



Valencia Parque Central

Valencia's greatest railway transformation
and a major urban initiative for citizens

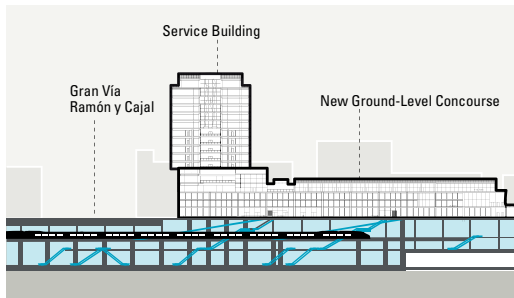




The Parque Central Initiative

The key features of Valencia's urban and railway transformation.

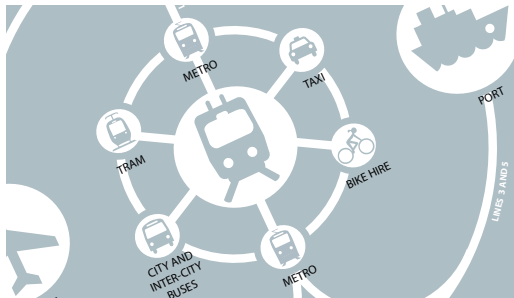
Pages 4 and 5



The Scenarios of Change

New stations and railway lines. Railway developments of Valencia Parque Central.

Pages 6 to 11



Intermodal Valencia

The future Estación Central (Central Station) will be a transport hub for local railway, high speed rail, metro, tram, bus and taxi services in the city centre.

Pages 12 and 13



Parque Central

The urban improvements made will optimise a large area in the south of the city. Valencia Parque Central will serve as linking hub.

Pages 14 to 20



Valencia and the Railway

The city's urban development has been shaped by improvements to its railways. A visual journey through the history of the city.

Pages 21 to 23



The Parque Central Initiative

A new railway network for Valencia and an urban solution to neighbourhoods separated by railway tracks

ESTACIÓN CENTRAL

Through station with two underground platform levels, each with 6 tracks, and an intermediate level connecting with the metro. The project was designed by César Portela.

*Elimination of the
Grandes Vías underpass*

Estació del Nord historic building

New station and service building

Underground platforms

PARQUE CENTRAL

Spread over 230,000 square metres, it will occupy the area of the current rail yard. The project was designed by Kathryn Gustafson.

**SANT ISIDRE
LOCAL
RAILWAY
STATION**

BULEVAR GARCÍA LORCA

80 metres wide with a broad landscaped central reservation, it will be located between Avenida Giorgeta and Bulevar Sur, in the direction of the V-30 road. It will involve eliminating the Giorgeta bridge.

THROUGH TUNNEL

Underground railway access channel

Overground lines

Tunnel openings

**FONT DE SANT LLUÍS
LOCAL RAILWAY STATION**

**UNIVERSIDAD LOCAL
RAILWAY STATION**

This will be located on the university campus with accesses beside La Carrasca T4 tram station.

TUNNEL**THROUGH****ARAGÓN LOCAL
RAILWAY STATION**

Access to the new underground station will be close to the Aragón metro station (Line 5) accesses.

**EL CABANYAL LOCAL
RAILWAY STATION***Underground lines**Tunnel opening**Overground lines*



The Scenarios of Change

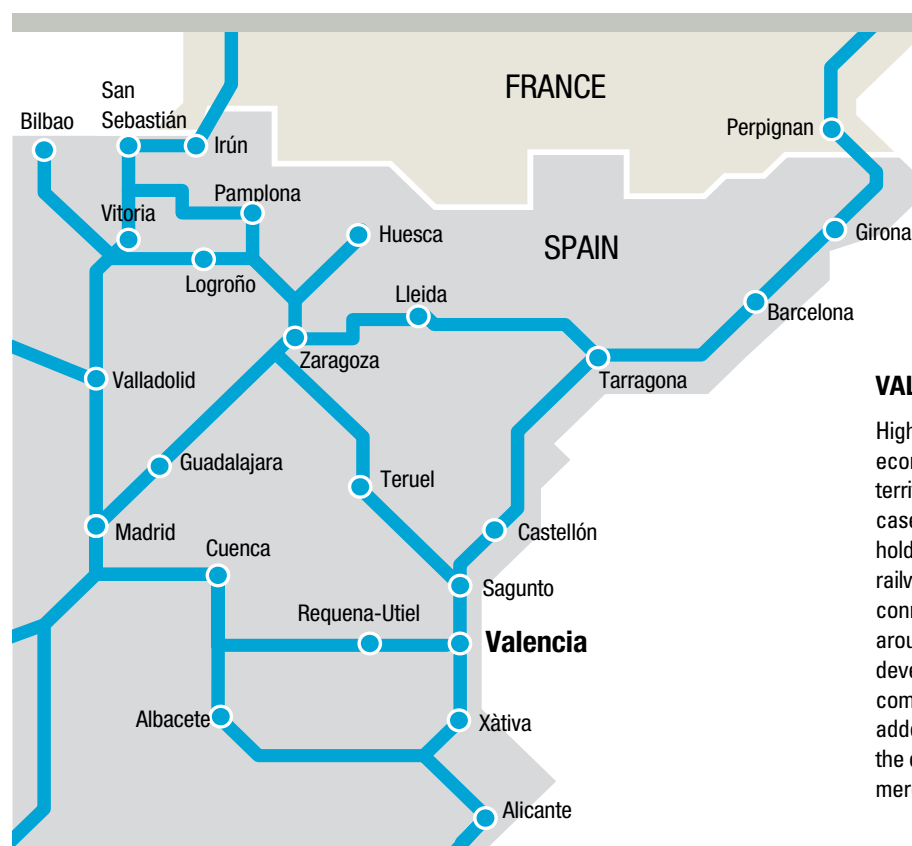
Nine kilometres of railway tunnels, four new through railway stations connected to the metro and tram network, 425,000 square metres of green areas and new facilities are the key statistics for a project that will transform Valencia

