GOBIERNO DE ESPAÑA
MINISTERIO DE HACIENDA Y FUNCIÓN PÚBLICA
SECRETARIA DE ESTADO DE PRESUPUESTOS Y GASTOS
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XUNTA DE GALICIA

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BUENAS PRÁCTICAS
Actuaciones Cofinanciadas

New Intermodal Station of Santiago de Compostela

Xunta de Galicia

Programa Operativo de Galicia

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New Intermodal Station of Santiago de Compostela

The railway line that makes up the Atlantic Axis runs in Santiago de Compostela halfway up the hillside in the valley that makes up the Sar river. The location of the current station was chosen in the 1920s, due to its proximity to Rúa do Hórreo, one of the exit routes from the city to the south. To generate the wide esplanade necessary for the railway yard, a significant movement of soil was carried out that generated a slope towards the city and filled lands towards the plain of Sar.

Starting in the 1920s, the railways **limited the growth of the city to the south, constituting a de facto barrier that this project has finally helped to overcome**. The growth of the city only began to overcome the barrier posed by the roads to the south between the end of the 20th century and the beginning of the 21st with the development of the neighborhoods of Pontepedriña and Castiñeiriño.

The layout of the **station responds to the usual models in through stations**, in which the passenger building is located parallel to the tracks that are covered with a metal canopy.

Intermodality **between different means of public transport** is based on allowing travelers to quickly access from one type of transport to another, together with coordinated schedules. For this reason, in an intermodal station, the connection between the terminals is key.

In the case of Santiago de Compostela, this is achieved with the **pedestrian walkway that is configured as a transversal axis of communication between the terminals** from which access to the passenger service and attention areas of both buildings, from which access to the respective platforms.

Footbridge and bus terminal

Together with this, the footbridge works as an urban connection on the train tracks, to contribute to another of the objectives of all the action, which has been to **improve the cross-sectional permeability of the city by** connecting the Ensanche and Pontepedriña neighborhoods for pedestrians.

Compared to the traditional models of isolated bus stations in which passengers and buses accessed the same level and the circulation of one and the other developed in parallel, in intermodal stations these circulations are superimposed to **facilitate user flows between terminals and between these and the city**. This way of organizing the stations internally **facilitates access and baggage control**.

The Bus Terminal building is organized, in accordance with the aforementioned criteria, on two superimposed floors, the dock area and the vehicle circulation and maneuvering **roads are located on the lower floor, and the building that houses the services** necessary to serve travelers **is located on the upper floor**.

The **volume of the building is conceived as two large planes in flight** that cover the uses that are developed under them. The foreground covers the docks and the access to them for travelers. The second plane corresponds to the upper floor in which the roof is inclined to adapt its scale to the different height requirements of the uses it houses, greater height in the lobbies and circulation areas.

The total cost of the operation amounted to €14.49 million, of which €9.27 million was financed with the Galicia 2014-2020 European Regional Development Fund (ERDF) Operating Program.

It is estimated that, after the intermodal transport action is put into service, **each year more than 55,000 passengers will benefit from this action.**

It is considered a Good Practice because it meets the criteria designed for this purpose :

1) The role of the ERDF in the intervention has been properly publicised among beneficiaries, potential recipients and public at large

In the Intermodal Station itself, in a clearly visible place, a permanent plaque has been installed reflecting the co-financing of the work with Erdf funds.

Diffusion through physical supports

Plaque displayed at the Santiago de Compostela Bus Terminal

Diffusion in press, radio and television

Throughout the entire period that the works of both the Bus Terminal and the Santiago de Compostela Intermodal Footbridge lasted, the development of the works was published in press, always highlighting the role of co-financing with European Erdf Funds. In addition, in the final phase of the work, specific visits were made with different media such as Radio Televisión de Galicia and the radio channels (Ser, Radio Galega, etc.) with local implementation to disseminate among the population the characteristics of the installation and the services that it will provide to the inhabitants of Santiago de Compostela and its surroundings.

