

# NEXTSTATION

MARRAKECH 2015

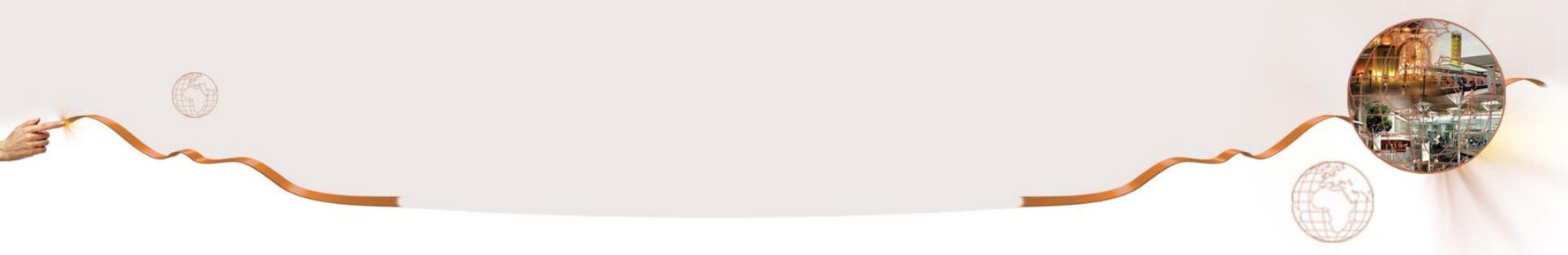


## 5<sup>TH</sup> INTERNATIONAL CONFERENCE ON RAILWAY STATIONS



Palmeraie Palace

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# Urban integration of HSR peripheral stations in Spain

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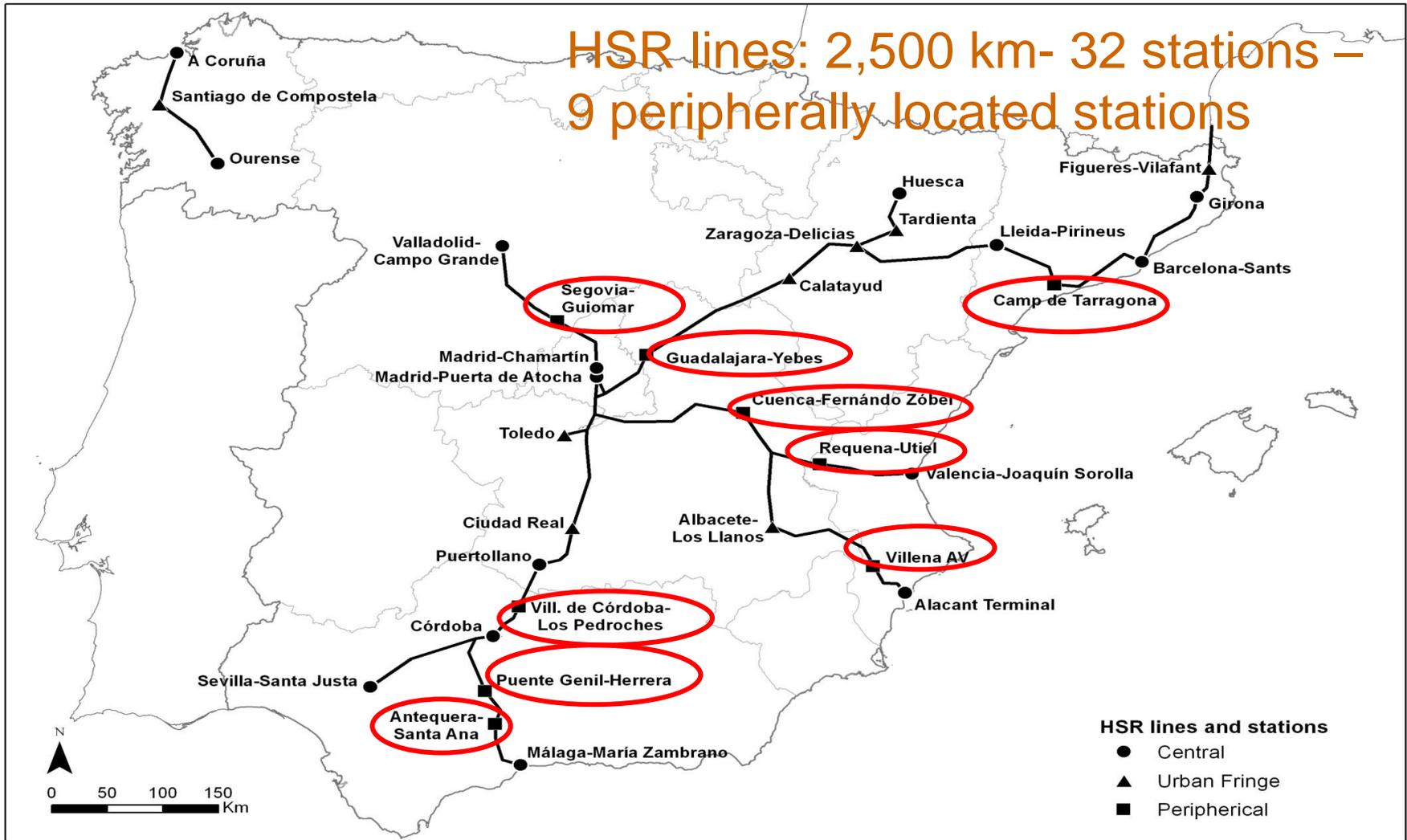


