

Marias Kiouris (MKR) pedestrian road – green corridor

FC Piraeus

Project indicative: P6.1

Project type: simple investment

Project starting point: 0-5 y

Project ending point: 0-5 y

Linkages: P6.2 and P8.3

Estimated cost: 300-500K EUR (road infrastructure work might increase the total price)



NBS 6

Type of NBS intervention

NBS6 Mixed use green corridor including pedestrian path and bicycle route.

Scenarios

Do-it-all (extract)

The proposed NBS aim to improve urban public spaces along MKR by providing new shaded areas, revitalizing existing spaces, using permeable pavement and natural materials. The goal is to achieve a balanced mix of urban and green spaces. Additionally, restructuring project will be focussing on creating a safe and accessible pedestrian and cycling space with a bike sharing point, pedestrian-friendly areas, parking restrictions, well-organized urban furniture, improved lighting and seating, and the development of two gathering spaces.

Do-something-meaningful (extract)

Create a safe and connected pedestrian pathway by removing obstacles, ensuring smooth pavement transitions, improving crossings, and implementing parking restrictions.

Vision

Description of planned NBS intervention

Improve air quality and support mitigating the climate change effects by expanding the percentage of green areas; contribute to a healthy social life and a general wellbeing by including and providing space for a wider range of activities that

MKR becomes an integral part of the local green infrastructure by creating a livable environment with pedestrian and cycle-friendly spaces. It improves urban/public spaces by enhancing pavements, establishing dedicated lanes, incorporating multifunctional, resilient new and existing green spaces and, also addressing flooding risks.



Study area

P6.1

Marias Kiouri Road forms an axis of approximately 1km on the a former tram line and light rail track connecting Piraeus with neighbouring municipality Perama (West). At city level, the road is part of District E and connecting Grigoriou Lampraki (North-West), Thesmoforiou Streets (East) and Lefka train station.

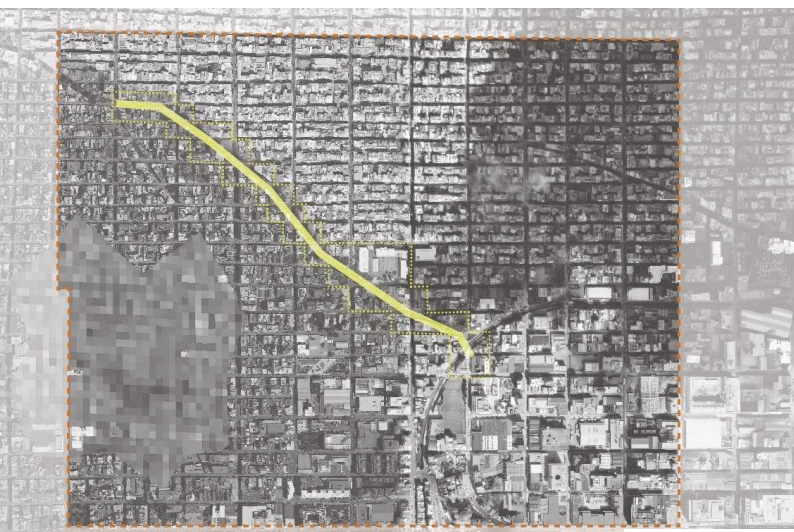
Four educational institutions are located adjacent to the 1 km road – proposed for intervention (see P3.2+8.2 Primary and secondary school gardens).



The area in front of the school is crucial, serving as a gathering space but is currently used primarily for parking.