Examples of different publications are attached below:

Publicity campaign poster

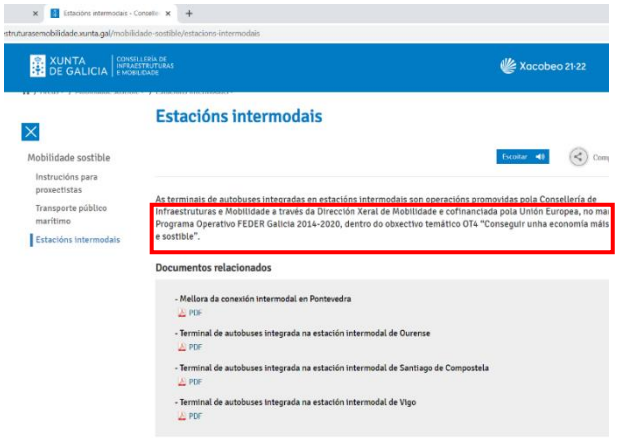
Presentation video
www.youtube.com/watch?v=qmvApjprcfU

Advertisement published in La Voz de Galicia and Correo Gallego

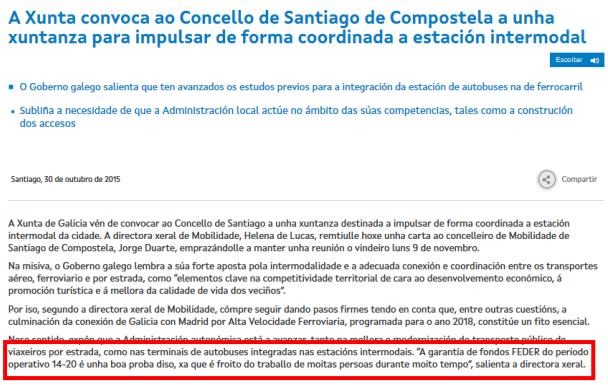
News on Radio Cope

https://www.cope.es/emisoras/galicia/a-coruna-provincia/santiago/noticias/finalizan-las-obras-nueva-estacion-autobuses-santiago-20210302_1168246

Diffusion on institutional web pages



https://infraestruturasemobilidade.xunta.gal/mobilidade-sostible/estacions-intermodais



https://www.xunta.gal/hemeroteca/-/nova/047173/xunta-convoca-concello-santiago-compostela-unha-xuntanza-para-impulsar-form

Visits of citizen groups to the work site

During the final months of the work and before its start-up, several visits were made to the worksite with groups of citizens, especially those who have specific demands from the point of view of accessibility (COGAMI and the ONCE Foundation). The press releases of both visits are attached:

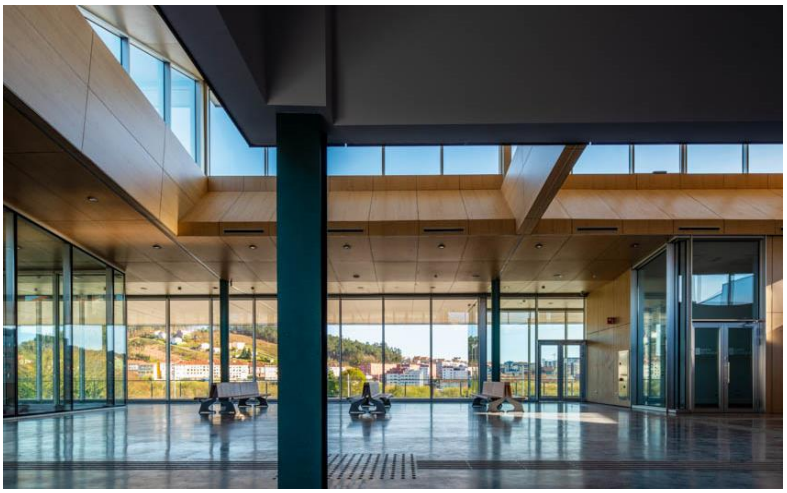
- COGAMI visit to the Santiago Intermodal Station on March 22, 2021: https://www.xunta.g a l/hemeroteca/-/nova/120496/xunta-analiza-con-cogami-los-elementos-que- guarantee-accessibility-station?langId=es_ES
- Visit of the ONCE Foundation to the Santiago Intermodal Station on April 5, 2021: https://www.xunta.gal/hemeroteca/- / nova/121334/xunta-aborda-coa-fundacion-once-adaptacion-estacion-intermodal-santiago-persoas

2) The intervention brings in innovative features

Energy saving and sustainability

The project includes a series of strategies so that the **intervention** is **energetically efficient and environmentally sustainable**. To this end, a set of proposals are laid out focused on strategies for efficient passive and active thermal comfort, and the responsible use of water and electrical energy. All these measures, implemented from the initial phases of the project, have made it possible to build a sustainable building.

