



TAMPERE TRAVEL AND SERVICE CENTRE

MASTERPLAN - SHORT VERSION

December 2019

COBE

Lundén
Architecture
Company

DEVELOPED IN
COLLABORATION WITH:
CITY OF TAMPERE
VÄYLÄVIRASTO
VR GROUP
FINNPARK

CONTACT:
COBE ARCHITECTS
ATT: DAVID BOSS JESSEN
ORIENTKAJ 4. ST
2150 NORDHAVN
DENMARK



INDEX

1. Masterplan

- Volumens**
- Bike parking**
- Free space**
- Access**
- Wind**
- Daylight**
- Microclimate**

2. Travel and Service Centre

- The station**
- Flow**
- Structures**

3. Conclusions and Recommendations



TAMPERE TRAVEL AND SERVICE CENTRE

Re-connecting Tampere through high quality public spaces

As one of the fastest growing urban centres in Finland, the city of Tampere boasts a very promising future for developing as a larger metropolitan centre in Finland. The Tampere Travel & Service Centre has not only the potential to become a gateway to Tampere and to Finland, but also to function as a generator for the future development of Tampere's urban city centre.

The vision "ReConnecting Tampere" has been approached through an urban point of view, in which the Travel & Service Centre plays an essential role both as a local connector within the city as well as a national connector. "ReConnecting Tampere" considers the Travel and Service Centre as an intermodal transportation hub in the heart of the city as well as a dynamo for the development of a united city centre. It provides a solid foundation for connecting the two sides of the city together and once and for all create a unified Tampere.

Reconnecting Tampere proposes to develop a united city centre, in which the Travel & Service

Centre acts as a new urban heart of the city. The scar in the existing urban structure, imposed by the railway tracks, will be healed by the urban centre will expand across the railway yard from the east towards the west. The new cityscape on the deck, above the railway tracks, will be characterised by smooth transitions between various modes of travel, excellent connections from east to west, as well as a unique urban conditions. The urban deck will be defined by multifunctionality and a diverse building fabric, where commercial, retail, housing and cultural programs coexist in a symbiotic relationship.

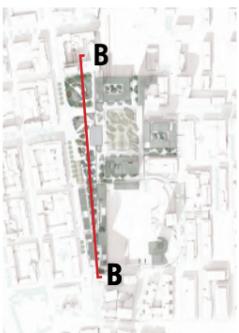
The new urban deck will meet the existing city centre with a vibrant commercial arcade towards Rautatiekatu street and the new Central Park.

Tampere's new green lung, The Central Park, will be located in the connection point between the old and the new centre and provides the citizens of Tampere with an exceptional urban meeting place all year around, as well as a recreational landscape in the very centre of Tampere. "ReConnecting Tampere" presents a

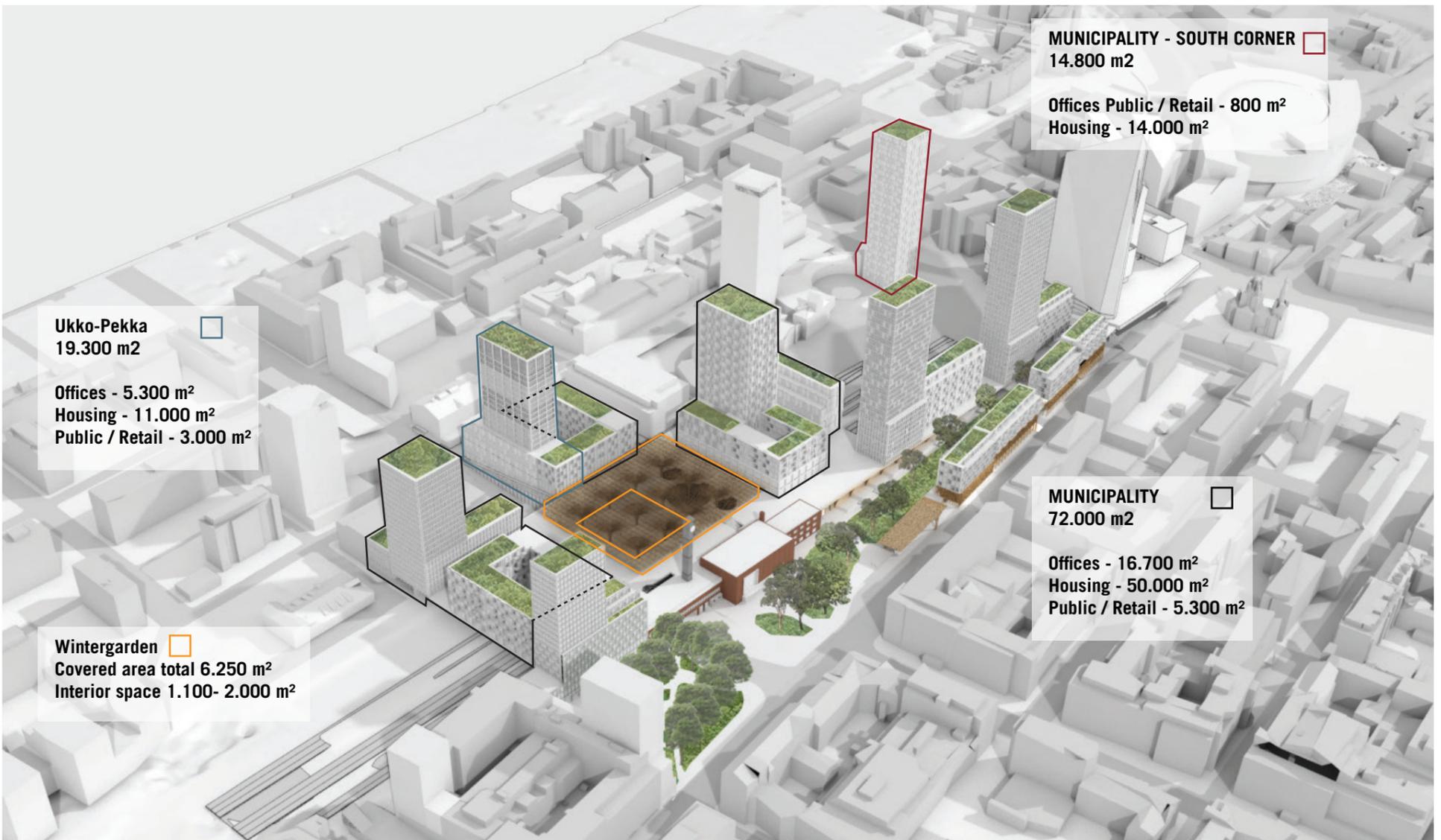
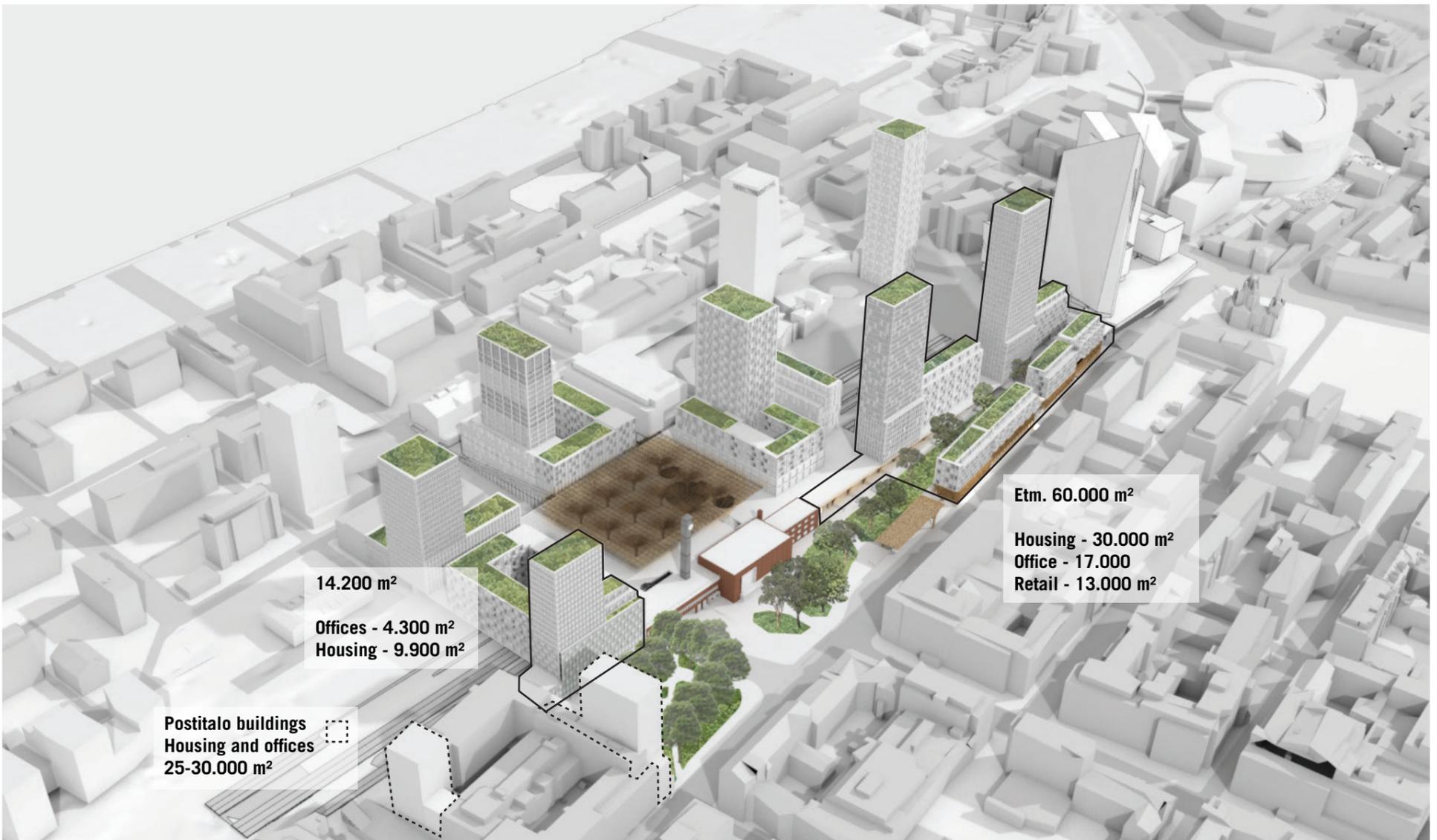
completely new starting point for reconnecting Tampere; both locally, nationally as well as internationally.