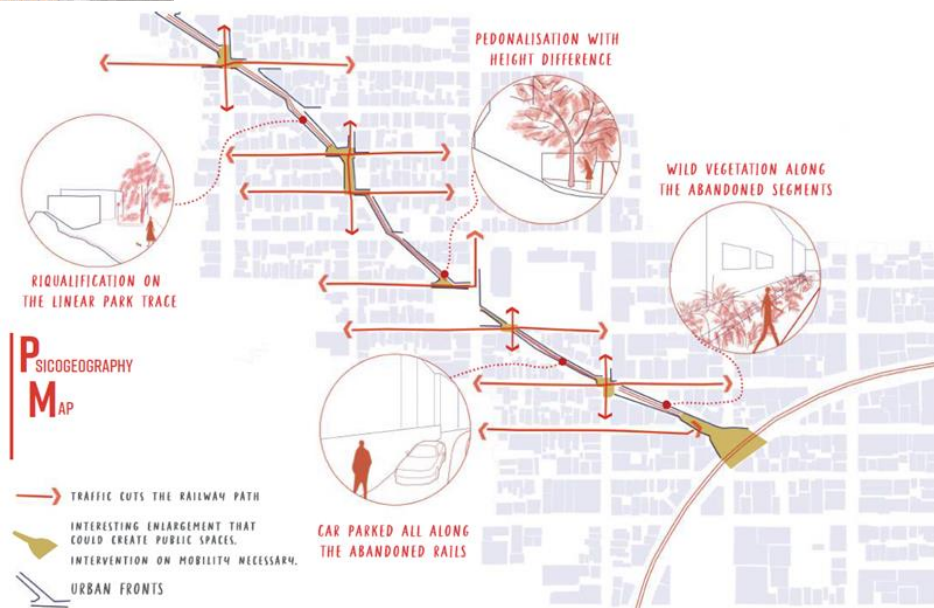
The area consists mainly of mixed-residential and industrial functions and is well-served by public transport (two bus stations). The nearest metro station is Maniatika in the north-eastern part.

The intervention area is primarily pedestrian-friendly and well-connected to road infrastructure. It is crossed by 19 streets and frequently used as a pedestrian shortcut.



The area is enriched by amenities such as a Primary School, restaurants, local shops, and two small parks.

The space for NBS interventions varies with existing buildings spaced 9m-15m apart along MKR and three large/open spaces. The first part of Marias Kiouris (East), adjacent to the existing train line is mainly abandoned while the second part is more landscaped and paved.



Local frameworks

"Athens-Attica 2021" Regulatory Plan (2011) highlights environmental protection and the restructuring of the productive fabric, including agricultural production.

Piraeus Blue Growth Strategy 2018-2024 includes measures for integrated spatial planning and interventions aimed at urban revitalization.

Piraeus Masterplan (2014) proposes the construction of three pedestrian roads, namely Gkoura, Thessalonikis, and Olinthou, which are connected to the intervention area.

Challenges of the site

- increasing traffic and pollution (car-oriented street).
- accessibility difficulties for vulnerable groups.
- safety issues (physical and perceived).
- undefined public spaces currently used for parking, neglected, degraded and disconnected/isolated from the surroundings.
- impermeable surfaces.
- administrative and planning fragmentation (multiple municipalities boundaries).
- uncultivated scattered greenery on the side of the road and general lack of quality and multifunctionality of green / public spaces.



Operational objectives

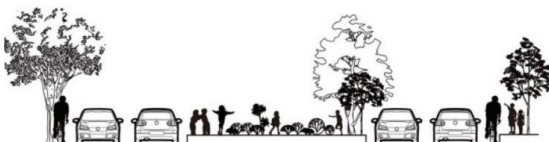
- Improve accessibility of MRK road by removing obstacles and hindrances, bringing pedestrian and cycle space to road pavement level at 12 intersection points, and implementing car-free streets in key public areas.
- Enhance water drainage and visibility by replacing 50% of the existing pavement on MKR with permeable materials, marking and securing pedestrian and cycle routes with appropriate materials and traffic signs.
- Enhance the functionality of key public spaces along MKR by creating two main gathering spaces, two playgrounds, and introducing new urban facilities.
- Increase comfort of public space with tall vegetation for shading.

Scenario for the connection between Marias Kiouri & Mathonis Street (Kazim Kaan Ozgubar , Xialing Kuang)



Main Interventions:

- Removal of certain roadblocks
- Redesign of the street
- Reinforced greenery
- Addition of bicycle paths
- General maintenance & lighting



- 5 out of 9 MKR corridor segments upgraded with permeable pavement.
- Installation of 20 benches/seating areas.
- Creation of 15 connections.
- Co-implementation and maintenance of two corridor segments with the local community, students, and local businesses.
- Establishing a 1km long continuous cycleway and pedestrian pathway.
- Creating two main gathering spaces.
- Building two playgrounds.