As a railway and urban development plan, the Valencia Parque Central Initiative represents the most important project currently being undertaken in the city. In terms of railways, Valencia already forms part of a network of Spanish cities (and European cities in the near future) connected by high speed rail links. Furthermore, once this development is complete, the city will have increased and enhanced the capacity of its local railway network. As for urban planning, thanks to the railway tunnelling work, a sizeable area of the city centre will have been recovered through a 230,000 m² park and new public facilities, thereby also facilitating the integration of neighbourhoods that were previously separated by the railway. The development also encompasses an area of land that will be

used to build approximately 4,200 homes (9,000 inhabitants), including freely-marketable properties and social housing, as well as plots of land available exclusively for services.

Funding

In accordance with this agreement, the railway works will free up land, making it possible to implement urban planning projects, which will in turn generate economic resources that will be used to finance the railway works. Hence, the funding sources required to undertake this initiative are the budgets of the institutions involved, revenue generated by the sale of public land suitable for construction in this area and the development contributions corresponding to publicly and privately owned land.



VALENCIA'S RAIL LINKS

High speed railway links revitalise the economy and structure the surrounding territory. This point is unquestionable in the case of a large city such as Valencia, which holds a key position in the Mediterranean railway transportation network thanks to its connections with Madrid and other major cities around Spain. In addition to socioeconomic development and the boost to business competitiveness, Valencia also offers the added potential of its port. These factors turn the city into a major hub for passenger and merchandise transportation.

The Railway Initiative

Valencia stands on the intersection between the Mediterranean Railway Corridor and the Valencia-Madrid high speed rail link. It also has an extensive urban and metropolitan transport network. Since the end of 2010, it has been part of the network of Spanish ci-

ties connected by high speed rail links and, once this development is complete, it will have increased and enhanced the capacity of its local rail network.

A turning point in 2003

In 2003, the Spanish Ministry of Development, Valencia's Regional Government, the Valencia City Council, Adif and Renfe-Operadora signed an agreement to remodel Valencia's main railway network, which comprised the Estació del Nord (a terminal station), a shaft of tracks dividing the city, and various railway maintenance facilities located within the urban area, on the site of the future Parque Central.

With reference to the railway, this agreement aims to integrate the new high speed line into the main rail network of Valencia's metropolitan area, to improve passenger services whilst maintaining the central location of the station, turning it into a multi-mode transportation hub, and to optimise merchandise services by concentrating facilities and fostering inter-modal transportation.

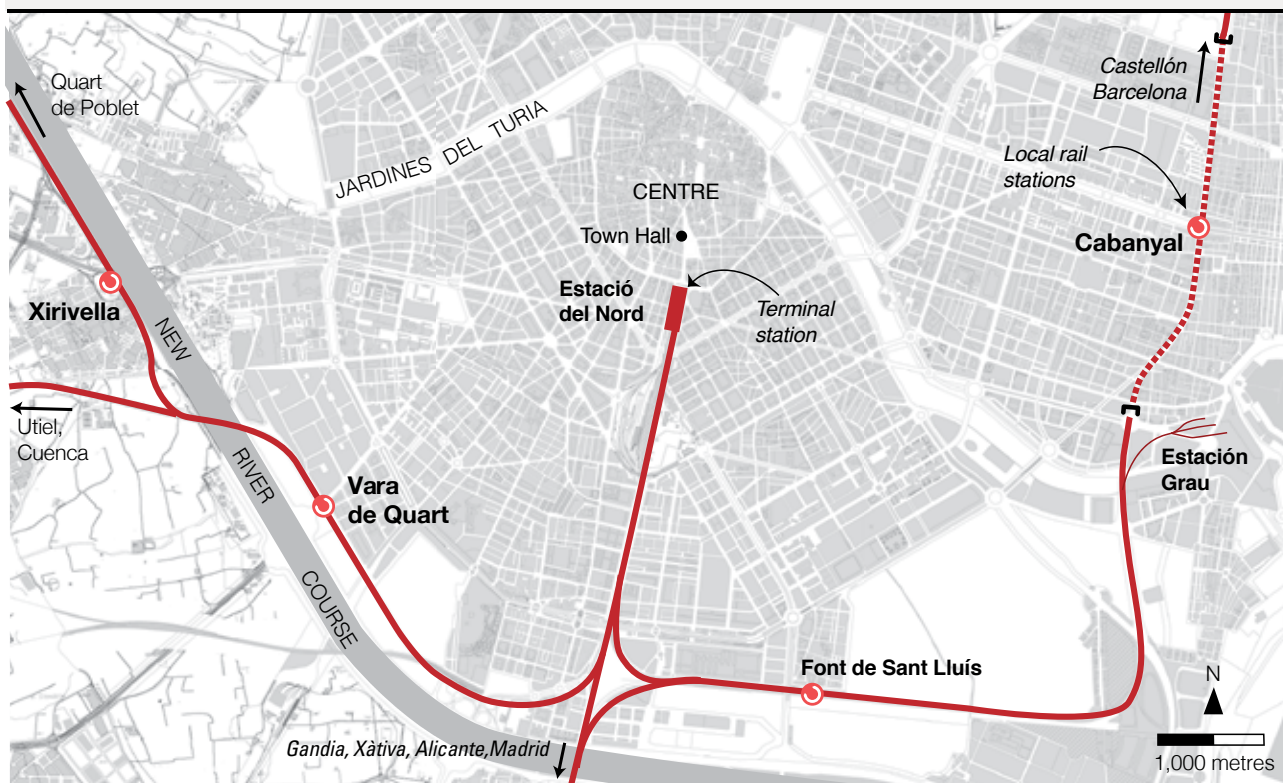
The new railway network

The railway development involves creating a new point of access in the south of Valencia, an underground railway tunnel almost nine kilometres long, which crosses the city, and organi-

THE VALENCIA RAIL NETWORK IN 2003

In 2003, the overground railway arrived at the Estació de Nord, a terminal station, and the tracks separated the neighbourhoods of the centre from the south of the city. The agreement signed that year by the Spanish Ministry of Development, Valencia's Regional Government, the Valencia City Council, Adif and Renfe-Operadora aims to change that configuration of Valencia's rail network.