## Peripheral HSR stations: challenges and opportunities

- Peripherally located HSR stations: a response to local pressure and an attempt to extend the market for HSR lines.
- Challenges: how to integrate this new infrastructure into the local territory and improve accessibility.
- Opportunities: to develop new economic areas near relatively large areas of available, unused/underused land.

- Bellet, Carmen
- University of Lleida - SPAIN
- Peripheral HSR stations in Spain







## Transport node function and spatial context

	2011 Pop. Urban area (1)	% Annual pop. Growth 91-11	Municipal or area density pop./km <sup>2</sup>	Distance to urban centre (km)	Rail services on week days (2)	Average nº of passengers per day
Camp de Tarragona	382,176	4.9	1,075	15	48	1,688
Guadalajara-Yebes	86.503	9.9	401	10	18	196
Segovia-Guiomar	77,190	1.6	152	6	31	2,303
Puente Genil- Herrera	36,967	1.7	97	7	23	271
Villena	53,369	1.3	83	6	14	164
Cuenca-Fernando Zobel	56,472	3.2	62	4	14	767
Antequera-Santa Ana	61,938	1.5	54	19	46	647
Requena-Utiel	31,584	0.9	23	6.5	8	50
Los Pedroches	55,238	-0,4	15	12	6	110



## Peripheral stations structure

### A - Simple structure stations builded on technical stops



Puente Genil-Herrera



Antequera - Santa Ana



Requena-Utiel

### B - More complex stations in densely populated areas



Camp de Tarragona





## A typology of peripheral HSR station: the territorial context

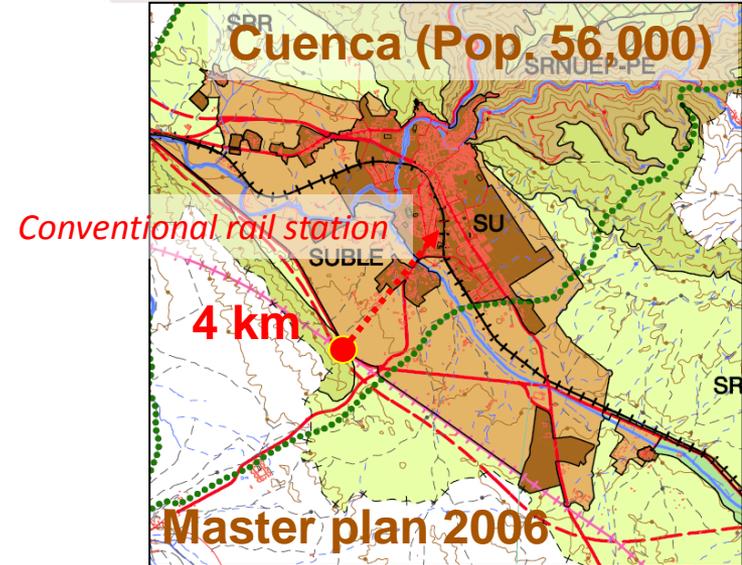
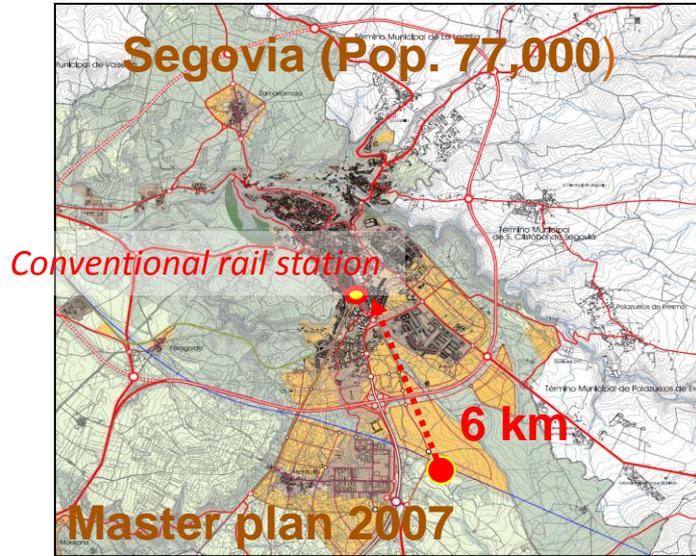
1st type	2nd type	3rd type	4th type
<p>Segovia, 2007 Cuenca, 2010</p>	<p>Guadalajara – Yebes, 2003</p>	<p>Camp de Tarragona, 2006 Villena, 2013</p>	<p>Puente Genil – Herrera, 2006 Antequera – Santa Ana, 2006 Requena – Utiel, 2010 V. Córdoba–Los Pedroche, 2014</p>



