

# Developing the Tampere railway station area (Tampereen henkilöratapiha)

Towards an accessible and  
appealing station area



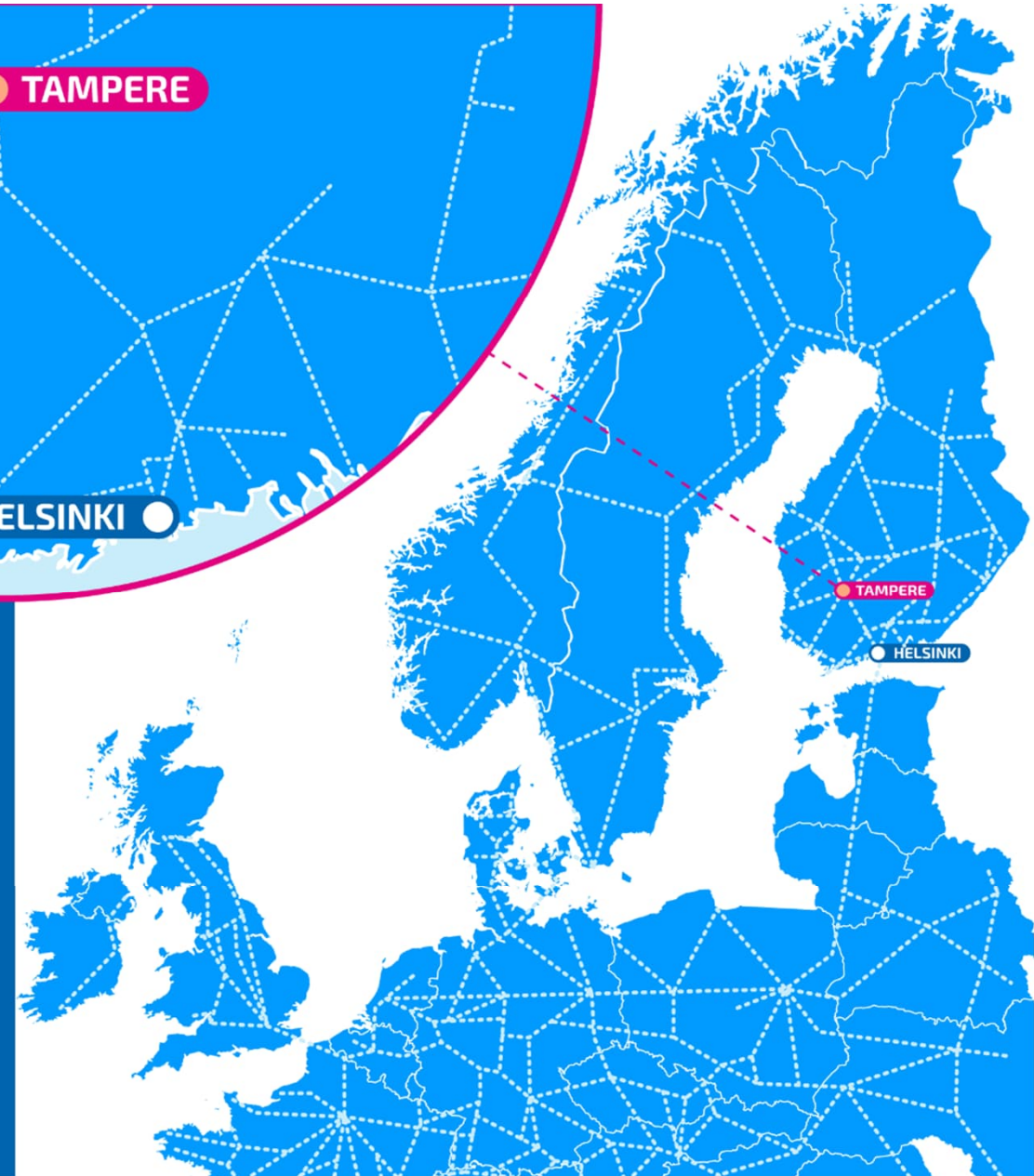
Väylävirasto  
Trafikledsverket



The location of Tampere along the main Finnish railway line is essential for the freight and passenger rail transport in Finland.