— Iberian gauge tracks. Dotted lines indicated tunnels.



sing lines and facilities for merchandise.

The new South Access to the city is located at the intersection between the Madrid-Valencia high speed line (purely passenger traffic) and the Mediterranean Corridor (lines for passengers and merchandise). The high speed rail line that links the cities of Madrid and Valencia has been operative since December 2010, with a journey time of 95 minutes.

The nine-kilometre underground section will cross the city from north to south. This project has been broken down into various stages in terms of its execution, and is made up of the South Hub, the Access Channel, Estación

A tunnel stretching almost nine kilometres will cross the city from north to south, providing two new underground local rail stations

Central, the Through-Station Shaft, the Aragón and Universidad local railway stations (all intermodal underground through stations) and the Sant Isidre overground intermodal station.

The reorganisation of merchandise and railway maintenance facilities within the Font de Sant Lluís railway complex to the south of the port has already been completed and houses the new maintenance station or Technical Processing Centre. The development plan also provides for a direct connection for merchandise from the South Access to Valencia's Port, passing through the Font de Sant Lluís railway complex.

FUTURE RAILWAY LINES

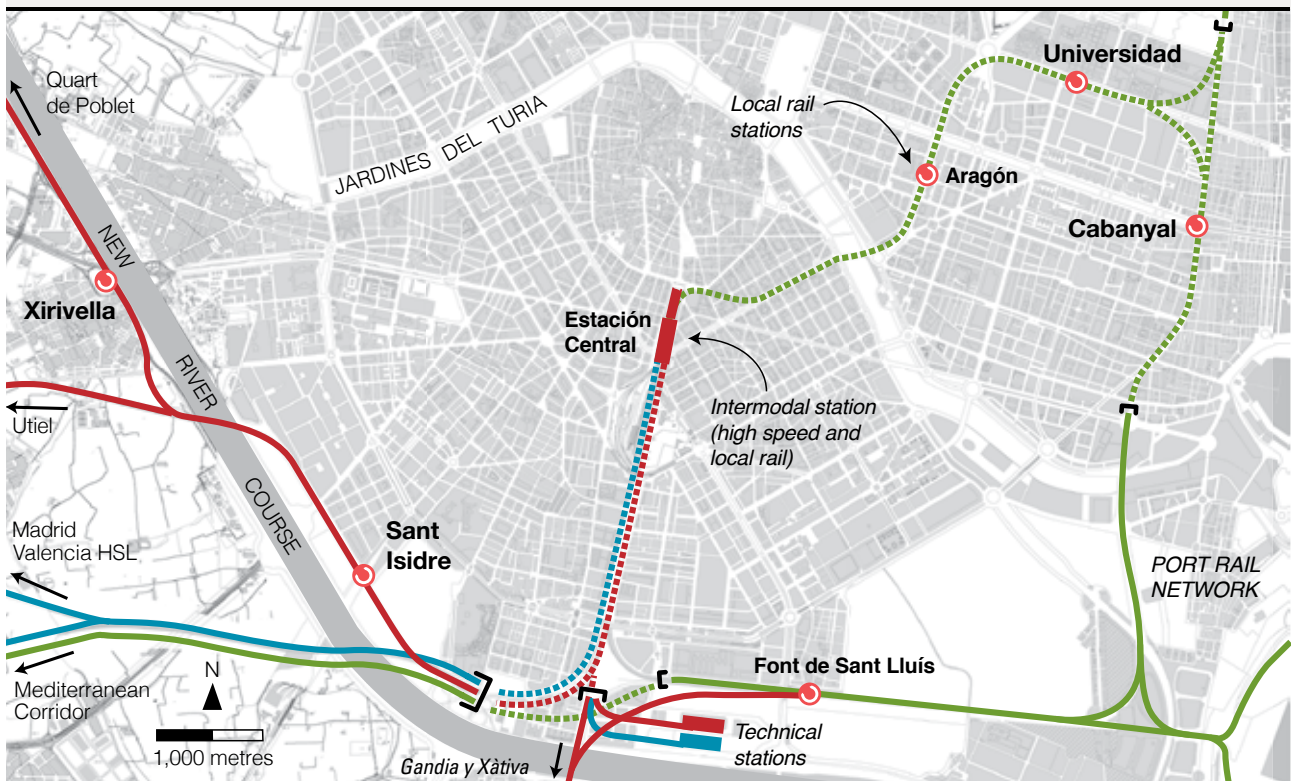
Following the remodelling of the rail access points, the city of Valencia will have two new underground local rail stations connected to the metro and tram network. A tunnel will free up the land occupied by tracks to build a new urban park and boulevard. The Estació del Nord will be integrated into the new Estación Central to become an intermodal railway station.

Dotted lines indicated tunnels.