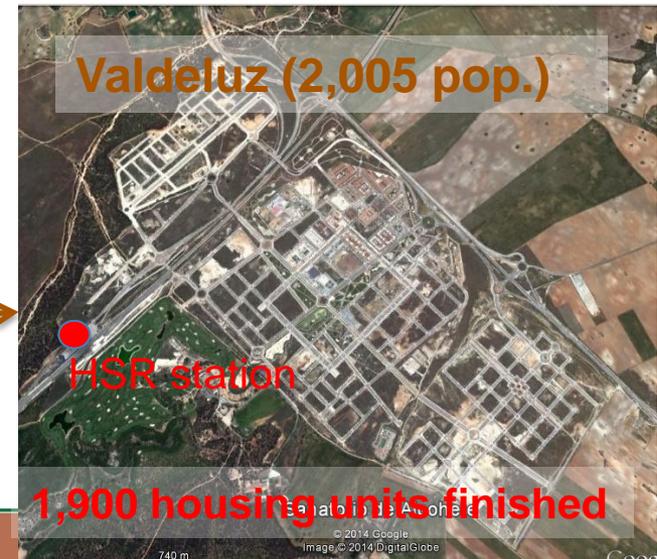


# Type 1 – Gare bis

Peripheral HSR stations in Spain



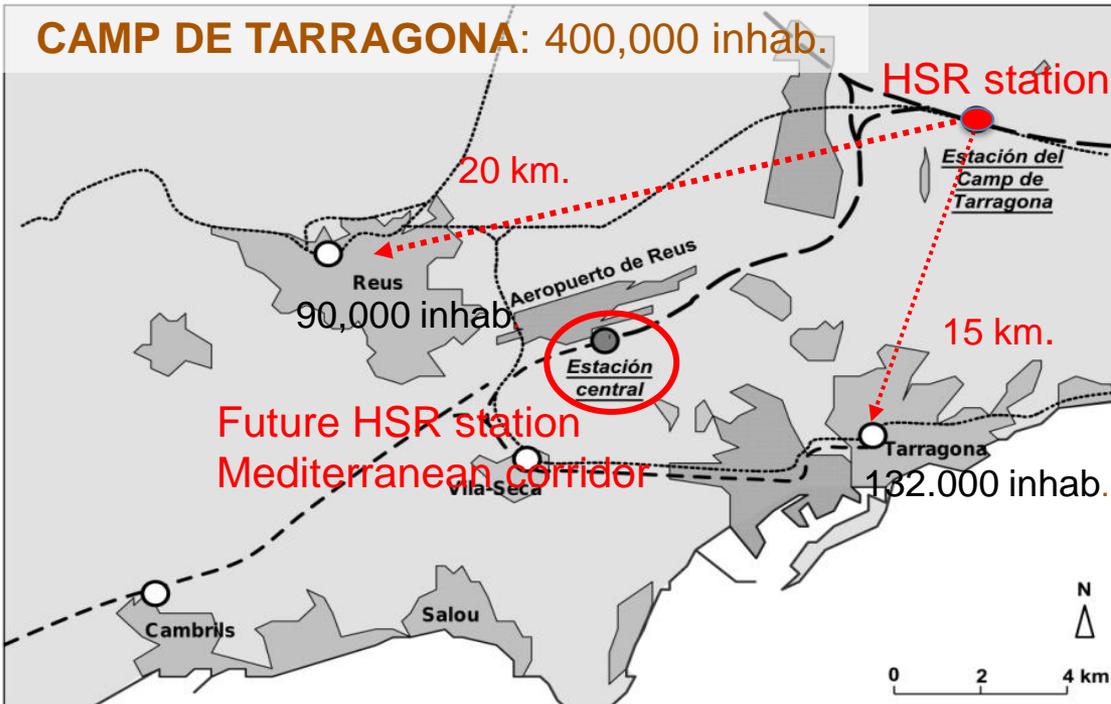
# Type 2 – Gare bis with a new urban structure



