

# Interface of Entrecampos: New Functions, New Usage Dynamics

**Joana Grego Oliveira**

Instituto Superior Técnico

Joana Oliveira, joanagregooliveira@gmail.com

Phone number: +351 966 129 331

As buildings of large dimension and importance in contemporary cities, rail interfaces play important roles in passenger transport and as transitory spaces, related to waiting. As equipments associated with movement or short periods of stay, the purposes of these facilities focus on tasks of limited size and scope, such as shopping or catering.

Transport hubs have asymmetrical daily occupation rates: sometimes saturated within their periods of maximum use, other times empty, creating imbalances in their use throughout the day. Allied to the absence of complementary functions, the increasing use of private transport over public transport is reflected in these underused facilities, which can become unsafe and uncomfortable for the user.

Regarding concepts such as urban regeneration and sustainability, this study suggests the reconfiguration of the interface's program so that it may function as something more beneficial for users and their city. Adding programmes such as exhibition areas and spaces oriented for informal learning and reading like libraries and cyber-cafes can revitalize these public equipments, while boosting their urban and social surroundings.

By exploring these guidelines, this study aims to combine relations and interactions between situations of stay and fluidity in the new proposed uses, without compromising each other. Global strategies applicable to interface networks in metropolitan areas are suggested on the study based on the analysis of the Interface of Entrecampos, in Lisbon. The applicability of culture, learning and leisure oriented uses and their programmatic contamination resulted in both new architectural and programmatic proposals for this equipment.

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