Among the **passive systems**, solar protection stands out, through horizontal flights, together with natural lighting inside the building. These achieve the **double objective** of **avoiding overheating** during the hottest months and **guaranteeing uniform natural lighting** throughout the year.



Bus terminal interior

Among the **active systems** chosen, the use of a **biomass boiler** for heat production and a high-performance chiller for cold production stand out.

In addition, other systems have been implemented with the aim of achieving greater energy savings, such as the **intelligent control of lighting systems** and the provision **of presence detectors** and **daylight level detectors**. **Water consumption saving systems** have also been implemented in sanitary devices, etc.

Digitization of management processes

The Bus Terminal has been equipped with all the necessary equipment to facilitate the digitization of all internal management processes with the aim of improving the service provided to both users and transport companies. For this, it has a **Common Telecommunications Infrastructure** that includes a fiber optic network that connects the terminal network with the municipal network, communications systems, security, and station systems (public address system, time information, and traveler information). This infrastructure will allow the implementation of access control systems, dock allocation, passenger counting and, in general, all those systems that can facilitate a more agile management of the terminal.

One of the keys to intermodal stations are the **passenger information systems**. The information for the traveler is also integrated into the *bus.gal* platform that contains all the information about the public transport network in Galicia.

3) Compliance of the results with the set objectives

On June 15, 2016, the Ministry of Public Works, the Xunta de Galicia, the Santiago de Compostela City Council and the public business entity ADIF - Alta Velocidad signed a **collaboration framework agreement** for the development of the future Santiago de Compostela Intermodal Station and its urban environment, setting a series of objectives, in which satisfactory results have been obtained.

Providing the Santiago station with facilities with the necessary capacity and conditions for the arrival of high speed in Galicia

Currently, two of the three actions foreseen in the agreement have been executed and put into service: the urban connection walkway between the terminals and the city and the bus terminal, the third action consisting of the expansion of the railway terminal and its integration with the connecting gateway.

Thus, when the **arrival of high-speed rail in Galicia** occurred, the intermodal station already had an important part of the initially planned actions that will be completed in the coming years.

Promoting the use of public transport and sustainable mobility

The construction of the intermodal station in Santiago de Compostela has made available to the user the possibility of **combining different modes of public transport (rail and bus)** in a fast and efficient way and with a lower environmental and economic cost.

The implementation of High Speed in Spain implies a profound transformation in the means of transport by significantly shortening the time required to complete any journey, which implies a significant increase in the ratios of use of public transport. For this reason, the **transformation of the old railway stations into Intermodal Stations** that accommodate both High Speed services and Bus Stations for public road transport is being favored.

To ensure that all **citizens access medium and long-distance means of transport,** a **public transport network is being created in the area of influence of the Santiago de Compostela Station,** which, in addition to allowing movement within that area, connects effectively and efficient with the railway.

In addition, these actions seek **to prioritize the use of public transport to the detriment of the private car** with the **aim** of **reducing energy consumption** and increasing the **consumption of renewable fuels**, and other cleaner energies; as well as **the reduction of pollution and noise**, **improving the quality of the environment** and influencing the **improvement of the health of the inhabitants**.

Promotion of intermodality in the use of public transport

The creation of an intermodal station in Santiago de Compostela and the recent arrival of high-speed rail in Galicia have made it possible to achieve part of the objectives that define planned mobility from a comprehensive approach, one of the keys of which is the **promotion of intermodality** in the use of public transport. In this way, it is being possible to create a capillary network that is bringing the population closer to both high speed and air transport, through bus, both the one that connects the towns near Santiago with the intermodal station and the one that connects the station itself with the airport.

Docks of the bus terminal with the railway station in the background

Improving the cross-sectional permeability of the city: the Footbridge

The execution of the walkway that is part of the Intermodal Station and **connects both transport terminals** has allowed the generation of a **new pedestrian connection between** the Ensanche and Pontepedriña **neighborhoods**, also bringing the residents of the Brañas del Sar park or existing commercial developments in the surroundings of Avda. del Restollal as well as all the activity that takes place in its perimeter, closer. In this way, **pedestrian traffic is encouraged and the time spent traveling between both parts of the city is reduced**, to which is coupled a **notable improvement in the immediate urban environment** of the Intermodal Station, which is being progressively transformed as it has become a new area of centrality of the city.