The masterplan for Tampere Travel and service centers has all the qualities and intentions of the competition proposal and further added. A dense city structure connecting the two sides of the city centre. A new Central park providing a great public space for the inhabitants of Tampere, and the new Arcade forming a new landmark edge towards the city.

The whole development located around the Travel and Service Centre combining optimum functionality of the intermodal transportation hub with a high quality spatial experience. The new station plaza on the deck with a prominent canopy and a wintergarden under the roof. The promenade on top of the arcade and the park connecting the station and station plaza with the Deck and Arena project.



PARK - NORTH SOUTH SECTION BB



All suggestions are options of possible distributions, could change in accordance to market and development

PHASING

Flexible phasing strategy

The project is divided into three main phases, allowing for flexibility in the planning over time. The phases will each form the framework of the local plans to be developed in the coming years,.

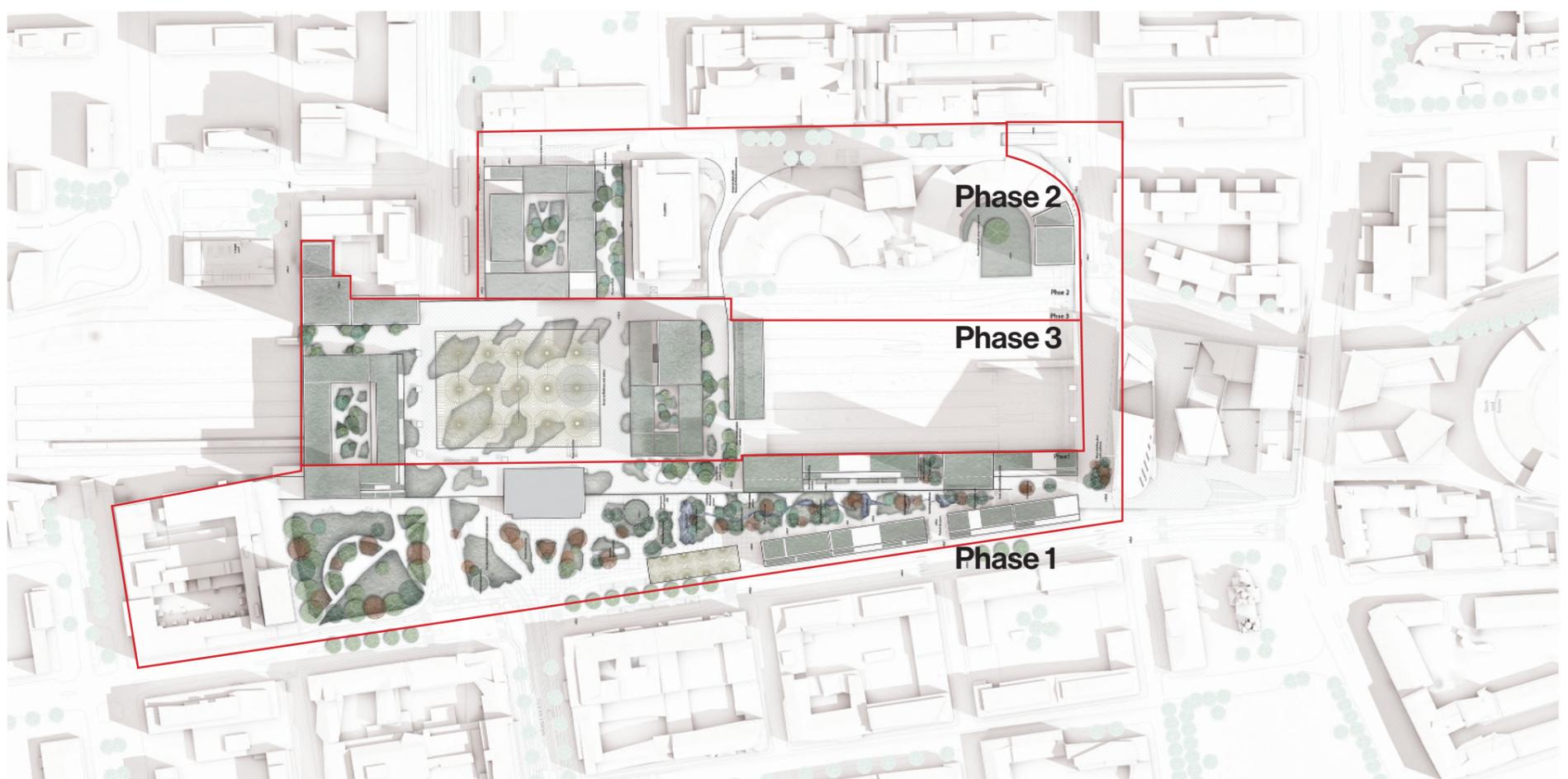
The first phase is the area west of the station. The order of realization of other phases can vary depending on the market situation and due to other factors such as the progress of Deck and Arena -project.

Phase 1, the Arcade and the Central park, is important by connecting the Travel Centre and the Deck and Arena –project together.

Phase 2, the eastern part. This phase integrates the train and taxi station with the tram and train station. The new part of the station is incorporated in a new building exchanging the existing Ukko-Pekka building with a new building block.

Phase 3, the deck and full Travel Centre phase. Finishing the Travel centre and creating the new hub for the passenger traffic (train, new tram and bus terminal) and connecting the city parts separated by the tracks. This phase includes the development of the new unifying public square on the deck.

The Travel Centre can be divided into independent sub-phases relating to the different phases: the station, the deck and station plaza, and the bus terminal block, that currently sites the Ukko-Pekka property.





A GREEN LUNG IN THE CITY

Tampere central park

Tampere boasts a wide variety of attractions and destination within the city centre, both cultural as well as commercial. However, there is a shortage of qualitative green spaces in the very centre of the city. Posteljoonipark, located next to the existing train station, is surrounded by traffic on all four sides and severed by the large intersection of Hämeenkatu, Rautatienkatu and Itsenäisyydenkatu.

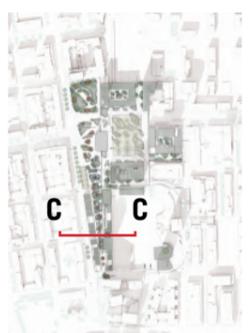
The new central park is introducing a new green lung in the city, creating a qualitative green space in the very centre of the city.

A downscaled infrastructural intersection allows the park to continue uninterrupted from Kyttälänkatu in the north at to Kalevantie in the south. “The Tampere central park” continues from Posteljoonipark to the deck and arena project, connecting to the station and providing a variety of public green spaces with an active border infused with café life and retail.