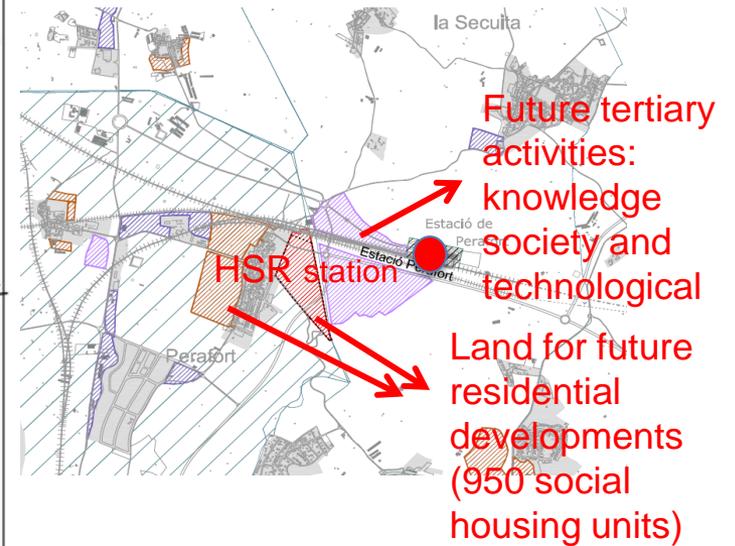


## Type 3 – HSR peripheral station in a polynuclear metropolitan area

**CAMP DE TARRAGONA: 400,000 inhab.**



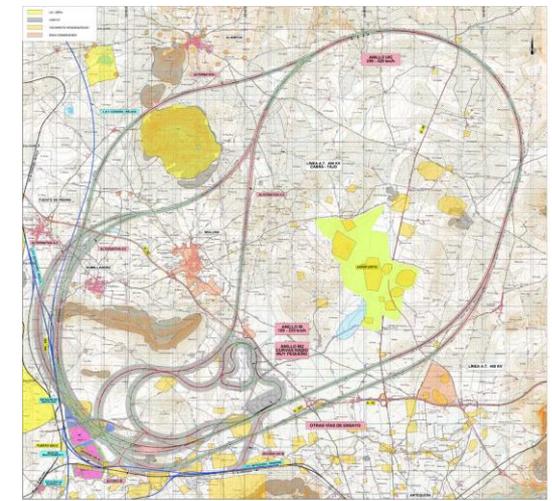
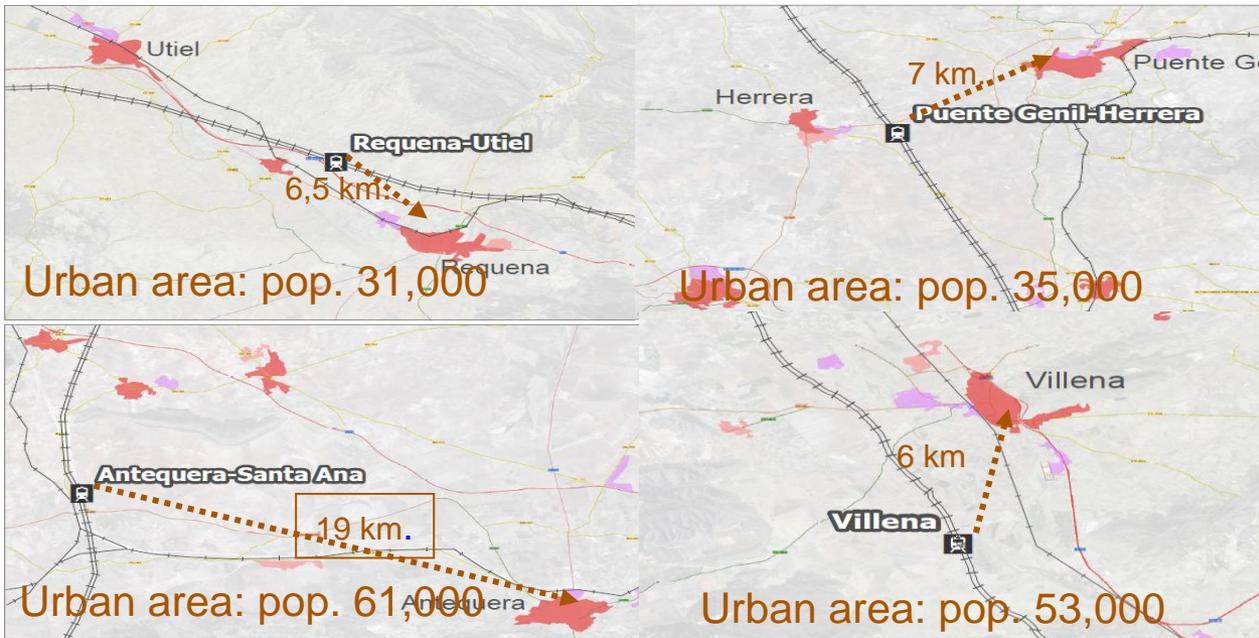
**Planning document for the station area**





## Type 4 – HSR station in areas with low population densities

A project for Antequera district: a test loop for new rolling stock technology



- Requena Utiel: a business and industrial park planned around the new station (local administ)
- Puente Genil, plans for two small industrial and logistical areas (regional administration).
- Antequera: a 350 ha for a new planned dry port
- Villena: business and logistical park (65 ha) planned by the regional administration (2008).

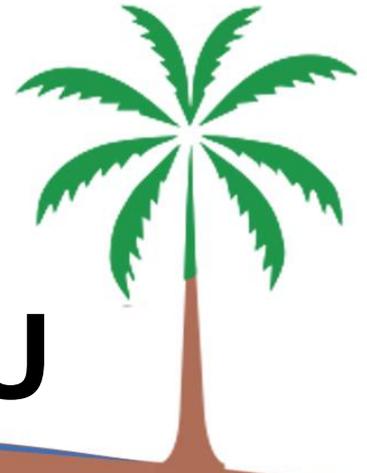


## CONCLUSIONS

- Different urban strategies developed according to: settlement structure, station location, local characteristics and dynamism.
- Governance is a fundamental issue: coordination with the public administration, lack of private-public coordination, etc.
- Accessibility is still a challenge to be resolved
- There is a need to rethink some of the (less realistic) planning and urban projects within a very different economic context



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**THANK YOU**

**MERCI**

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