Structuring and backbone function of the territory

The **Santiago de Compostela Intermodal Station** is playing an **important role in the structuring of the territory**, both in the surrounding rural areas and in the regional and autonomous regions.

Santiago de Compostela has several characteristics that make the city an important pole of attraction, at the regional level as a commercial and service center, including health services, at the regional level as the capital of the Autonomous Community of Galicia and the city in which the first University of Galicia was established, and at a national and international level as one of the main pilgrimage destinations in Europe that also has a monumental heritage that has made it a first-class tourist center.

This character has turned the current Santiago de Compostela railway station into the one that moves the largest number of travelers in Galicia. Transforming this station into a modern intermodal station has favored a rapid

improvement of the capillary network that connects this urban center with the immediate rural environment and with the surrounding region by facilitating the interconnection of metropolitan transport with medium and long distance transport.

At the regional level, the arrival of High Speed in Galicia has favored an intensification of the interrelationships between the most important urban centers of the territory, whose economic activities are in many cases complementary, thus favoring the revitalization of the economy and the population starting to perceive public transport as a cheaper and more efficient alternative to private transport for medium-distance routes.

4) Contribution to the resolution of a problem or weakness detected whithin the scope of execution

Reconfiguring the edge of the city

The train tracks generated a barrier effect close to the urban center, a degraded space in which abandoned warehouses, dead-end streets and unused urban spaces followed one another. **The Intermodal Station has turned this situation around by generating a new pedestrian connection and a new urban façade that values spaces of great ecological value such as the Brañas del Sar** very close to the urban center.

View of the Intermodal Station from the City of Culture

In addition, the new Bus Terminal is configured as a viewpoint over that immediate urban environment, which until now remained outside the daily life of citizens. This **action showcases the environment in which it is located and contributes to city-building**.

The transformation of the primitive railway station into the new intermodal station has been presented as a unique opportunity to improve the interconnection between the existing traditional city to the north of the station area and the new urban developments to the south of it.

View of the surroundings from the Bus Terminal

Overcoming the barrier posed by roads in the pedestrian mobility of the city

One of the planned actions is the **covered walkway that connects the railway station with the bus station and both with the city through the Rúa do Hórreo with the new neighborhoods located to the south**. This walkway is pedestrianized and integrates lifts, ramps and stairs to guarantee accessibility for all citizens, and generates squares at its ends to improve the integration of the station on both sides of the city.

Currently, access from Rúa do Hórreo to the north is limited due to the future fit with the improvement of the railway station, but it will be compensated by extending its platform and generating **the Station Square** that will function as a horizontal meeting place, parking of bicycles, information point, etc. The connection of the footbridge with the south of the city is carried out through the **Plaza de Clara Campoamor**, a public space of an estantial character, open-plan, landscaped and equipped with street furniture.

With all this, it is possible to **overcome an urban barrier**, regenerate an urban environment that was degraded, especially on the southern edge of the area, and **favor and encourage pedestrian mobility**.

5) High degree of coverage of target population

The new Santiago de Compostela Intermodal Station **brings more than 55,000 passengers annually to** one of the most efficient means of transport implemented in Spain in recent decades, high-speed train. The degree of development of this network allows **connecting Galicia** practically with other points in Spain in tighter times, competing with means of transport such as airplane. In this way, the **Intermodal Station becomes the access door for the residents of Santiago de Compostela and its area of influence**.

This new infrastructure is aimed at both the population of Santiago de Compostela and those who live in its immediate surroundings, key for a geography such as Galicia with a high rate of population dispersion.

In addition to all the points mentioned above, there are also other benefits for the population of Santiago de Compostela and its surroundings, since the new location of the Terminal is less than 15 minutes from the city center, the expansion and the south campus from the University of Santiago, offering better and more modern stations close to each other.

6) Observance of horizontal criteria of equality of opportunities and non-discrimination, as well as social responsibility and environmental sustainability

Policies to promote equal opportunities and non-discrimination

One of the obligations of the public powers is to favor the implementation of measures that guarantee the equality of rights and obligations established by both the Constitution and the Statute of Autonomy of Galicia. These include promoting access to public transport for all citizens, and in this case to High-Speed train, which is contributing significantly to the change in existing mobility models.