Tampere railway station is the busiest crossing point on the Finnish rail network.

The current Tampere railway station area does not meet current nor future needs in terms of capacity, technology and appearance as traffic volumes continue to grow.



# The project in a nutshell



## Schedule

The track plan was completed on 12/2020.

The construction planning and development phase of the project is underway.

The construction phase will take approximately 5 years.



## Goal

A high architectural quality and fitting urban design of the Tampere railway station area.

The final product takes into account environment, life cycle sustainability, fluidity, accessibility and functionality.



## Implementation

High-quality and cost-effective modifications to the railway station area, while respecting the environment.

Smooth everyday life and user-friendliness are important, alongside safe working practices and smooth interaction, also during construction.



## Objective

Improving the functionality and passenger conditions in the Tampere railway station area.

Renovation of end-of-life overpass and underpass bridges to meet future needs.

Increasing rail capacity to enable more efficient rail transport.

Creating the conditions for other developments in Tampere city centre.



## Funding

The total cost of the project is estimated at €202 million, of which €163 million will be provided by the Finnish Transport Agency.

The project includes the joint contributions of all the contracting entities, which will be carried out in cooperation with the City of Tampere, VR-Yhtymä Oyj and Fintraffic Raide Oy.

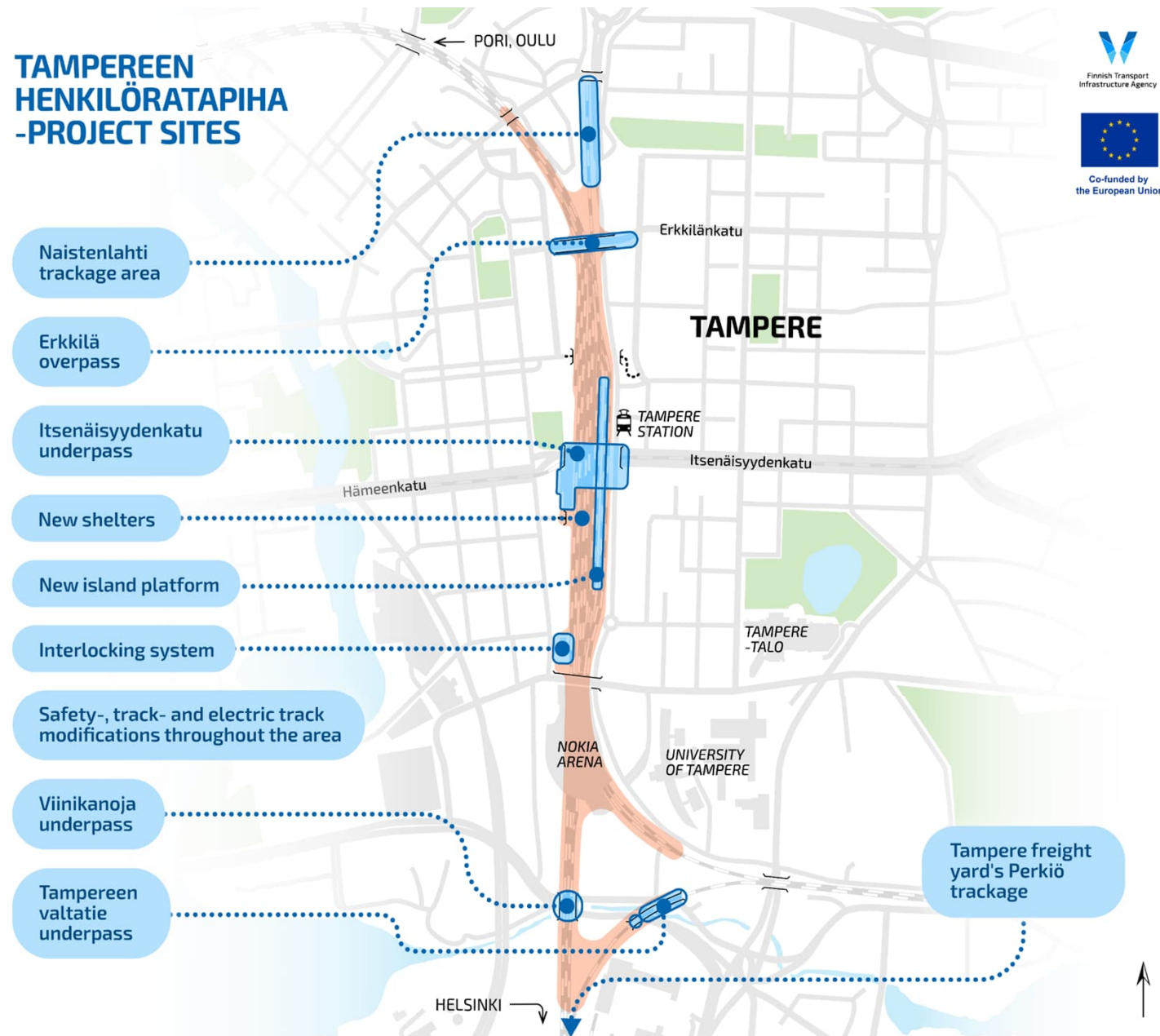
The design of the project has received funding from the European Union (CEF). Funding has also been requested for the construction phase.