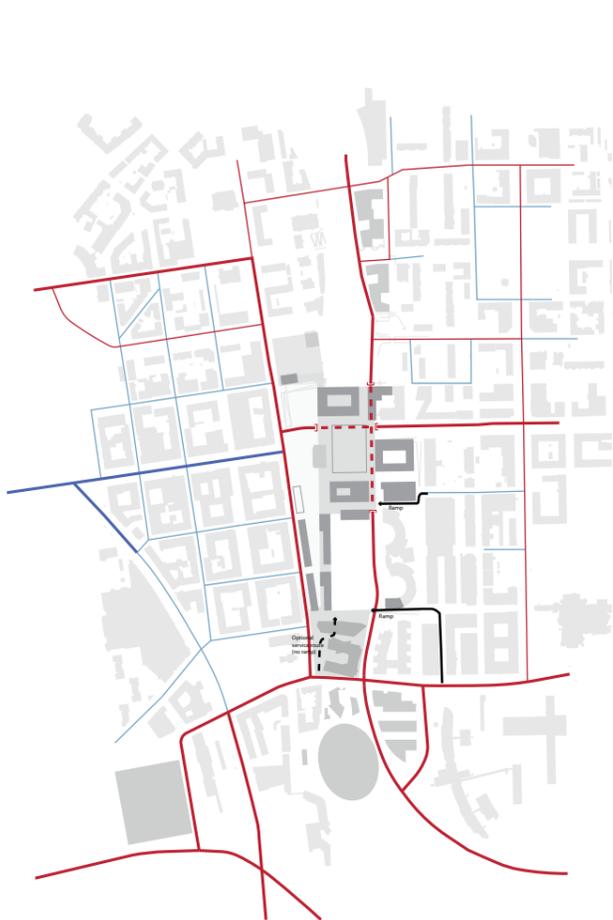
The Central Park becomes a place for the entire city to gather in, for young and old, travellers and locals. Together with the new Travel & Service

centre it becomes a one-of-a-kind destination in the future city centre of Tampere.

The landscape in the park acts as a counter part to the rigid city grid, inspired by the wild nature surrounding Tampere, it drags a bit of the finish landscape into the city.

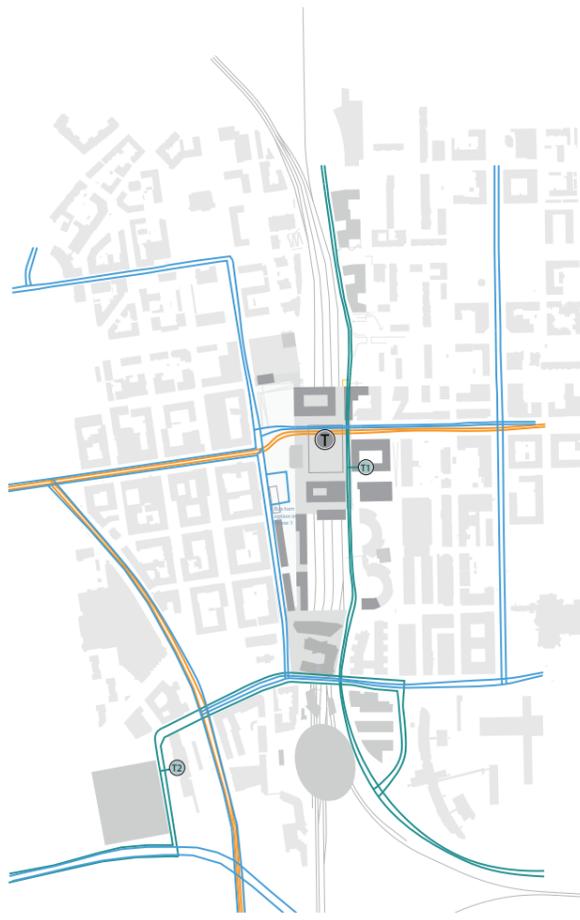


OTAVALANKATU - EAST WEST SECTION CC



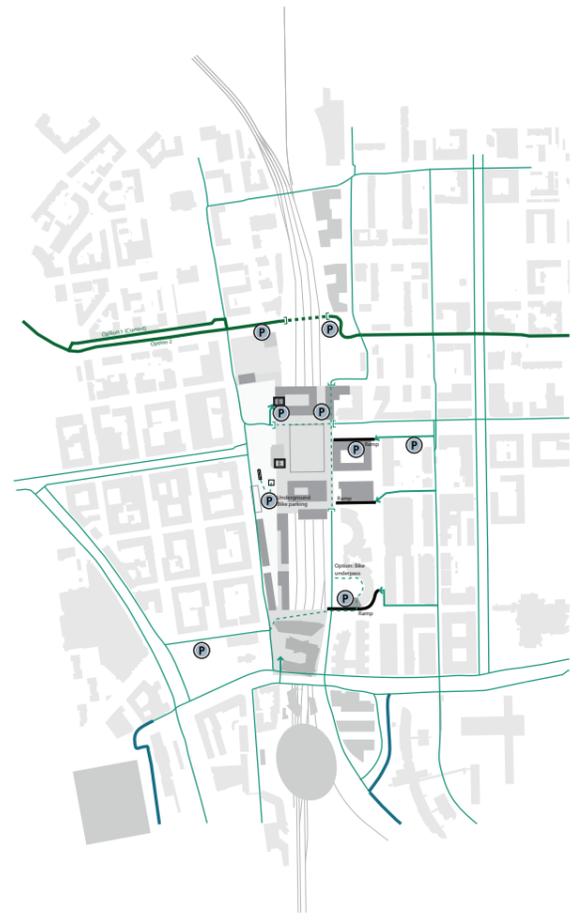
Car traffic routes

- Main Street
- Collector Street
- Local Street/ Slow Street
- Public Transport Street
- Service Traffic Connection to Deck



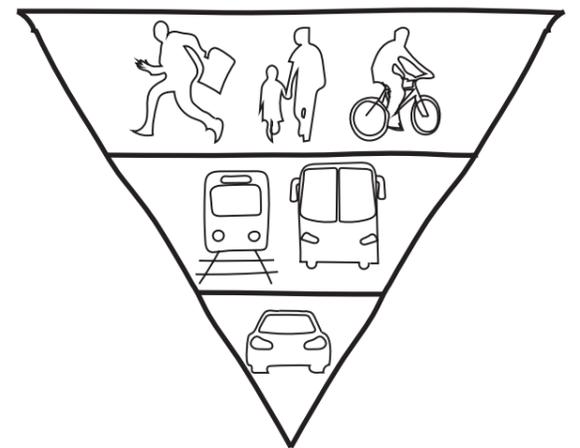
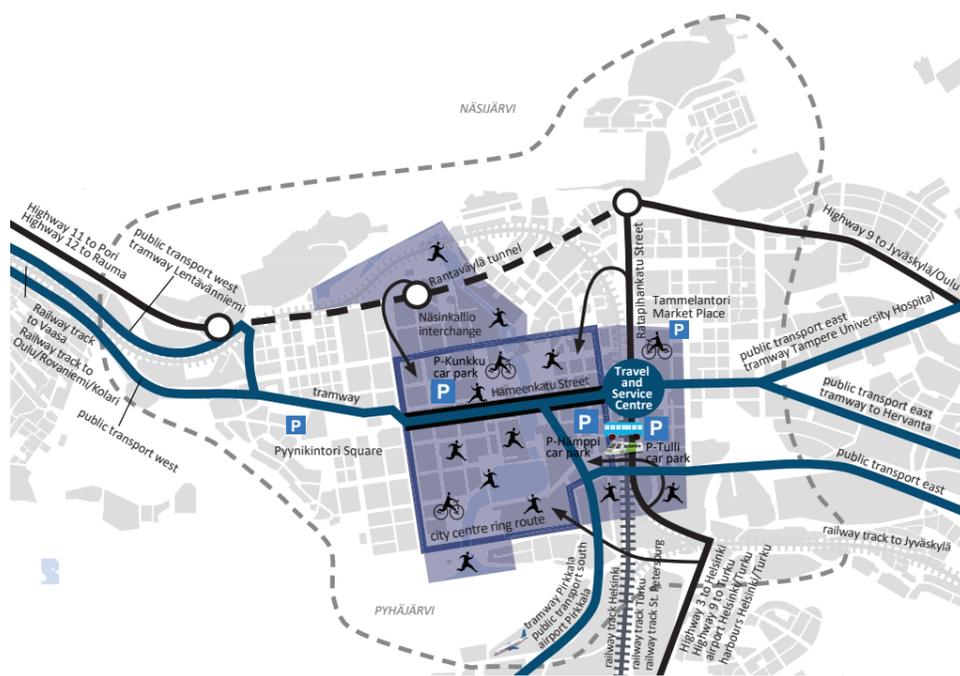
Transit routes

- Local Bus Traffic
- Long-Distance Bus Traffic
- Tram
- T1 Bus Station
- T Train Station



Bicycle traffic routes

- Regional Main Bike Route
- Main Bike Route
- Complementary Bike Route
- Route to Deck
- Ramp Connection
- E Elevator
- P Bike Parking



TTSC 'soft hierarchy' - prioritizing pedestrians and cyclists, public transport and lastly car traffic.

TRAFFIC NETWORK

Connecting the city to Travel and Service Centre

The TTSC traffic network is in accordance with the traffic visions set by the city. Car traffic is redirected to city ring roads and only public transport is permitted on Hämeenkatu. By contrast to the original TTSC competition proposal, car traffic will flow on the northern side of the Itsenäisyydenkatu tunnel.

The urban tram line passes through TTSC and connects to the local and regional buses and intercity trains. Regional buses and some local busses use Rautatienkatu to connect with TTSC. However, some of the local bus lines are linked to the tram and end further away, at the current bus terminal. The new long-distance

bus terminal is located at Ratapihankatu. Bus freight handling can be located either at the current location or moved to the new terminal. The TTSC service access points to the deck are located on the western end of the Tullikatu and Åkerlundinkatu streets. Optional service access is also possible via the northern Arena deck.

