Urban integration of HSR peripheral stations in Spain

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• Railway stations, intermodality & urban development
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.
HSR lines: 2,500 km - 32 stations – 9 peripherally located stations
## Transport node function and spatial context

<table>
<thead>
<tr>
<th>Station</th>
<th>2011 Pop. Urban area (1)</th>
<th>% Annual pop. Growth 91-11</th>
<th>Municipal or area density pop./km²</th>
<th>Distance to urban centre (km)</th>
<th>Rail services on week days (2)</th>
<th>Average nº of passengers per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camp de Tarragona</td>
<td>382,176</td>
<td>4.9</td>
<td>1,075</td>
<td>15</td>
<td>48</td>
<td>1,688</td>
</tr>
<tr>
<td>Guadalajara-Yebes</td>
<td>86,503</td>
<td>9.9</td>
<td>401</td>
<td>10</td>
<td>18</td>
<td>196</td>
</tr>
<tr>
<td>Segovia-Guiomar</td>
<td>77,190</td>
<td>1.6</td>
<td>152</td>
<td>6</td>
<td>31</td>
<td>2,303</td>
</tr>
<tr>
<td>Puente Genil-Herrera</td>
<td>36,967</td>
<td>1.7</td>
<td>97</td>
<td>7</td>
<td>23</td>
<td>271</td>
</tr>
<tr>
<td>Villena</td>
<td>53,369</td>
<td>1.3</td>
<td>83</td>
<td>6</td>
<td>14</td>
<td>164</td>
</tr>
<tr>
<td>Cuenca-Fernando Zobel</td>
<td>56,472</td>
<td>3.2</td>
<td>62</td>
<td>4</td>
<td>14</td>
<td>767</td>
</tr>
<tr>
<td>Antequera-Santa Ana</td>
<td>61,938</td>
<td>1.5</td>
<td>54</td>
<td>19</td>
<td>46</td>
<td>647</td>
</tr>
<tr>
<td>Requena-Utiel</td>
<td>31,584</td>
<td>0.9</td>
<td>23</td>
<td>6.5</td>
<td>8</td>
<td>50</td>
</tr>
<tr>
<td>Los Pedroches</td>
<td>55,238</td>
<td>-0.4</td>
<td>15</td>
<td>12</td>
<td>6</td>
<td>110</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>1st type</th>
<th>2nd type</th>
<th>3rd type</th>
<th>4th type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td>Requena – Utiel, 2010</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>V. Córdoba–Los Pedroche, 2014</td>
</tr>
</tbody>
</table>

- **Rail station**
- **Urban area**
- **HSR new line**
- **Conventional rail line**
- **New urban development**
Type 1 – *Gare bis*

- **Segovia** (Pop. 77,000)
  - Conventional rail station
  - 6 km
  - Master plan 2007

- **Cuenca** (Pop. 56,000)
  - Conventional rail station
  - 4 km
  - Master plan 2006

Type 2 – *Gare bis with a new urban structure*

- **Guadalajara city** (83,000 pop.)
  - Conventional rail station
  - 10 km

- **Valdeluz** (2,005 pop.)
  - HSR station
  - 1,900 housing units finished

New urban development: VALDELUZ

Peripheral HSR stations in Spain
Type 3 – HSR peripheral station in a polynuclear a metropolitan area

CAMP DE TARRAGONA: 400,000 inhab.

Future HSR station Mediterranean corridor

Planning document for the station area

HSR station

20 km.

15 km.

90,000 inhab.

132,000 inhab.

Future tertiary activities: knowledge society and technological
Land for future residential developments (950 social housing units)
Type 4 – HSR station in areas with low population densities

- 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
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