Key actions / requirements

- Remove pavement and obstacles along MKR pathway to ensure smooth and secure pedestrian mobility. Perform additional planting for shading and biodiversity.
- Improve pedestrian crossings at intersection points by bringing the pedestrian and cycle space to road pavement level and implementing clear markings and safety measures.
- Transform intersecting streets with MKR into slow mobility streets with appropriate traffic restrictions and designated car-free areas, wherever possible.
- Incorporate parklets in intersections or former parking areas to promote community activities and create space for new green areas and pedestrian zones.
- Replace pavement coverings with permeable materials in key public and green spaces.
- Organize urban furniture and public spaces to support and maintain the continuity of the pedestrian route.

Partners

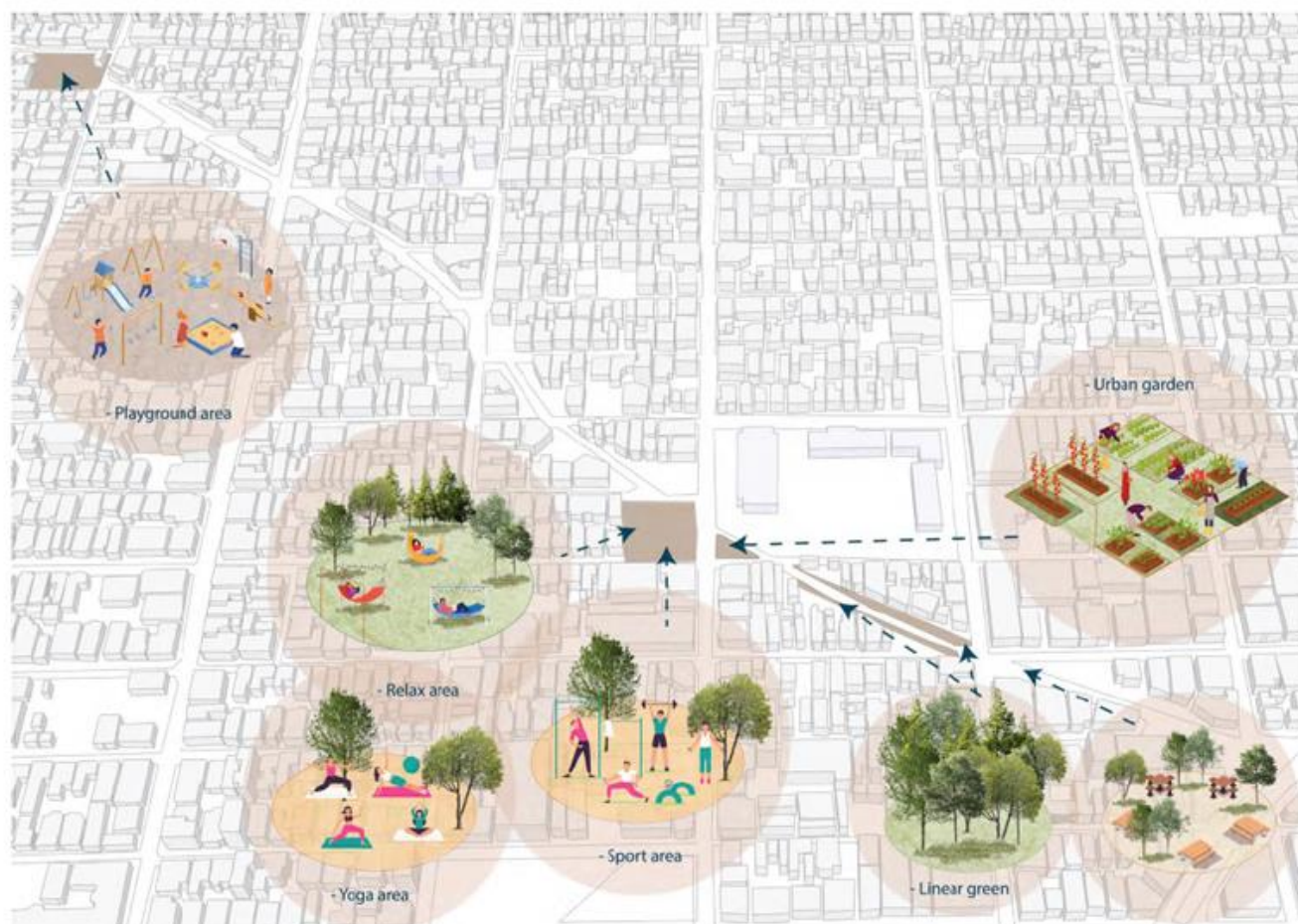
Beneficiaries: Municipality / Ministry of Environment / Region of Attica

Additional Investors / Shareholders: Local business owners, including cafes and tavernas (restaurants).

