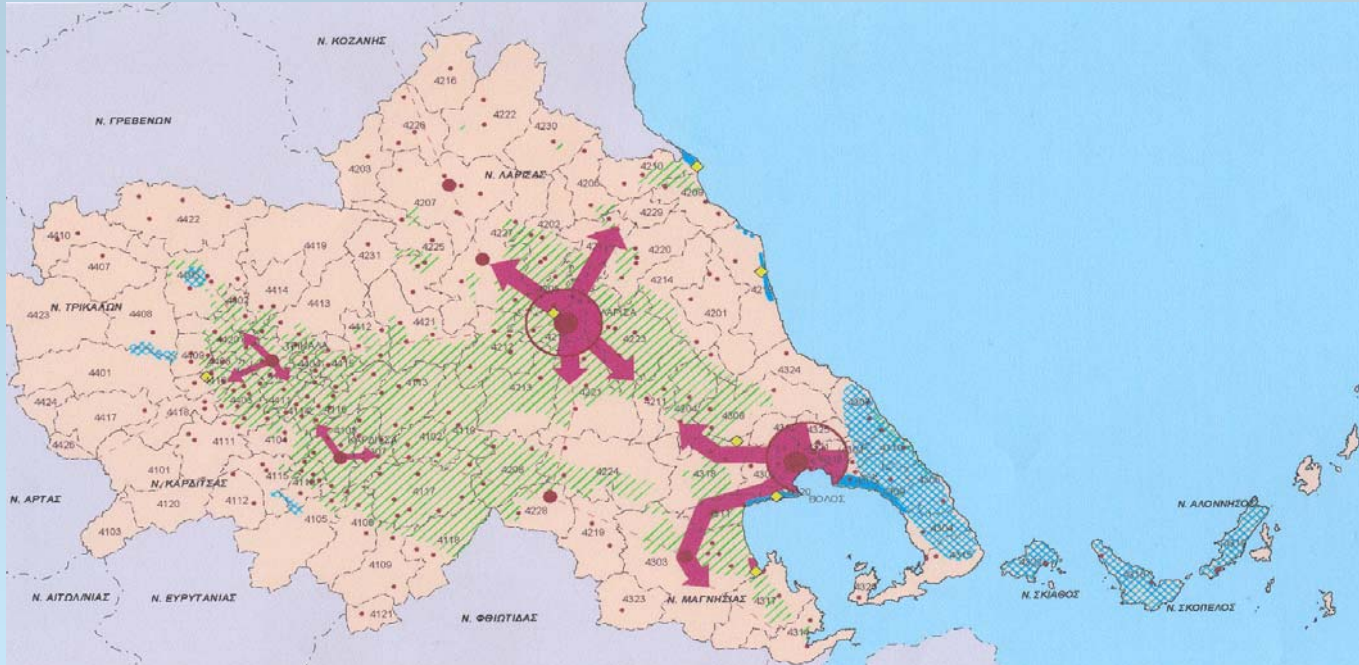


REGIONAL DEVELOPMENT FUND OF THESSALY

The Volos-Larissa urban dipole



WORKSHOP CONCLUSIONS

Distinction between Development and Spatial Planning in Greece creates many problems for example difficulties in funding (competing).

There is a need for specialization for each city, not necessarily in one field and there should be a focus on “big” markets

-strategic plan

- consensus for a character of each city

Intermediate zone

What will happen to the villages?

Do we need less municipalities than 20?

These municipalities are part of the dipole and should participate in the decision making process and should manage funds.

In the dipole we don't have to develop everything.

What facilities are affecting the dipole?

Health, sport, transport, etc

Institutional aspect

Do we need another form of governance, for example metropolitan governance and what are we going to do with it?

The dipole is primarily a partnership arrangement, there is complementarity and not merging one mega-city

Take advantage of big opportunities such as Mediterranean Games

Commuting intensity (4500 approx.) could grow because of the dipole

Dipole example of Amsterdam – Almere shows the things can move faster than expected

TRANSPORTATION

- **Air Transport**

During the conversation, it became apparent that there were different opinions for the location of the airport between the cities of Larissa and Volos.

There is no obvious reason or significant need for a new airport right now.

It seems that a step-by-step approach is the most suitable one. The two airports will continue operating as they do now, with improvements in the services for charter flights (mainly serving tourism and business).

A precondition for the maximisation of benefits for the operation of the airports for the dipole development is good transport connections between the airports and the cities of Larissa and Volos.

• Sea transport

Outcomes of yesterday's workshop

Two different operations of the port:

- a) Commercial*
- b) Tourism, Fishery, Passenger transport*

Commercial activities and port servicing by transport should not disrupt the urban functions of Volos.

Commercial port out of the urban tissue.

Proposal: Three sectors for the harbour of Volos: Fine marinas (north), Port extension serving the city centre with mixed services (middle), University (south).

Possibility: new international conditions, (broadened markets, EU enlargement etc.) will put Volos into new international transport corridors.

Flexibility in uses can allow the port of Volos to easily adopt to future demands.

- **Rail Transport**

High Speed Railway, Double lined, Electrified

Modern, Effective, Fast, Environment friendly

Proposal: Fast connections city – to – city, Slower connections with stops in the intermediate zone.

Not central-to-central station, but also extensions of train services throughout the city

• Road Transport

Increase of demand after the operation of the dipole. Still, no need for a second highway.

Sufficient servicing by existing infrastructure.

Ring roads: Important role to transfer people from one city to various parts of the other, without passing through the city centre

- **Cooperation of different means of transport**

Good train services will not allow overloading of road network.

*Good rail operation will have positive side effects in other issues concerning transport:
Not excessive parking needs, reduced traffic in the city centres etc.*

The harbour and rail system cooperation, as well as the rail system and road system combination are desirable and necessary for an effective operation of the dipole.