— Iberian gauge tracks

— UIC gauge tracks

— Mixed-gauge tracks



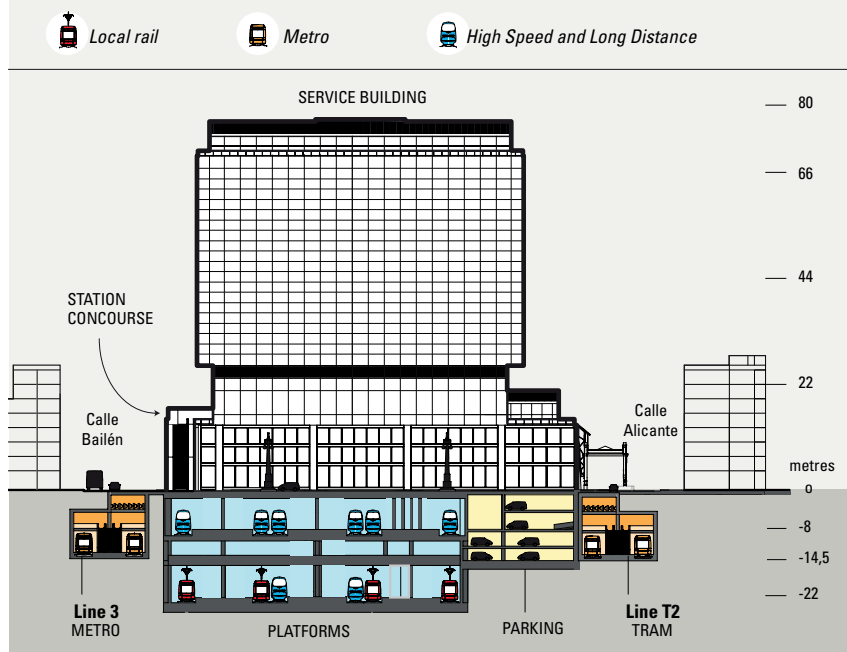
The new stations

Estación Central, designed by the architect César Portela, is a complex comprising a new ground-level concourse, which will integrate the existing Estació del Nord (declared a Cultural Asset in 1993); an underground railway area made up of 12 tracks and platforms spread over two levels, each with 6 tracks; underground parking facilities, and a service building covering an area of 45,000 m².

Location and connections

The new station will be an intermodal through station instead of its current layout as a terminal. Two levels of underground platforms and a new concourse will extend the existing Estació del Nord towards the south, between Calle Xàtiva, Calle Bailén, Calle Alicante and Gran Vía. It will be located very close to the Xàtiva, Joaquín Sorolla

SOUTHERN VIEW OF THE ESTACIÓN CENTRAL



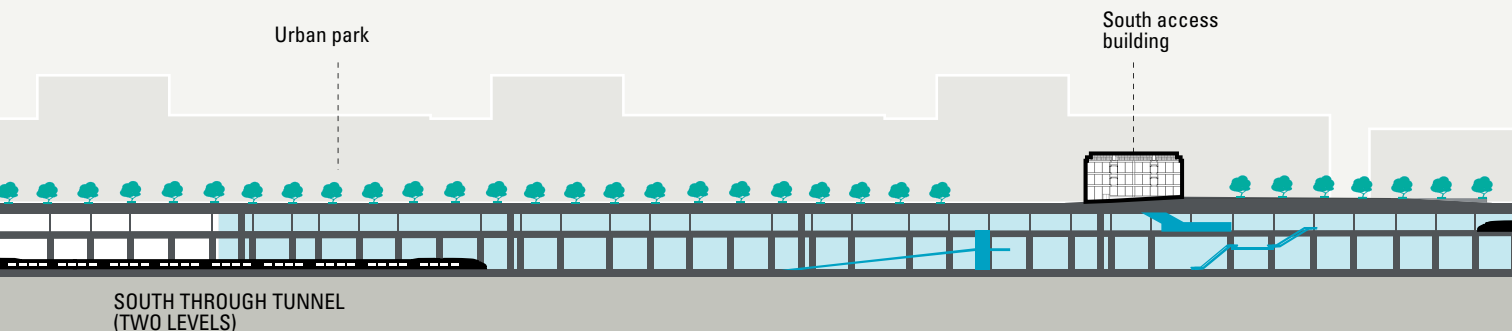
and Plaza de España metro stations and will directly connect to the Bailén and Alicante metro and tram stations. In the area immediately surrounding the new station, there will be bus stops serving over 40 city routes, as well as taxi ranks and bike hire services.

Valencia Joaquín Sorolla

The Valencia Joaquín Sorolla railway station allows Valencia to benefit from the AVE high speed rail links and is an important component in Valencia's Parque Central Development. This station will be decommis-

PARTS OF THE NEW ESTACIÓN CENTRAL

EASTERN VIEW. The different gauge tracks allow for both local and high speed rail services to run. Trains will reach Estación Central from the underground corridor. The station will have two levels of platforms, each with six tracks.





The Valencia Joaquín Sorolla Station will be decommissioned when the underground Estación Central and the new concourse become operative

sioned when the underground Estación Central and the new concourse become operative.