Users: students, residents, vulnerable groups, tourists



ACTION IN DETAILS AND STRATEGY



The pedestrian path can be accompanied and animated by activities for children and adults (e.g relaxation areas, playgrounds, gym area, urban cultivation activities)

Potential activities to be included in key areas (Cornejo Díaz Virginia Delia, Fuentes Solis Diego Antonio, Rezaee Hosna).

Design requirements

P6.1

Accessibility

- Improve the accessibility of the area by prioritizing the pedestrians instead of cars.
- Ensure continuous connection between pedestrian areas and cycle areas, without physical/visual obstacles.
- Pedestrian pathways and cycle route well defined in relation with the public spaces and traffic lines.
- Organise traffic mobility around MKR to ensure accessibility for local inhabitants but encourage slow-mobility modes and car-free areas.

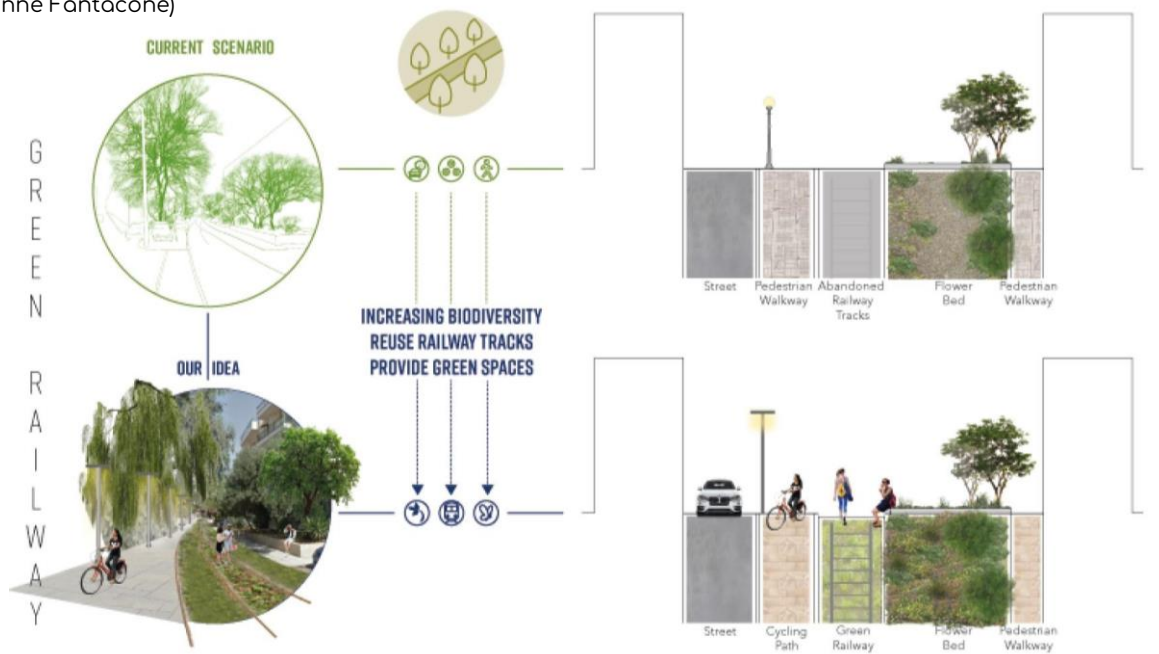
Landscaping

- Plant trees and shrubs and ensure that the green spaces well aligned with the pedestrian and cycle route.

Safety:

- Ensure safety and clear marking for pedestrian areas, cycle routes, road intersections, car-free areas, and slow-mobility zones.
- Remove existing parking along the pedestrian corridor.
- Replace broken pavement and ensure proper lighting for nighttime use.
- Eliminate unnecessary elements such as fences and edgings from public spaces.

Scenarios for pedestrian areas in relation to new arranged green paths (Giada Castagna, Elisabeth Unger, Yvonne Fantacone)



Urban furniture and equipment:

- Use sustainable materials for equipment / public furniture

Infrastructure works:

- Prioritise the use of permeable pavement materials/sustainable materials used where possible (including furniture); Remove the existing pavement when implementing the permeable pavement.
- Bring the pedestrian and cycle route at the same level in all intersections.