Bicycle routes follow the city network plan and are in accordance with the recent Tulli and Tammela master plans. Cycling on the deck is allowed; however, high quality cycle parking will be located on both sides of the deck, by the main cycle routes and deck access points, to urge bicyclists to leave their bikes and walk.

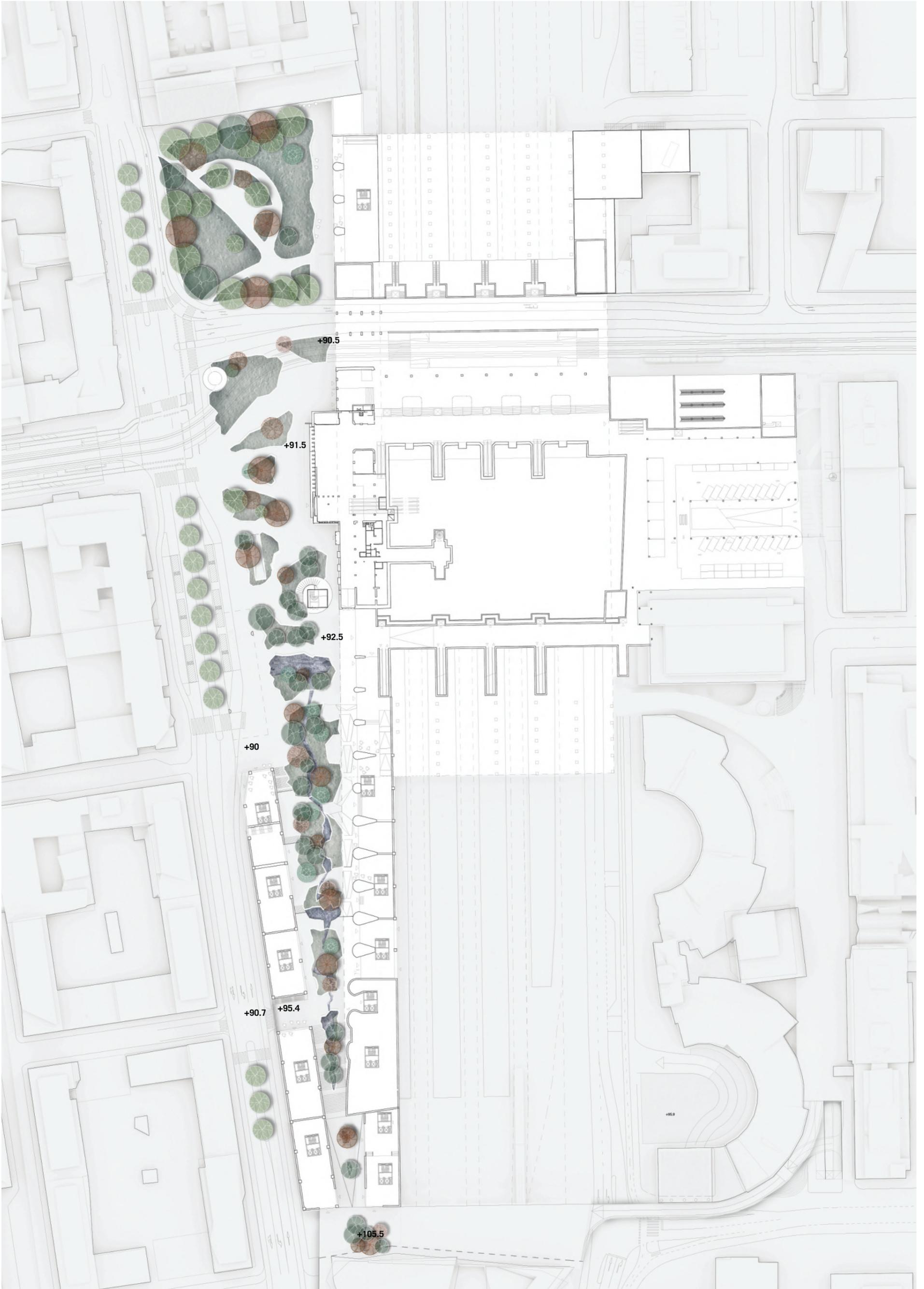
During the masterplanning, special attention has been given to creating a qualitative traffic environment, focusing on slow traffic and smooth pedestrian and bicycle connections, aligning with the city's strategic network.

Studies on the bicycle lanes, routes and parking were done in collaboration with Ramboll.

The traffic flow of the station hub has been studied in detail, considering smooth travel chains for all modes of travel in the hub.



Visualisation of the park, bushub and arcade. The different means of transportation is seamless connected and soft traffic is prioritized



Flow plan, showing the experience on foot through the different levels of the plan from the deck and arena to the station

ACCESS

Overall scheme for access and movement

The plan aims to create a seamless flow between the different larger functions in the area. A Large people flow will arrive from Hämeenkatu and Itsenäisyydenkatu, but the larges flow will come from the Deck and Arena project when larger events take place. It is important that city spaces can cope with the large numbers of people, but also provide more urban spaces that work and has a spacial quality when there is fewer people.

The park establish a connection between the station and the Deck and Arena, ramps makes it possible to access the all levels. All retail floors

facing Rautatienkatu are in two levels or more and connect to the parklevel along with a public stair from the Otavalankatu direction

The deck is developed as a pedestrian environment. Pedestrians can access the deck in multiple points: Through the station building from Hämeenkatu, through a ramping stair along Itsenäisyydenkatu, ramp next to Pendoliino and the engine halls and through multiple buildings such as the arcade and the Posteljoonin puisto building

Main access point of rescue and service vehicles

to the deck in the Phases 1 is a connection in the east side from Åkerlundinkatu. A connection from Tullikatu street is created in phase 3.

In the south end of the project, the most natural connection would be through the Deck and Arena project, where the deck meets Kalevantie bridge.

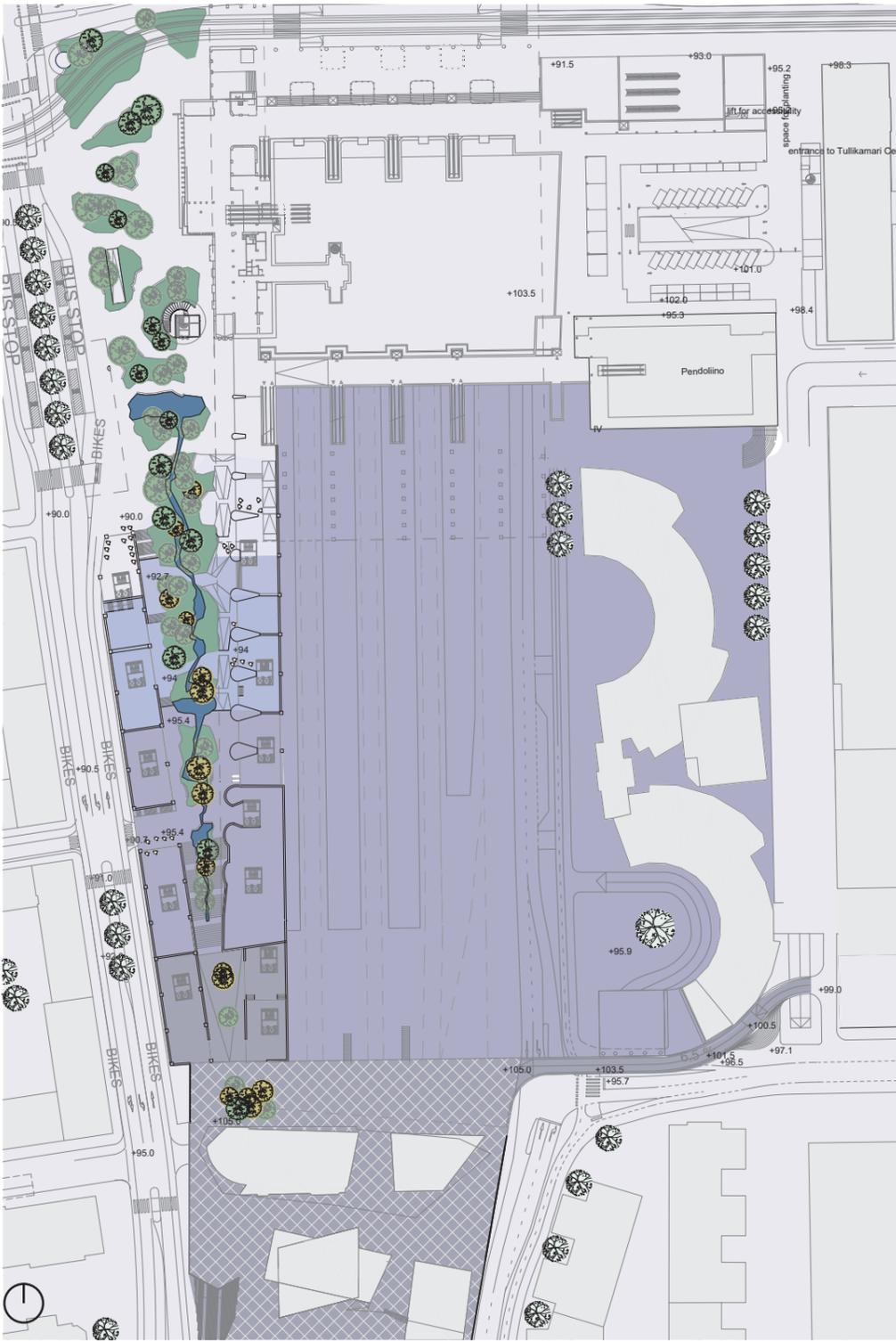
The main service and fire routes circle around the station area, and are located on the promenade on the east or west side of Phase 1.



