

project Gent Sint-Pieters



NMB

INFRABEL

De Vlaamse Spoorwiel



Wegen en Verkeer



STAD GENT



En

With over 54,000 passengers departing every day, Gent-Sint-Pieters is **the main train station in Flanders**. Today, we are preparing this key site for the future. Our priorities? Convenient connections with other modes of transport and optimum comfort, also for passengers with limited mobility..



The Spatial Structure Plan for Flanders gives priority to new developments in the vicinity of the station due to the area's accessibility by public transport. That being said, these new offices and homes also need to be easy to reach by car. Therefore, **a new road** was built, **Valentin Vaerwyckweg**, which links the **underground car park** to the R4 ring road around the city.



The Gent-Sint-Pieters train station is set to become a **comfortable building** with a beautiful, spacious hall bathing in natural light. The platforms will be extended to a maximum width of 12 metres, and they will be entirely covered. In a nutshell, the station and its immediate surroundings are set to benefit from a major makeover!



The Gent-Sint-Pieters neighbourhood will get a major facelift with new houses, offices, shops, leisure facilities and green areas. The entire site will become **a modern gateway to the city** thanks to this major project that puts viability, quality and sustainability centre stage. A few examples of the amenities that are in the works? A pedestrianised, bike-friendly area with a sheltered bicycle shed that can accommodate up to 13,500 bicycles and that can be easily reached from all directions. Moreover, there will be a green area running through the site, including the Overmeers park, which will be accessible to hikers and schools.



A large, sheltered bus terminal will be constructed right next to the station, while the tram terminal with wide platforms is located beneath the railway tracks. The entire site will become **a well-structured public-transport hub**, allowing passengers to comfortably and quickly go to and from **trains, trams and buses**, with the added bonus of not getting wet in rainy weather!



The Gent-Sint-Pieters train station, a modern public transport hub





1. Timicheg tunnel: access to the car park



2. Houses, offices and other facilities in Koningin Fabiolalaan



3. Underground car park



4. Sheltered bicycle sheds

Perspective on the future

The new Gent-Sint-Pieters train station meets the mobility needs of tomorrow, with the surrounding area benefitting from a major overhaul to become a pleasant neighbourhood for residents and businesses alike.