# At the intersection of transport and city centre development

- The Tampere railway station area project is located in the heart of Tampere, at the centre of a new residential area being built in the station area.
- The area consists of three superstructures rising above the Tampere railway station area and the tower blocks to be built on top of them. The underground car park P-Hämppi will be extended under the station centre.
- Tampere railway station is the largest passenger interchange in Finland. It currently handles more than 5 million train journeys a year. In the future, 20 million people will pass through the station area every year, a large proportion of whom will also come to the station yard.
- The commuter rail network will be expanded, and a bus terminal and tram stop may be added. The railway station will become part of the intermodal hub.

## TAMPEREEN HENKILÖRATAPIHA -PROJECT SITES



# Impacts and benefits

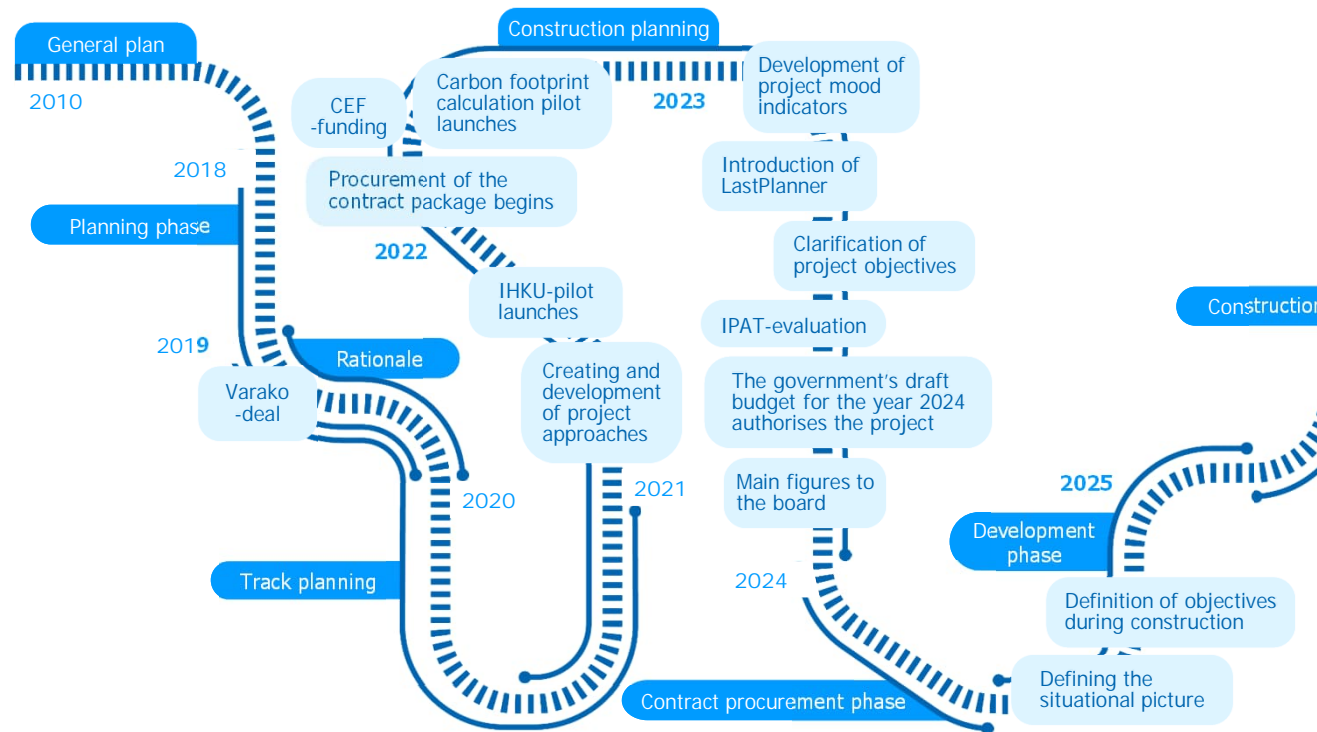
- The linking of the Station Tunnel and Itsenäisyydenkatu tunnels to form a passenger terminal will enable smooth travel chains.
- A tram stop under the Itsenäisyydenkatu underpass will facilitate transfers between modes of transport and provide unobstructed access to the railway station area.