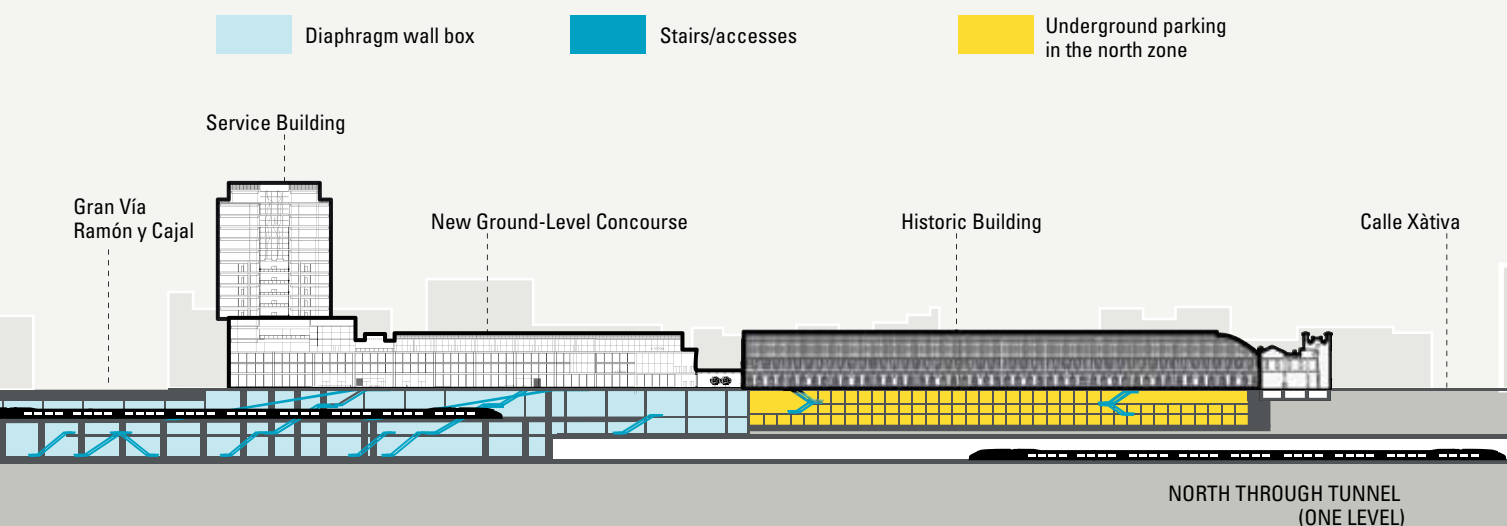
Then, all the rail services will be moved and the part of the park currently occupied by this building can be developed.

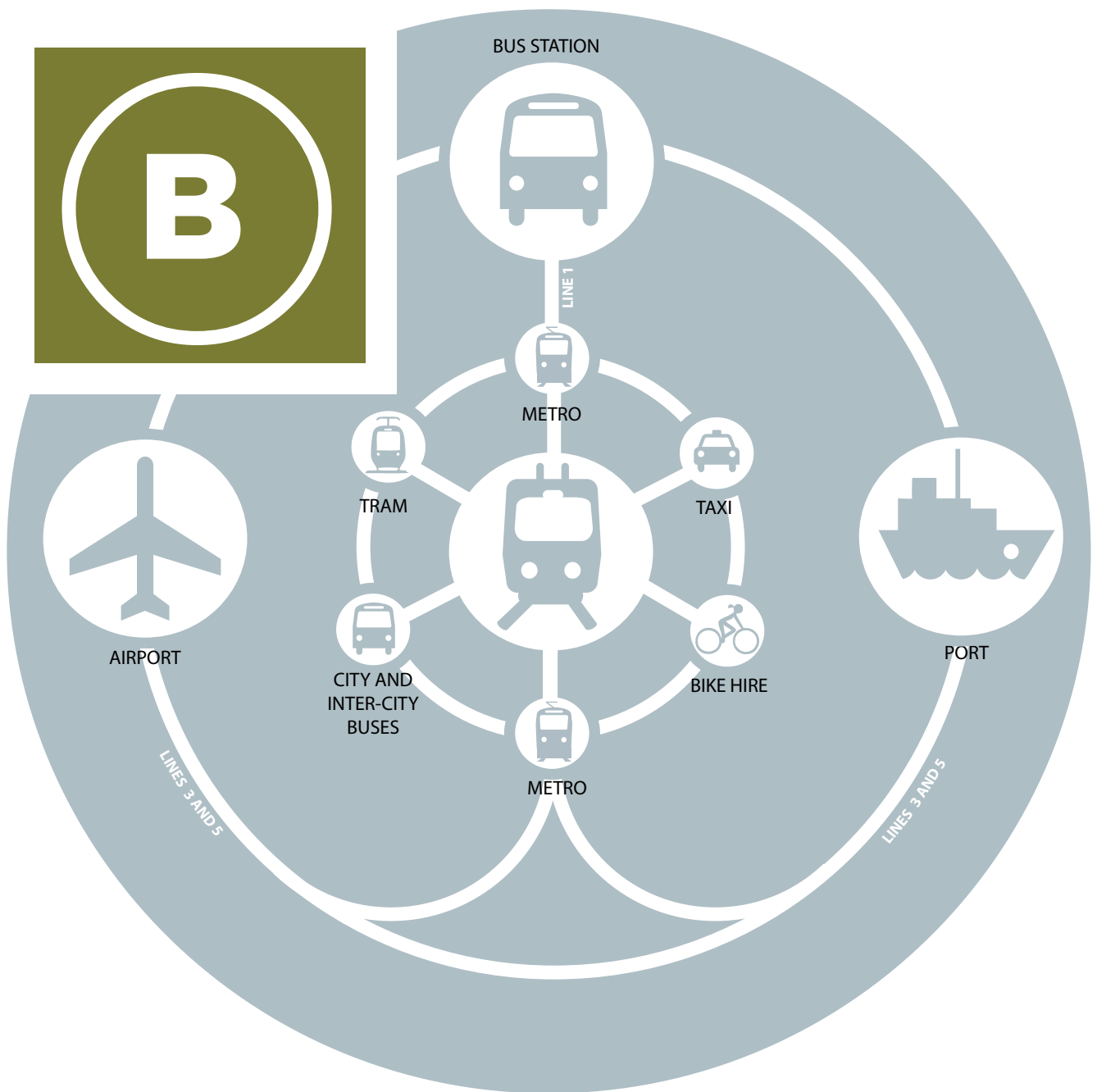
Sant Isidre, Aragón and Universidad

The new stations of Sant Isidre, Aragón and Universidad will substantially improve Valencia's local rail services, which will become more efficient since the new Estación Central is a through station. They are all

intermodal and will connect directly to the Metrovalencia network of metro and tram stations.