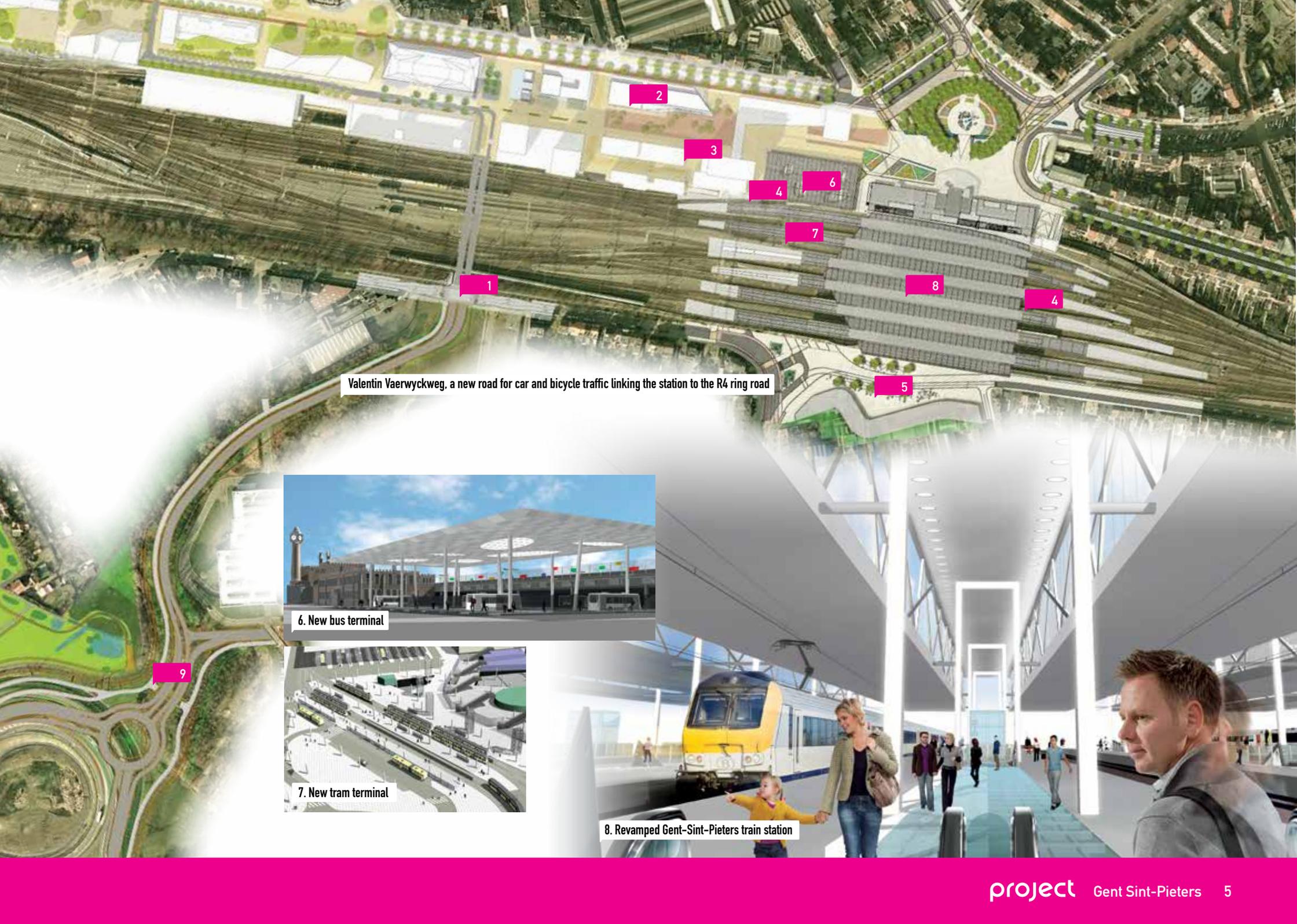
9. bicycle tunnel



5. New square: Koningin Mathildeplein



Overmeers



Valentin Vaerwyckweg, a new road for car and bicycle traffic linking the station to the R4 ring road