- The new 3rd island platform will allow for more passenger train services and reduce congestion in the yard.
- The new shelters will provide comfort and a comfortable place to wait for the train, protected from the rain.
- All lift and escalator connections to the platforms will be renewed.
- Track, safety and electric track modifications will upgrade the passenger yard technology to meet growing needs.
- Improving the throughout and building the Naistenlahti track system for service traffic will require the renovation of the Erkkilä overpass.
- The relocation of the passenger service tracks to the Naistenlahti sidings will allow the capacity of the passenger yard to be increased, as the maintenance of passenger rolling stock will not take up space in the passenger yard.



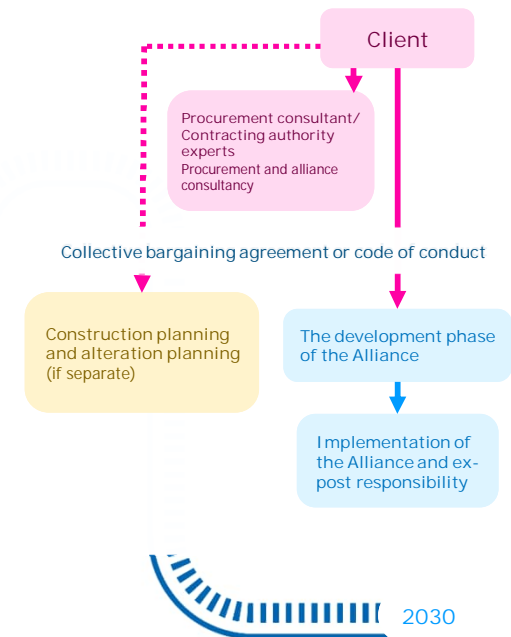
Kuva: Arkkitehtitoimisto Helamaa & Heiskanen Oy



## Project timeline



## Production alliance





# How do we work and build?

We stand out as a project because of our people-centred approach. We want to develop an atmosphere for the project where everyone feels good and safe to work.