This equality should favor those who lack other means of transport, so that they can enjoy an integrated network capable of satisfying all their needs. In this sense, the intermodal station, by bringing together different modes of transport in the same area, **facilitates access for anyone, regardless of where they live and the means available,** to the advantages that the arrival of High-Speed currently offers.

With regard to the measures that were carried out to **guarantee equality and non-discrimination**, mention can be made of those provided for the **pedestrian walkway**, which integrates elevators, ramps and stairs that promote accessibility for all citizens. In addition, the **station facilities** have an adapted level of accessibility on both levels. The measures implemented were the following: toilets adapted for people with reduced mobility, as well as for people with ostomies, changing rooms adapted for people with reduced mobility, raised bands in the routes, adapted elevators and information in braille.

Social and economic revitalization

The High Speed access to Galicia and the new Intermodal Station facilitate the mobility of the main sectors of society (companies, Administrations, universities) especially in medium and long distance routes, with a notable reduction in travel times, which will have an immediate effect on the economic activity of the city and the autonomous community of which it is the capital.

Santiago de Compostela, despite being the fifth largest city in Galicia by volume of population, is the first in number of travelers leaving or arriving in the city by rail and the second in number of intercity travelers by bus. This fact must be linked to the high floating population that the city has.

The high number of workers, students and tourists who travel to the city has a direct impact on transport, so it is essential to **promote public transport as opposed to private**, achieve a reduction in travel time and with this **manage to reduce pollution and preserve the environment**.

Positive effects on the environment

For the success of any strategy that seeks **sustainable urban development,** it is vital to take into account the **importance of intermodality**, a fundamental tool to achieve a better integration of urban public transport with other modes of travel and achieve more sustainable, fast and efficient mobility, optimizing the transport chain to the maximum. In this way, it is possible to offer, in each case, the most appropriate means of transport to reduce energy consumption, pollution, costs, congestion, etc.

The international trend in sustainable urban mobility is the creation of "Sustainable Intermodal Stations", with which to favor the modal change from car to other less polluting means of transport, such as collective transport, Light Electric Vehicles, bicycle... In these cases, the combination of modes allows reaching those areas where public collective transport does not reach, expanding its radius of action.

The start-up of this Intermodal Station has made it possible to concentrate two of the main transport nodes in the city, previously distant and poorly communicated, at the same point, and to connect both by public transport with the third node, the airport. The change has led to a **radical reduction in modal transfer times** and, with it, the general cost of multimodal journeys.

This favors **sustainability**, since the railway is the mode of transport with the lowest overall environmental impact, lower levels of CO_2 emissions, contribution to local pollution in urban areas and acoustic impact. Added to this are social and economic advantages, such as fewer accidents and a reduction in urban congestion.

Modal transfer from other less sustainable modes of transport to rail (both for passengers and goods) generates a notable decrease in external costs, establishing the bases for a more efficient transport system and more sustainable mobility.

7) Synergies with other policies or instruments of public intervention

This action is in line with other actions that, in terms of transport and sustainable mobility, are carried out by the Autonomous Community of Galicia with the same **objective: to reduce the use of private motorized vehicles in order to reduce the emission of polluting gases**.

This action is complemented by the **Galicia Metropolitan Transport Plan**, which aims to improve **mobility** and **accessibility** in the surroundings of all metropolitan areas and therefore for citizens to have a **better public transport service that is a competitive** and **efficient** alternative to private transport.

The Xunta de Galicia, in collaboration with the main town councils adhering to the plan, bases its action on achieving tariff integration between the different types of transport, an improvement in the offer of services and an improvement in infrastructure.

In 2015, an **Intermodality Plan for the Autonomous Community of Galicia was defined** to plan actions that would contribute to the development of intermodality in public transport within the regional framework, in accordance with one of the objectives set by the European Union in its "transport policy".

The objective of intermodality **is to promote the most appropriate public transport** to the requirements of the population to make optimal use of all of them and of the system as a whole. In order to achieve this, infrastructures for **modal interchange are key**. For this reason, the objective was to develop actions in the main population centers of Galicia to achieve intermodality between rail passenger transport and interurban and metropolitan bus passenger transport.

The analysis of the existing situation at that time led to the proposal to act first in those cities that had a significant volume of travelers. Now, important advances have been made in the achievement of this objective, having already put into operation the Intermodal Stations of Santiago de Compostela, Ourense and Pontevedra.

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