Access to deck for cars

For pedestrians

E - Elevators



- Street level
- Park lowest level / starting plane
- Park Plateau 1
- Park Plateau 2
- Park Plateau 3 Platform level
- South deck level



View north looking from the Deck and Arena, where the park begins

ACCESS

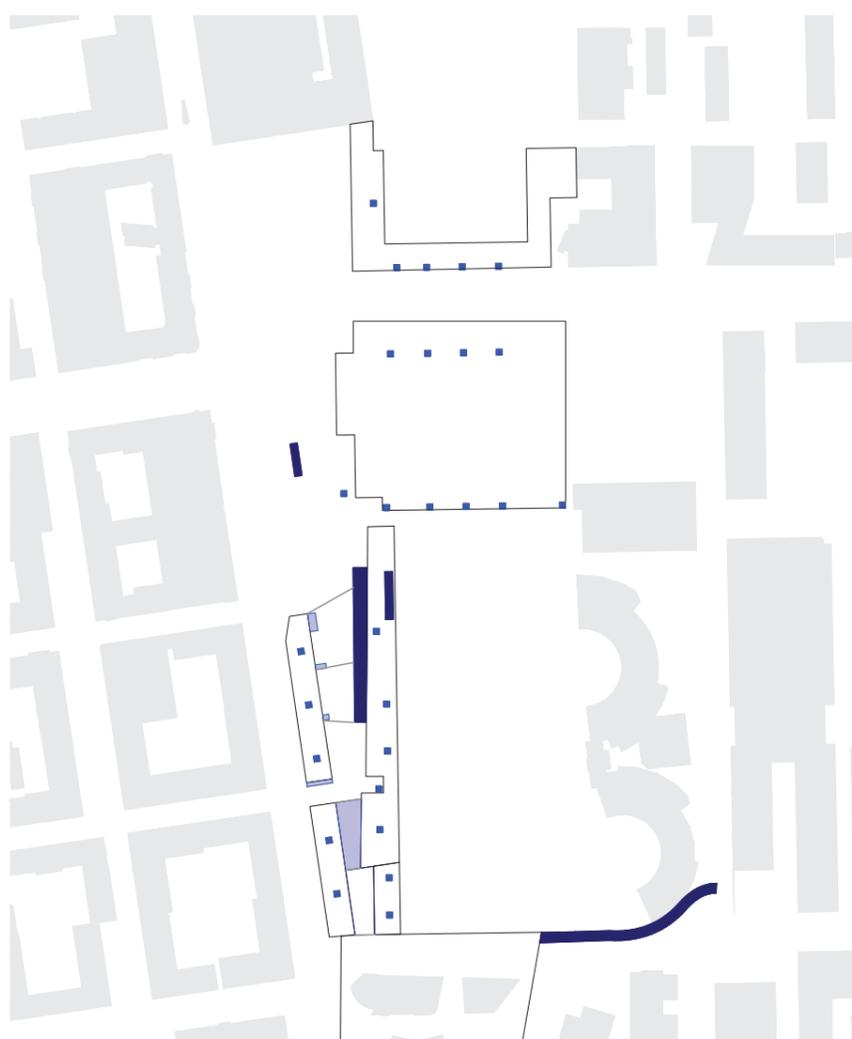
Universal acces in the park

Universal access in public areas is crucial to create an including area, for everyone in the city.

The park has a heigh difference of around 14.5 m from around +91 to around +105.5.

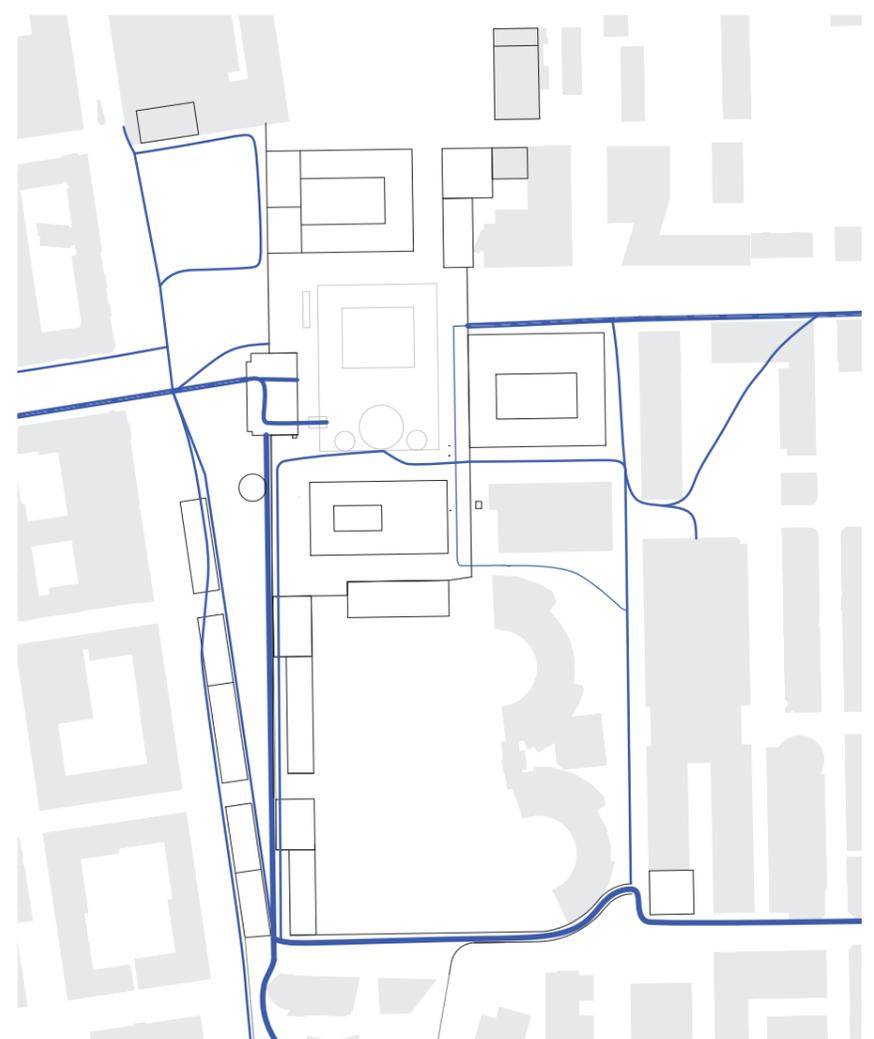
The universal access can be handled in different ways. Taking in retailspaces, accessibility and

flow into consideration the masterplan suggest two variations. Either a more simple version with few bigger plateaus allowing a simple layout of retailspaces combined with a stair and public elevator-solution, or a slope spanning the entire park. The first solution is shown in these pages. In the following pages the alternative solution are shown and compared.



Universal acces

- Elevators
- Stairs
- Ramps



Flow

- Main flow lines
- Secondary flow lines



Ramp combined with stair and public elevator



One ramp through the whole park

ACCESS

Universal acces - Park slope options

Two options of universal access in the park shown and compared.