The new complex will turn this part of the city into a huge transport hub with all the different modes of transport now interconnected.





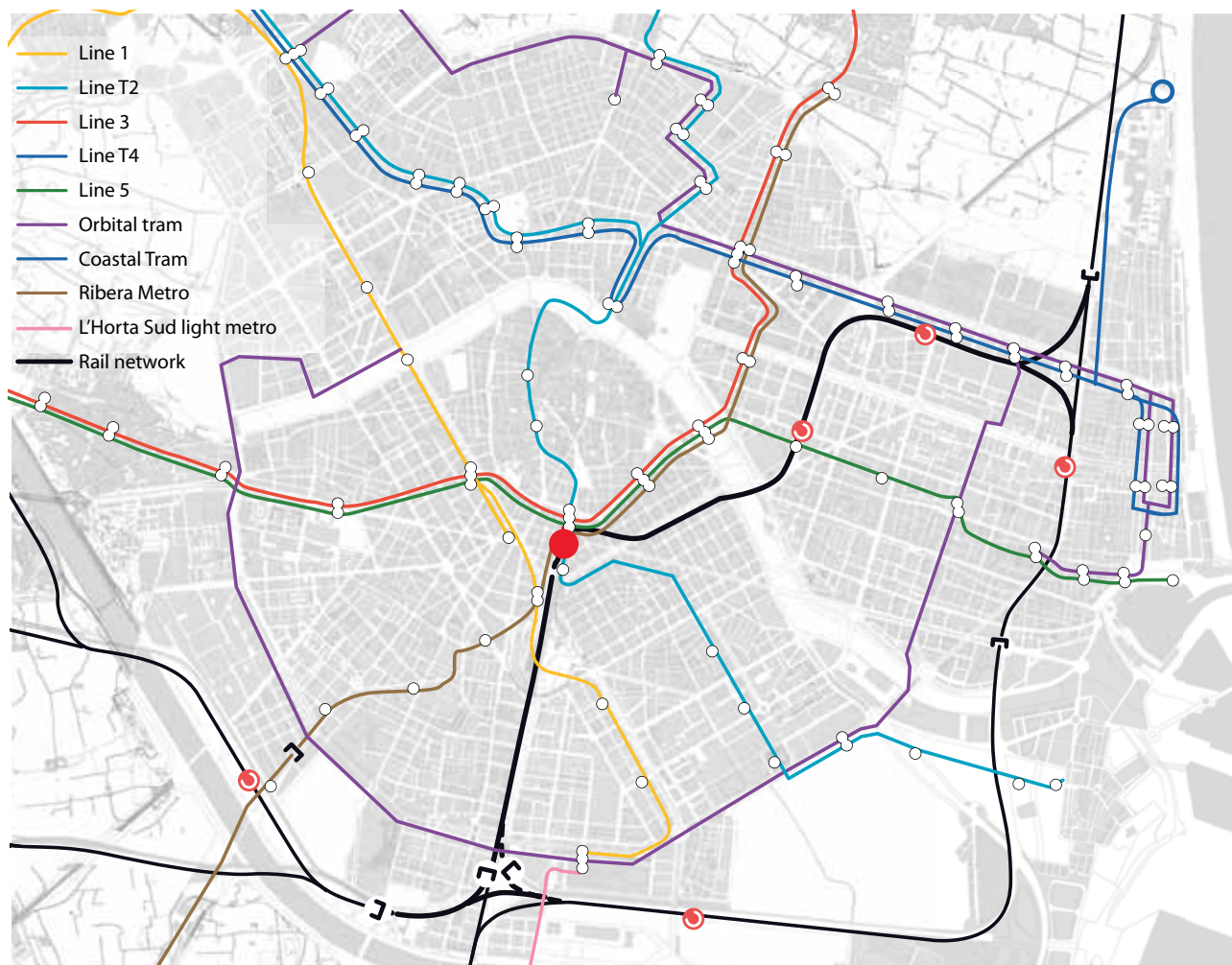
Intermodal Valencia

Valencia will have the best transport links of any city in the Region of Valencia, thanks to the future Estación Central. The railway development will concentrate local rail, high speed rail, metro, tram, bus and taxi services, with fast, easy connections in the city centre.

Municipalities located within Valencia's metropolitan area will enjoy greater freedom of movement for their citizens

RAIL CONNECTIONS WITH METRO AND TRAM

Estación Central will allow for all rail connections. Major high speed lines and local railway networks will be linked to metro and tram lines (1, T2, 3 and 5), which will, in turn, connect to other lines.



The Initiative integrates the new high speed lines (Madrid-Valencia, already running, and the Mediterranean Corridor) into Valencia's main rail network, improves merchandise transport by concentrating facilities, and promotes a multi-mode approach that links various modes of transportation. By maintaining the central location of the station and turning it into a huge intermodal hub, it will greatly improve passenger services. The Through Railway Shaft resolves the terminal

configuration of the Estació del Nord and provides continuity for the high speed rail towards Castellón. The local railway stations will also be through stations, with two new stations – Aragón and Universidad – connecting with the metro and tram networks, which will substantially increase the network's capacity.

The municipalities located within the metropolitan area will be better integrated into the transport network, enabling greater freedom of movement for inhabitants.



Parque Central

Designed by the landscape architect Kathryn Gustafson, Valencia Parque Central will provide a new focal point in the city's structure and recover a space that until now has divided Valencia in two. Light, water and greenery are the main features of this 23-hectare city park.



PARQUE CENTRAL FROM THE NORTH-EAST

Layout of the winning project for the urbanisation of Valencia Parque Central. It will cover an area of 230,000 square metres on the site of the old rail yard.