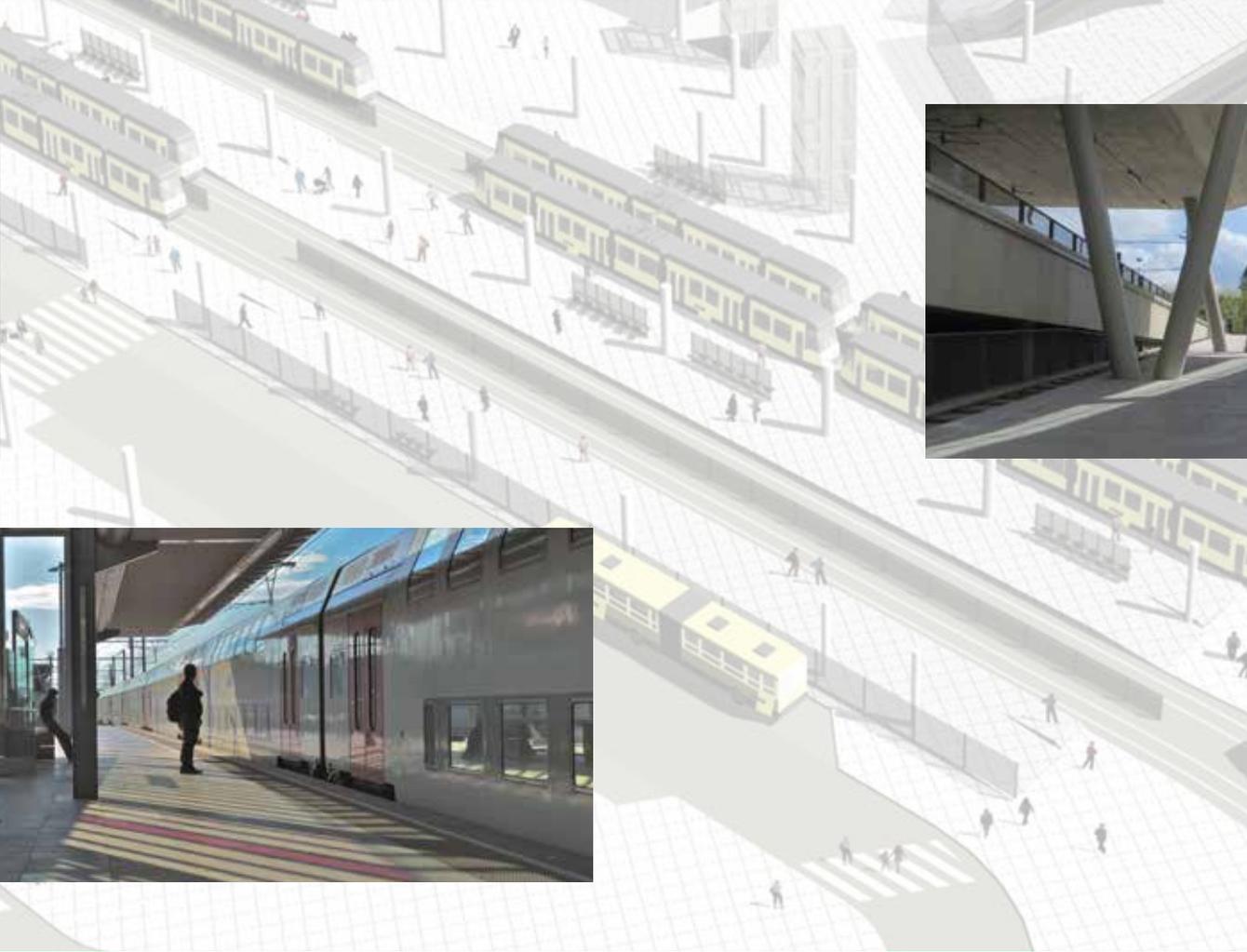
6. New bus terminal



7. New tram terminal



8. Revamped Gent-Sint-Pieters train station



A public transport hub

Public-transport users will be able to quickly and comfortably transfer between trams, buses and trains. The new **tram terminal**, located right under the railway tracks, will have four tracks, two in each direction. The extension of the tram network to the surrounding municipalities will result in six tramlines servicing Gent-Sint-Pieters in the near future. The wide and sheltered stops at the new **bus terminal** will be located right next to the train and tram platforms, and will be able to accommodate up to 24 bendy buses.

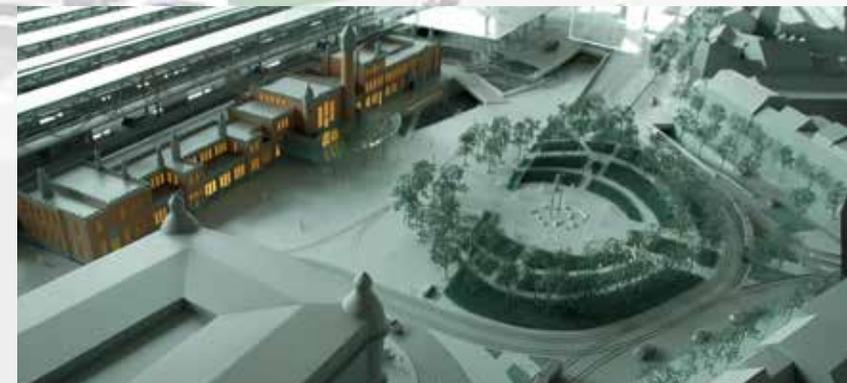


A new stations complex for over 60,000 passengers

The old station building and Koningin Maria-Hendrikaplein were originally built for the 1913 World Expo. Both are listed sites and in the design of architect Jacques Voncke, they form an integral part of the overall project. The new station complex will be able to accommodate over **60,000 departing passengers every day**. Between the historical station building and Sint-Denijslaan there will be a large open hall, located under the railway tracks. Escalators and lifts will lead to new, broadened platforms covered by **one large roof**.

Pleasant streets and squares

The neighbourhood surrounding the station will be transformed into a well-organised area where passengers can easily switch between different modes of transport. There will be plenty of space for pedestrians and cyclists, as well as public and green modes of transport at the renovated Koningin Fabiolalaan and Prinses Clementinalaan. Koningin Maria-Hendrikaplein will become a **pedestrianised area** with wide, inclined paths to the underground 'kiss & ride' drop-off area and the bicycle sheds. Along Sint-Denijslaan there will be a second grand entrance, with its own distinctive look and a **pedestrianised station square, Koningin Mathildeplein**.



Plans by level

Niveau 1+ The roofs

An aerial view of the railway station and its surroundings shows where the different buildings are located. In order to visualise the depth, the taller roofs on the image opposite have been rendered in a darker colour. This shows that the large roof above the platforms is not actually flat, but has different heights which are vertically connected with each other by means of windows which allow the light to reach the underlying levels.

Niveau +1 The platforms

The twelve railway tracks, together with the new platforms, will be situated on this level. They will be accessible from ground level via lifts, escalators (going up and down) and stairs. The platforms will be up to 12 metres wide, which is 4 metres wider than they are today. They will also be longer and higher, and they will cater to every commuter need. They will be comfortably equipped with windscreens, seats, shelters and amenities where travellers can enjoy a quick snack.