Ramp combined with stair and public elevator:

- + Few levels and more retail spaces in arcade
- + Ramp 1:20 gives a comfortable inclination when spanning over such a long stretch as here.
- + Ramp is 85 m long, stretching in front of arcade façade. Creating a special focus on this area in the park.
- + 1:20 ramp gives more retail space in arcade and more façade, creating possibility for a more grand architectural experience in the arcade facade.
- + Plateaus create larger areas with universal accessibility spanning across the park, creating a greater connection between the retail spaces on each side of the park and space for park activities.
- +Creates the possibility of a stair connection from street level on Rautatiekatu to a plateau in platform level and tracks trough the Arcade.
- Need to use public elevator in arcade to access deck level from street level

One ramp:

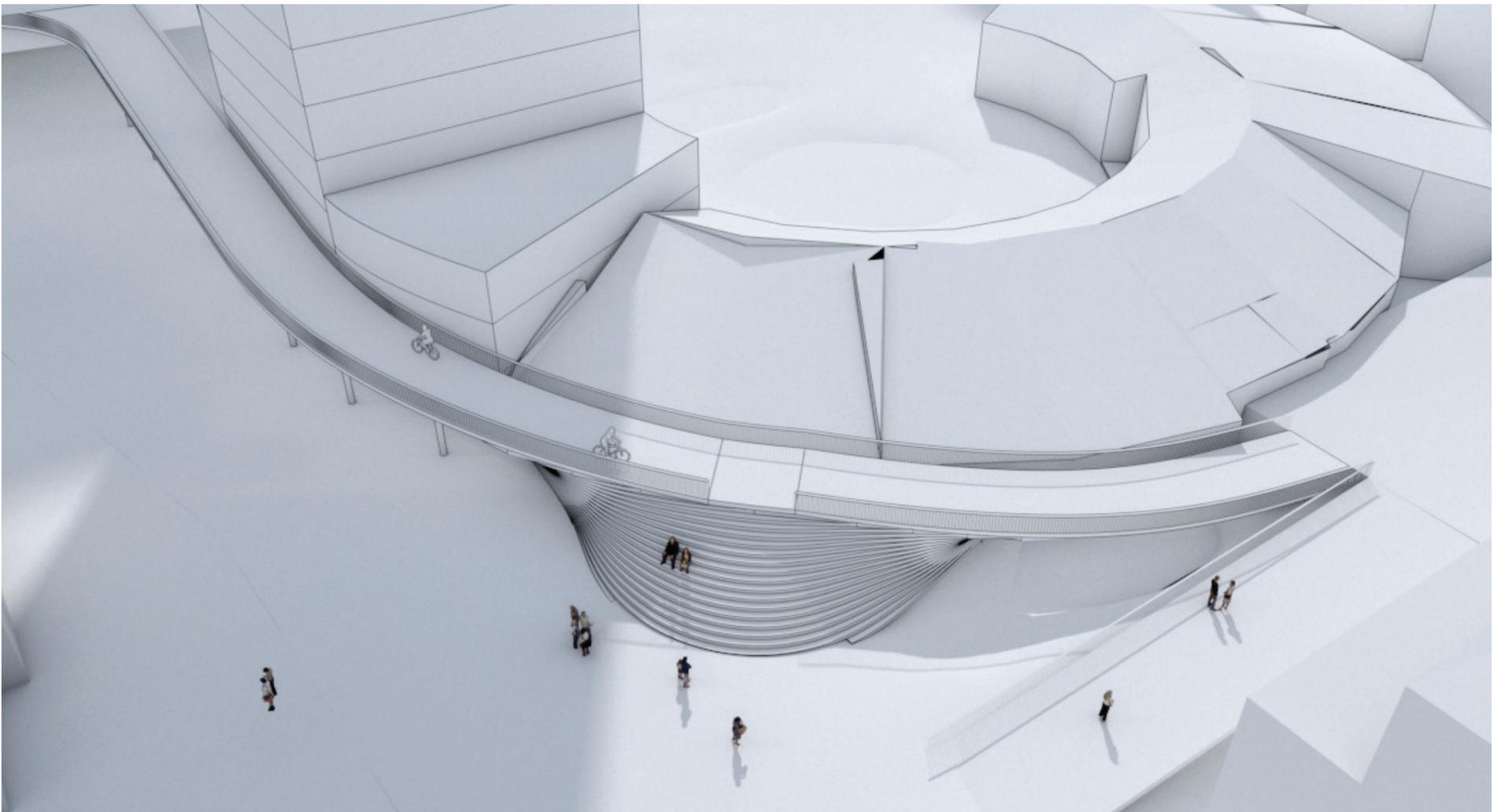
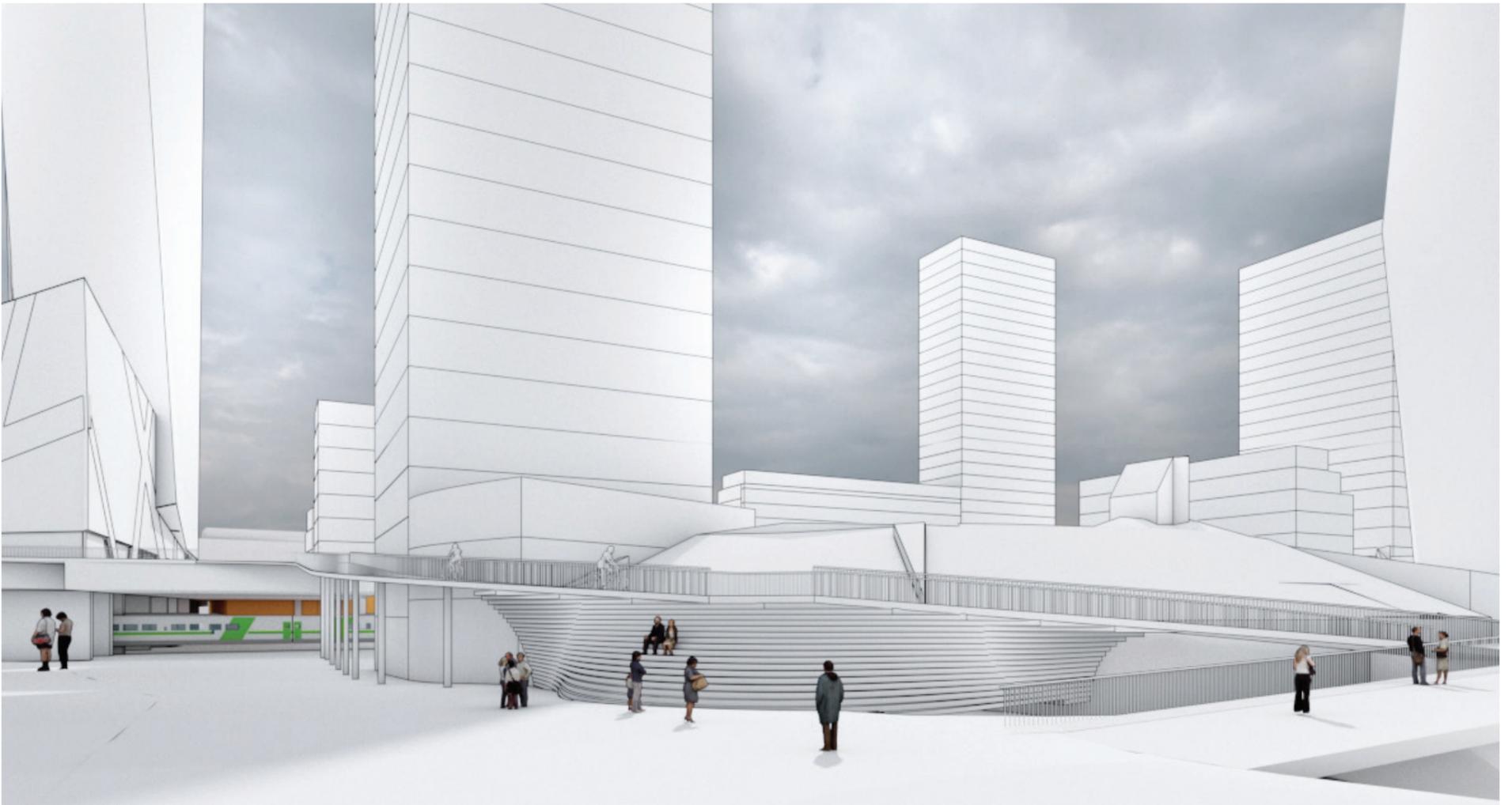
- + Universal access through the whole park
- + A more simple flow to and from Deck and Arena
- Ramp 1:16.5 creates a steep inclination over a duration of 205m.
- The ramp inclination has a big impact on the arcade façade, so it comes under park level, creating less retail space in the arcade.
- Steep inclination between east and west side of the park.
- Less direct accessible facades on the west side of the park.
- More levels and less retail spaces in arcade
- Affects retail space amount under the slope
- No direct access from Rautatiekatu to platform 1, except from station
- Needs coordination with Deck and Arena Project, and might affect that project planning which is quite far



Ramp combined with stair and public elevator



One ramp through the whole park



VIEW TO ÅKERLUNDINKATU ACCESS POINT AND ENGINE SHEDS

ACCESS

Åkerlundinkatu connection

An important connection point to the deck is the area around Åkerlundinkatu, next to the historical engine halls.