Thanks to the urban planning and railway tunnelling project, Valencia will recover a sizeable area in its city centre. This urban development plan pursues significant goals, such as closing off the historic area of urban expansion, the integration of neighbourhoods previously separated by the tracks, Parque Central, Bulevar García

Lorca and other educational and social facilities, as well as increasing the city's residential and service capacity.

This entire development is called Parque Central, and some of its projected measures are already reality. The project drawn up by landscape architect Kathryn Gustafson includes the urbanisation of a 66-hectare area, the main feature of which will be an enormous, beautiful

park that will serve as a 230,000-square-metre green lung for the city.

Gustafson's design was chosen unanimously through a competition that received a total of thirty six proposals from eight different countries. Five major architecture, engineering and landscaping firms made it to the finals, with projects that offered outstanding levels of quality.

Urban Development Strategy

Valencia Parque Central is one of the last large-scale pieces of the urban puzzle still missing from the city's development and is a unique project in Europe.

Because a part of the railway development is still pending completion (stage

3 of the Access Channel, the Through Rail Shaft and Estación Central) and with a view to giving citizens access to public spaces as early as possible, urban development is being planned and implemented in stages as land is freed up by the progress of the railway works.

Stage One

Thanks to the immediate availability of lands not affected by railway services, the first stage of urbanisation may be commenced, which would include the execution of 40% of Parque Central – in the area close to the neighbourhood



THE PARK DESIGN

As well as eliminating the tunnel of the major boulevards and the Giorgeta overpass, the sinking of the railway tracks will free up around 230,000 m² of land, which will be used to build the huge city park.

of Russafa – and construction on a very significant proportion of the land.

Stages two and three

Following the sinking of the Access Channel and the construction of Estación Central, a second stage will involve the development of a new area, providing new public facilities and more land on which to build. The completion of Estación Central will make the decommissioning of Estación Joaquín Sorolla possible, along with the conclusion of the development project in stage three. These three stages will see the completion of Valencia Parque Central, Bulevar García Lorca and the elimination of the Avenida César Giorgeta overpass and the Grandes Vías tunnel.

Implementation in stages favours the use of public spaces

THE RAIL YARD IN 2003

Area for the new Parque Central and the future Bulevar García Lorca.



STAGES OF IMPLEMENTATION

Stage 1 Stage 2 Stage 3



Stage 1, shown in yellow, covers private land and railway land immediately available. Stage 2, in blue, corresponds to land where the tunnelling works will be carried out. And stage 3, in red, is the site of Estación Joaquín Sorolla and the provisional railway access.



KEY

- Urban boulevard
- Squares
- Fountains
- Pedestrian crossings
- Trees
- Flowers
- Playgrounds
- Communal gardens
- Educational orchards
- Children's playgrounds
- Residents' Gardens
- Landscaped roof decks

The park area

A poem by Ausiàs March, «Aigua plena de seny», provided the inspiration for the name of the design chosen for Valencia Parque Central, based around the three key features of light, water and greenery. The park is structured around a network of pathways which will connect to the surrounding roads from North to South and East to West. This network of pathways creates different spaces with a specific treatment depending on their function, such as the Perfume Garden, designed for blind people, and the open-air auditorium, among others. Parallel to these pathways, there will be eight water channels running through the park and flowing into lakes and fountains.

The main characteristic of the park is sustainability, which will help to optimise maintenance costs. The system of rainwater collection will cover 19% of irrigation requirements, and the proposal is to generate the electricity required to power the park using solar panels.

The landscape design

Each area of the park will have its own botanical type, combining meadow and garden vegetation with bushes and trees. The chosen project proposes spaces for people of all ages: orchards, gardening workshops, a children's play area, a library, a cultural space or a market. Gustafson aims to recover protected railway buildings, which will be integrated perfectly into





THE DESIGN OF THE MAIN PARK

The images show the preliminary park project designs, which aim to recover and give the space occupied for decades by the train tracks back to the city as a green zone.

1) Central Square

A central pathway lined with palm and jacaranda trees will connect the north and south areas of the park. In the middle will be a square where all the paths converge.

2) The lake and Mediterranean gardens

View from the lake towards the display of Mediterranean gardens, featuring plant and botanical species of educational interest.

3) Plaza de las Artes

One of the main features of the park. The existing buildings will be renovated and adapted for cultural or recreational uses.

4) The Amphitheatre

View from the south-west entrance towards the amphitheatre, a flexible space for holding cultural and public events.



KATHRYN GUSTAFSON:
*«The varying levels
 of the terrain shape
 the landscape. Plants
 mould and structure
 that space, giving it
 diversity and
 harmony»*

CONTINUED FROM PAGE 18

the park's landscape and vegetation. The design follows the criteria of eliminating architectural barriers and projects for the continuation of the city's bicycle path network.

Access and security

Security is another fundamental aspect. Part of the park will be closed to the public at night, whilst other areas will remain open 24 hours a day. There will be nine access points monitored by CCTV. To make the park feel safer, there will be low-consumption lighting at night.

The project was drawn up by professionals from four firms: Gustafson Porter Ltd; Borgos Pieper Ltd; Nova Ingeniería y Gestión, and Grupotec Servicios de Ingeniería.

THE VEGETATION

The strategy followed as regards vegetation is based on the creation of spaces that represent the region's natural and cultural landscapes. All the plants proposed are native to the area or varieties. The different plant types give each area its own unique character and appearance. Seen from above, lines of trees run through the park, interlinking spaces and creating connections with the urban surroundings.



- | | |
|----------------|----------------------------------|
| Cork oaks | Urban plants |
| Pines | Flowering gardens |
| Riparian trees | Flowering trees |
| Wild meadows | Display of Mediterranean gardens |
| Water plants | Orchard |



Fragment from the map of Valencia created during the topographical survey of 1882. It shows the city's first ever railway line, the third in Spain.