We aim to minimise the negative impact of construction on people, animals and plants. We deliver the project reliably and to a high standard, on time and on budget. In our choice of materials, we place particular emphasis on life-cycle durability and quality. We pay attention to the life-cycle energy and material efficiency of the project and pilot carbon footprint calculation in the construction sector.

We will ensure that movement and travel in the area is as accessible and smooth as possible, including during construction. We will take into account other actors and construction projects in the area. We will ensure that the work on our project does not disrupt rail traffic.



# Project sites



Itsenäisyydenkatu  
underpass

- The Itsenäisyydenkatu underpass is located north of Tampere railway station. The tunnel is used by motorists, pedestrians, cyclists and the tram. The current condition of the tunnel is poor, including lighting and surfaces.
- The underpass also includes the platforms and shelters in the passenger yard. The poor condition of the shelters and the fact that the platforms are congested by trains stopping at the station at the same time affect the smooth flow of passengers.
- The technology and safety equipment in the railway station area will also be upgraded.



Erkkilä  
overpass

- The Erkkilä overpass, completed in 1983, crosses the railway line north of the railway station between Tammela and the city centre.
- The current bridge has dedicated lanes for vehicular and pedestrian traffic, but no separate lane for cyclists.
- The modifications to the passenger yard and the construction of the Naistenlahti trackage and the improvement of the track capacity will require additional space in the Erkkilä overpass structures, including the height of the bridge and the support structures.



# Project sites



Viinikanoja  
underpass

- The Viinikanoja underpass, completed in 1939, is located on the Riihimäki-Tampere railway line and crosses the Tampere highway.
- The underpass is at the end of its service life and requires extensive maintenance.
- The existing wooden deck structures pose an ignition risk.



Tampereen  
Valtatie  
underpass

- The underpass of the Tampere highway, completed in 1951, is located on the Tampere-Jyväskylä railway section in the direction of Jyväskylä and crosses the Tampere highway near the Viinikka junction.
- The underpass is at the end of its service life and requires extensive maintenance.
- It is important to renew the bridge before it has a more serious impact on rail traffic.

# Project sites



Wagon maintenance  
during construction  
at Perkio

- The Perkio trackage is located as part of the Tampere freight yard between the Rautaharkko and Rantaperkio districts. The area consists of one electrified and six non-electrified through-tracks. The Perkio trackage is used for storing the equipment of various operators. At present, wagon maintenance and equipment storage are located at the Tampere Passenger Railway Yard.
- During the implementation phase of the project, we need space for construction in the passenger yard. We will therefore move the rolling stock storage to the Perkio trackage area of the Tampere freight yard during the construction phase.



Naistenlahti  
trackage  
and wagon  
maintenance

- At the moment, the wagon maintenance is located in the Tampere passenger yard, by the passenger platforms. In the future, the capacity of the passenger yard will increase and more space will be needed for passenger trains on the platforms.
- We will move the train maintenance to Naistenlahti at the end of the Tampere Passenger Railway Yard project.
- At present, there is one terminating track, at Naistenlahti, which is used for parking locomotives. The Naistenlahti area is located between the Erkkilä overpass and the Kasti overpass.

# Construction and alterations

The construction and renovation of the project sites will take about five years.

During the construction phase, the renewal of the bridges surrounding the railway station area will have a significant impact on traffic in the area and, in order to minimise the inconvenience, the bridges will be renewed in phases.

The aim is to carry out the construction in phases so that the entire project area is not under construction at the same time. The exception is the Itsenäisyydenkatu underpass, which, together with the passenger yard, will be subject to modifications throughout the works.



Kuva: Arkkitehtitoimisto Helamaa & Heiskanen Oy



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Read more of the project (in Finnish):  
<https://vayla.fi/tampereen-henkiloratapiha>



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