Niveau 0 The central hall

Behind the existing and listed station building, a spectacular metamorphosis is taking place. Under the platforms and tracks, a gigantic 35,000 sq. m. hall is being constructed. A wide central corridor will connect both station entrances (Koningin Maria Hendrikaplein and Koningin Mathildeplein) and lead to the platforms via lifts, escalators and/or stairs. Travellers will be able to enjoy various amenities lining both sides of the corridor, such as shops, waiting areas, ticket offices, toilets, info desks, cafeterias and snack bars. The hall also hosts the tram terminal, part of the bicycle sheds and a 'kiss & ride' drop-off area. A short walk up a gentle slope will bring travellers to level -1, where they will find taxi ranks, a second 'kiss & ride' drop-off area, a bicycle shed, and further down, the underground car park and Koningin Fabiolalaan. Right next to the listed station building, the new bus terminal accommodating up to 24 bendy buses will be within easy reach.

Niveau -1 The bicycle shed, taxi ranks and 'kiss & ride' drop-off area

On either side of the historical building, there are sheltered bicycle sheds, which can be accessed via five inclined paths. The underground car park is located along Koningin Fabiolalaan. Last but not least, the taxi ranks and large 'kiss & ride' drop-off area can be accessed and exited via a slope in Koningin Maria Hendrikaplein.

Niveau -2/-3 The underground car park

The underground car park can accommodate 2,700 cars on three floors. Level -2 and -3 will be almost identical.

LEGEND

COLOURS

	The public area (for walking, cycling and parking) - darker = lower
	- brighter = higher
	the commercial area (shops, bars, catering establishments etc.)
	the service area (not accessibel)
	full ground
	the roofs - darker = high
	- bright= low
	elevators, stairs and escalators
	toilet facilities
	green areas (trees, plants)

NUMBERS

01	existing and listed train station building	12	information office
02	construction volume	13	 slope
03	transparent roof	14	bus terminal
04	porch	15	tram terminal
05	 bench	16	'kiss and ride' drop-off area
06	 waiting area	17	 bicycle sheds
07	 escalator	18	sloping garden
08	 staircase	19	taxi ranks
09	 elevator	20	 car parking places
10	cafeteria		platforms
11	ticket offices		



20



Our choice? sustainable mobility

Today, most train passengers already travel to the station using sustainable modes of transport. The project partners want to further encourage this trend and are therefore focusing on the promotion of sustainable mobility. Consequently, the comfort of pedestrians, cyclists, and tram and bus users has been given special attention in the overall design.

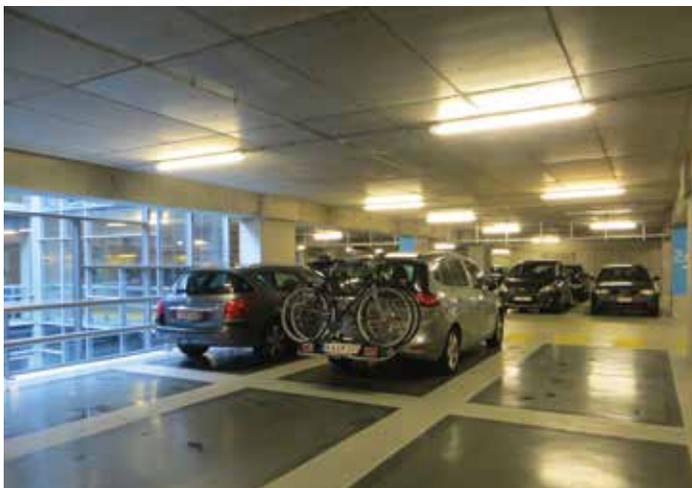
Walking, cycling, being transported

The station squares and the surrounding streets will be organised in a **pedestrian-friendly** way. **Cyclists** can leave their bicycles at the underground bicycle sheds on either side of the historical station building (13,500 spaces). **Trams and buses** will drop off their passengers right beside the train station, and transfers between trains, trams and buses will be facilitated, with the added bonus that passengers will not get wet in rainy weather. The new Lijn- en Mobiliteitswinkel – a shop and information office for public transport users – will also open its doors. The large, open station hall will be flooded with daylight, and it will host shops, catering establishments and other amenities. From the hall, all passengers, including those with limited mobility, will be able to easily access the new platforms.



On the slope

The underground taxi ranks and one of the 'kiss & ride' drop-off areas can be reached by car via an entrance ramp along Koningin Maria-Hendrikaplein. A second entrance slope on this square leads to the bicycle sheds, and a third incline features a garden and is only accessible to pedestrians. These slopes allow daylight to enter the underground level.