Valencia and the railway

History has borne witness to Valencia's long and close relationship with the railway as a source of economic and social development. A century and a half after the arrival of the first train, the city is now immersed in its fourth major urban railway transformation.



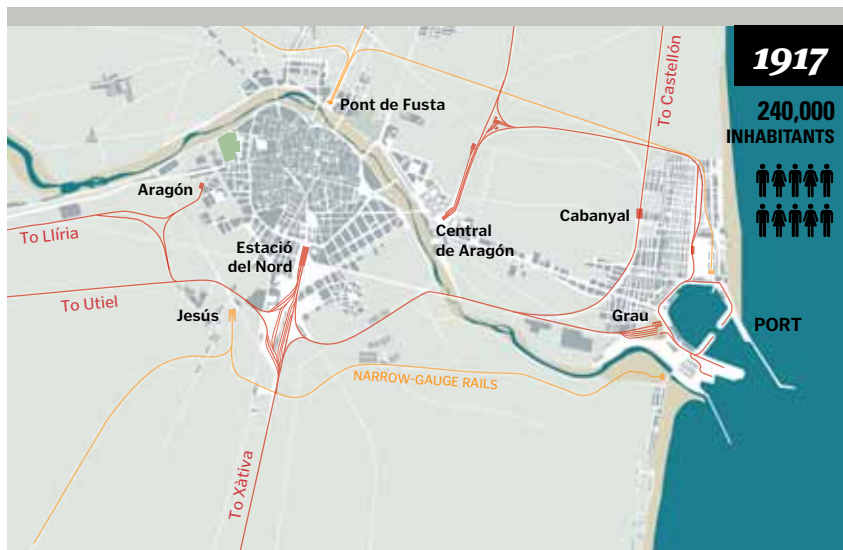
1804 NO MECHANISED TRANSPORT

At the start of the 19th Century, in 1804, we witnessed the dawn of a new age in the history of transport with the construction of the first steam engine in Great Britain. Valencia was a city with no mechanised form of transport and, in 1802, the Botanical Garden already stood in its current location.



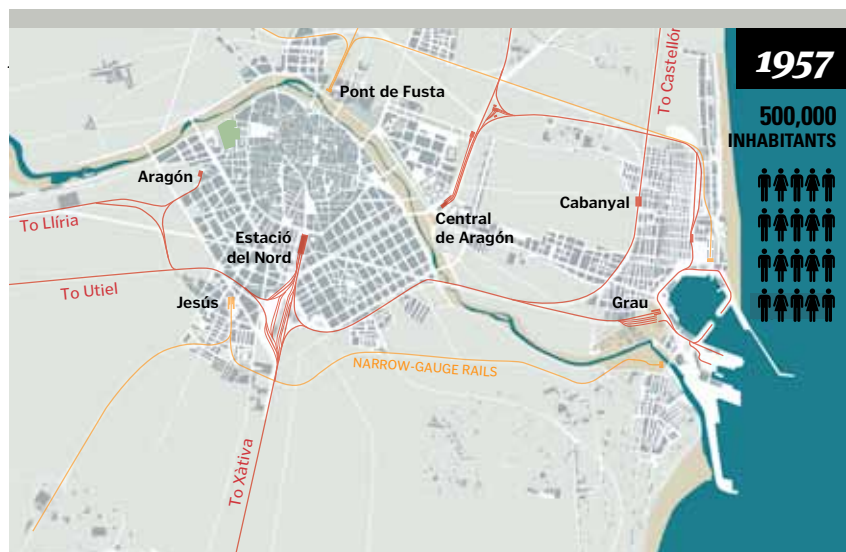
1852 ARRIVAL OF THE RAILWAY

Valencia was the third city in Spain to possess this revolutionary mode of transport with the opening of the section between the city centre and El Grau in 1852. The first station – no longer standing today – was very close to where the Plaza del Ayuntamiento is now. The train reached Xàtiva in 1854.



1917 ESTACIÓ DEL NORD

In 1917, the current Estació del Nord beside Calle Xàtiva was inaugurated. The old station was taken down and the railway hub moved from Calle Segorbe and Calle Castellón, south of the Grandes Vías. From 1854 onwards, numerous railway lines were built: the train reached Castellón in 1862 and Llíria in 1890. It later reached Estación de Aragón and the narrow-gauge trenet lines. In 1860, work began on Valencia's port. In 1887, the Valencia Expansion Plan was approved. In 1903, the City Council received the Jardines del Real or nursery gardens in donation.



THE FLOOD AND THE IRON BELT

In 1957, Valencia suffered a devastating flood. The city had experienced major expansion and was constrained by an “iron belt”, on the numerous level crossings of which an increasing number of accidents was taking place. This period saw the growing motorisation of private vehicles, leading to a decline in trams and public transport.



RAILWAY REFORMS, AN OUTCOME OF THE ‘SOUTH PLAN’

Following the floods of 1957, the so-called “South Plan” was undertaken to create a new course for the River Turia, south of the city (1973); the main rail network was remodelled, with all the lines concentrating in the Estació del Nord, creating a new railway hub along the new river course.

This plan eliminated the “iron belt”. Afterwards, the Jardín del Turia (1986) was created, along with the Parque de Cabecera (2004). The railway was sunk in Cabanyal (1991) and work began on the first metro (1988) and tram lines (1994).



THE VALENCIA PARQUE CENTRAL PROJECT

The Valencia Parque Central Initiative encompasses the construction of a new high speed rail access in Valencia, a new Estación Central, three new local train stations and the sinking of tracks through a tunnel that crosses the city. The Valencia Parque Central project will enable the elimination of railway grade crossings, along with the development of the urban spaces located between Estació del Nord and the new course of the River Turia.

(*) Figures from 2010.



European Union
European Regional Development Fund
A way of shaping Europe