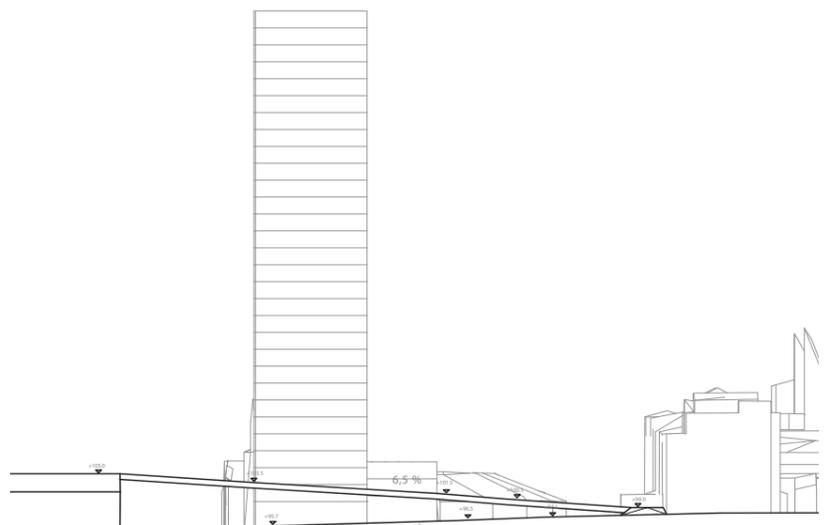
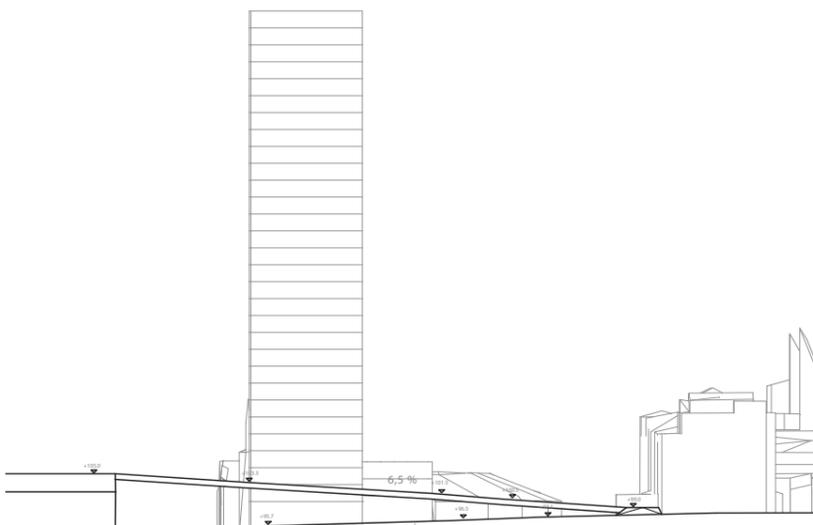
A ramp located along the new building in the extension of Åkerlundinkatu creates a smooth connection for service traffic and bicycles.

Two alternatives for the traffic handling in the Rautatienkatu and Åkerlundinkatu intersection is suggested, either a T-cross or a roundabout, the suggested ramp could function with both options.

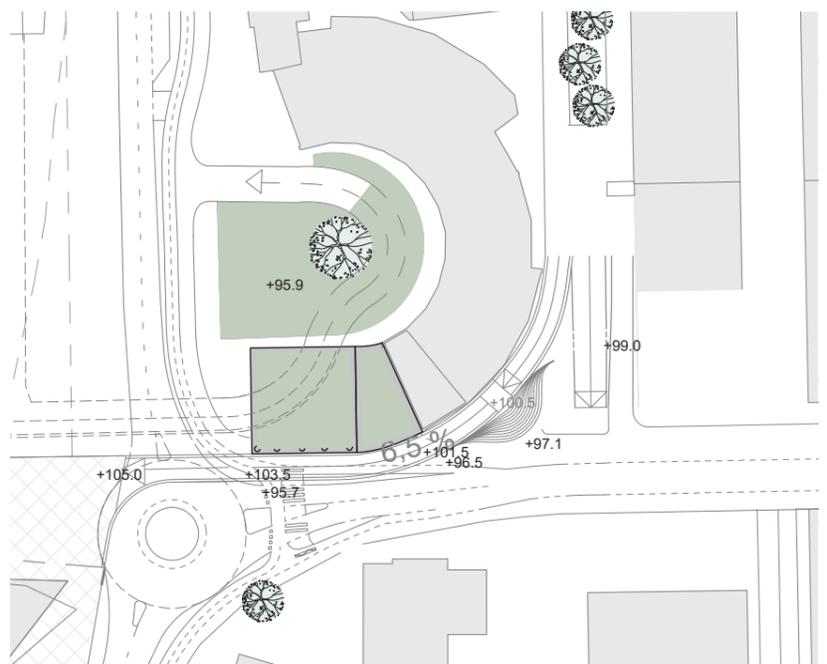
The plan also allows the possibility to establish an underground bikeconnection to Suvantokatu



QUALITATIVE RAMPS

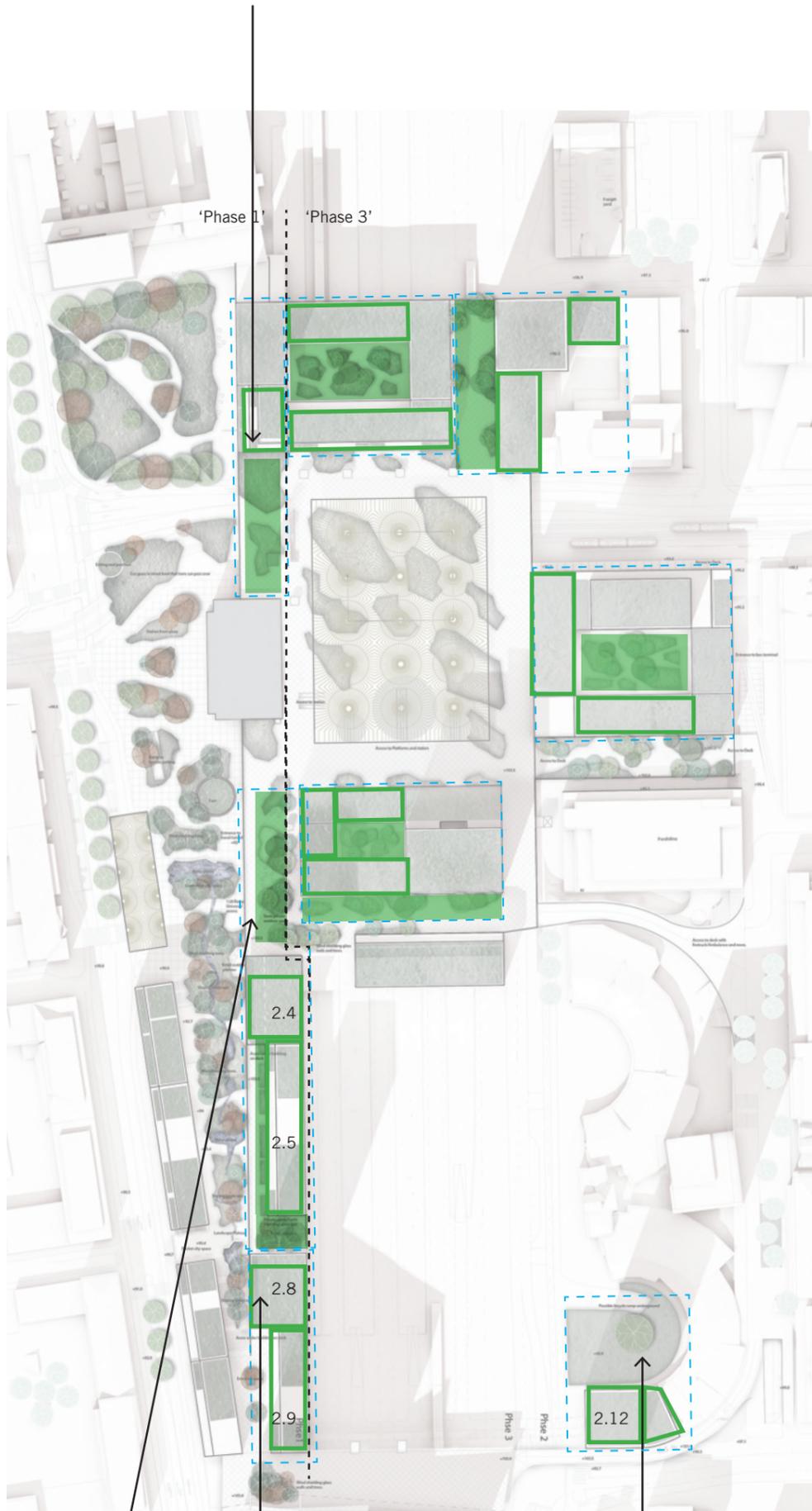


PLAN OF ÅKERLUNDINKATU ACCESS POINT OPTION WITH T-INTERSECTION



PLAN OF ÅKERLUNDINKATU ACCESS POINT OPTION WITH ROUNDABOUT

When the tower is constructed before the courtyard, there is lack of courtyard space (840 m² / 980 m²)



If the arcade is constructed fully in 'Phase 2', 10 % goal is reached in plots 2.4. and 2.5.