Dedicated spaces for cars

The station site is also easily accessible by car. Via Valentin Vaerwyckweg, a new road linking the R4 ring road and Timicheg tunnel, cars can enter the underground car park directly. The number of places will be limited to 2,700 and the car park will cater for train passengers, people who live or work in the new buildings and visitors. Dropping off a passenger by car? This can be done safely via the two new roofed 'kiss & ride' drop-off areas.



A lively and pleasant neighbourhood

The new neighbourhood surrounding the train station meets the ever-increasing demand for **residential and office buildings** in Ghent. The project area along Koningin Fabiolalaan, which covers 75,000 sq. m., will boast offices as well as houses, shops and other facilities. This mix will create a bubbly neighbourhood with plenty to explore and discover. On the side of the station, the focus will be on offices and commercial facilities. Several slim high-rise blocks are also planned. These buildings have been designed to minimise the shading of sunlight on the existing houses and, along with some sound barriers, they will help diminish the background noise generated by the trains. Closer to the river Lys, the emphasis is on residential dwellings, with buildings spaced further apart. A new bridge will bring pedestrians and cyclists to the Blaarmeersen Sports and Recreation Park in no time.

A green touch for both old and new areas

The neighbourhood will remain comfortable and a pleasant place to live, with additional gardens, trees and green touches in both the old and the new areas. The revamped Prinses Clementinalaan, Koningin Maria-Hendrikaplein and Koningin Fabiolalaan will create an uninterrupted **green corridor** between Citadelpark and the Blaarmeersen Sports and Recreation Park.



A nature park with a cycle route

Valentin Vaerwyckweg, the new road for cars and bicycles linking the train station with the R4 ring road, runs along the edge of an existing nature reserve which was, until recently, barely accessible and therefore virtually unknown. An added benefit for local residents is that this area has been transformed in a **nature park, Overmeers**, which can be accessed from Sint-Denijslaan, the cycling trail along the R4 ring road and Valentin Vaerwyckweg. The highlights at the new park are the ponds, which attract amphibians and rare birds. An educational area has also been set up for schools. A bicycle tunnel near the R4 interchange, the two-way cycling path along the newly built road, connects to the existing cycling network, along the inner and outer ring road, and to The Loop.







Project partners

The Gent Sint-Pieters project is the result of a partnership between NMBS, Infrabel, Eurostation, De Lijn, het Vlaams Gewest en de Stad Gent. Eurostation, the study and real-estate branch of NMBS, is in charge of project management, covering all the technical, financial and legal studies. Jacques Voncke, who also designed the new Antwerp Central train station, is the architect of the new station. The Gent Sint-Pieters project is set to become a prestigious example of the core activity of Eurostation, namely developing a seamless blend of impressive station buildings, comfortable public spaces and efficient public-transport hubs.

A low-impact project

The entire Gent-Sint-Pieters project requires major, high-impact works, which will take years to be completed. The various partners are doing their utmost to limit the inconvenience for travellers, local residents and visitors. Therefore, a special committee has been set up that is charged with **reducing nuisances** and constantly disseminates information on traffic and other issues, tries to manage these problems as much as possible and ensures that traffic is well organised during every phase of the works.

Clear and ongoing communication

An ongoing and extensive project of this type calls for sound communication. After all, local residents have the right to know what is happening in their neighbourhood, outside their very doors. Scheduled diversions need to be communicated to a wide audience. Commuters and bus or tram users require frequent updates in order to follow and swiftly adapt to changes. Schools want to inform their students and their parents in advance, while merchants need to inform customers and suppliers.

A **communication team** keeps all interested parties informed by means of newsletters, a website, local community meetings, exhibitions etc. That being said, communication is anything but one-way traffic. Therefore, a **feedback group**, made up of representatives of the project partners and local interest groups, meets on a regular basis to exchange experiences and proposals. Moreover, information fairs, dialogue sessions and other participation activities are organised.

Critical eye of the quality team

The historical station neighbourhood is a classic example of sound urban development and architecture. In this spirit, the project partners aim to develop the new area to the same high standard.

Information desk for **project** Gent Sint-Pieters

Prinses Clementinalaan 215, 9000 Gent

Opening hours:

- Monday and Tuesday from 9 a.m. till noon
- Wednesday from 9 a.m. till 5 p.m. • By appointment

☎ (+32) (0)9 241 24 11

✉ info@projectgentsintpieters.be

🌐 www.projectgentsintpieters.be

📘 www.facebook.com/projectgentsintpietersPGSP