Residential towers need to use the rooftops of offices for shared courtyards to reach the 10 % goal. Spaces on deck level should be allocated to courtyard use

The engine shed lacks courtyard space

Courtyard requirement

Courtyards and rooftop terraces intended for residential shared use: minimum 10 % of residential area

Required in total for the masterplan: 11 430 m²
 Realized in total in masterplan: 11 765 m²

Courtyard areas:

Plots 2.1. and 1.3AB (Posteljoonipuisto Tower and courtyard block on deck)

Courtyard requirement:	2050 m ²
Inner courtyard:	850
Street courtyard:	600
Rooftop gardens:	1490
Total:	2940

Plots 1.1 (Scandic towers)

Courtyard requirement:	1510 m ²
Rooftop gardens:	690
Street courtyard:	900
Total:	1590

Plots 1.4AB (Station Tower)

Inner courtyard:	300
Rooftop gardens:	890
Street courtyard:	550
Total:	1740

Plots 1.5 (Ukko-Pekka)

Inner courtyard:	910
Rooftop gardens:	1030
Total:	1940

Public parks area:

Posteljoonipuisto park area: 3700 m²
 Station square area (north from bus stop canopy): 3900 m²

Courtyard areas:

Plots 2.4. and 2.5

Courtyard requirement:	2000 m ²
Rooftop gardens:	1.180 m ²
Street courtyards:	965 m ²
Total:	2.145 m ²

Plots 2.8 and 2.9.

Courtyard requirement:	880 m ²
Rooftop gardens:	880 m ²
Total:	880 m ²

Plot 2.12

Courtyard requirement:	1400 m ²
Rooftop gardens:	530
Total:	530 m ²
Deficit :	-870

Public parks area:

Park Slope (south from bus stop canopy): 3100 m²
 Engine shed yard: 800 m²

- Shared courtyard 'units'
- Inner/street courtyard
- Rooftop gardens

FREESPACES

Courtyards, deck and rooftops

The masterplan creates a dense city-centre. A study was conducted on the amount of exterior semi-public space, such as courtyards, rooftop gardens and terraces as well as green street spaces available for the residents.

The goal amount of residential exterior space was set at 10 % of residential floor area by the city planning department.

The goal amount needs to be taken into account when planning the phasing and shared areas between plots. Some office plots need to allow adjacent residential plots to take use of their rooftops as shared rooftops.

In addition to the residential freespace area, there is a significant area of public exterior spaces available for the residents.



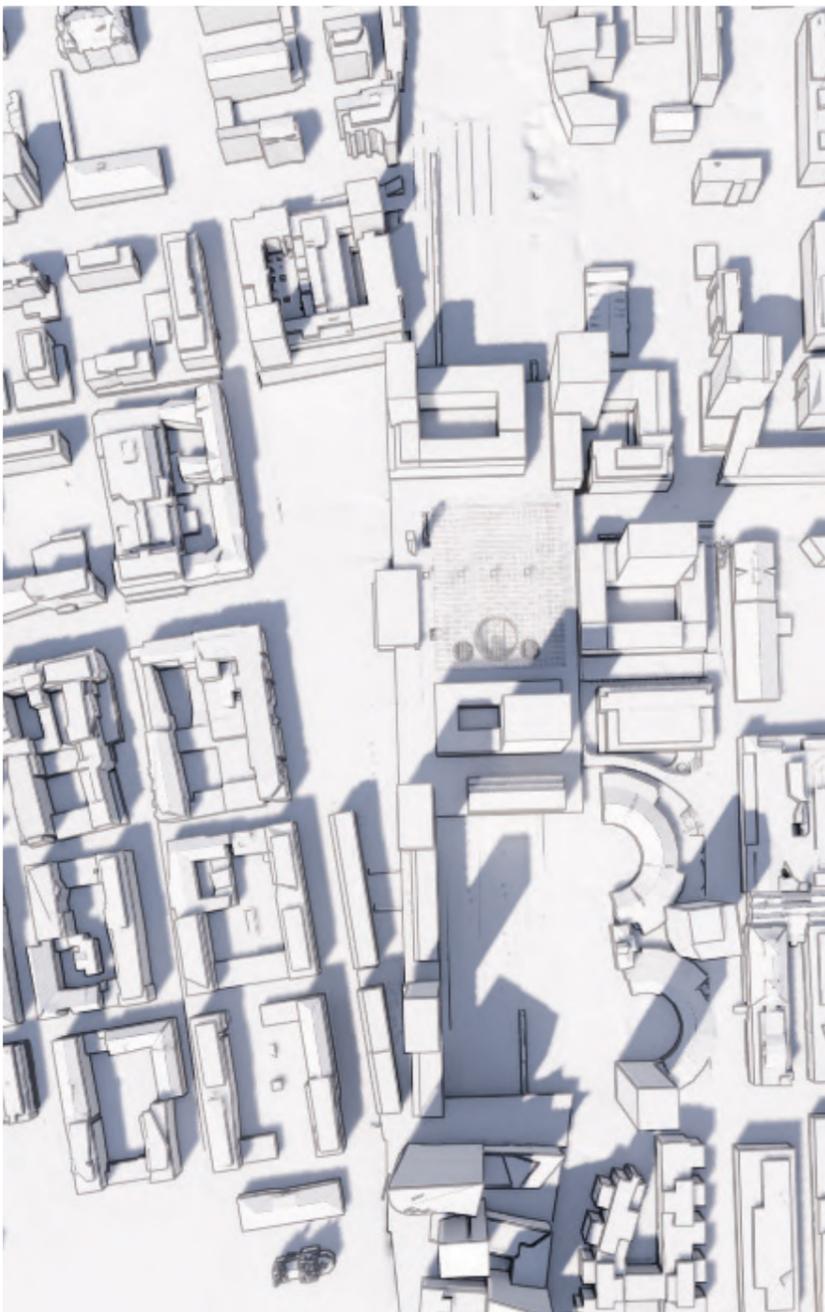
Summer solstice



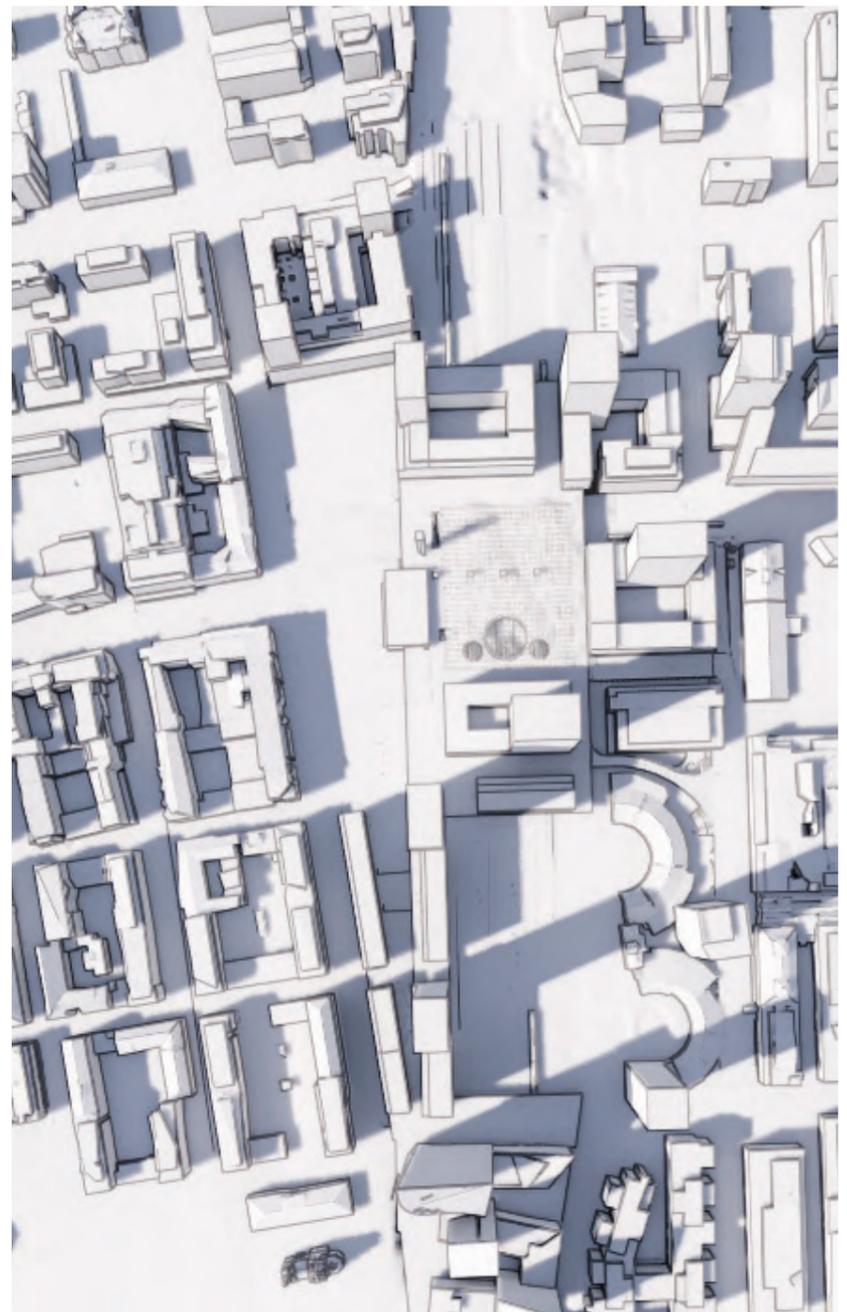
21 June - 10.00



21 June - 12.00



21 June - 14.00



21 June - 16.00

SUNLIGHT STUDIES

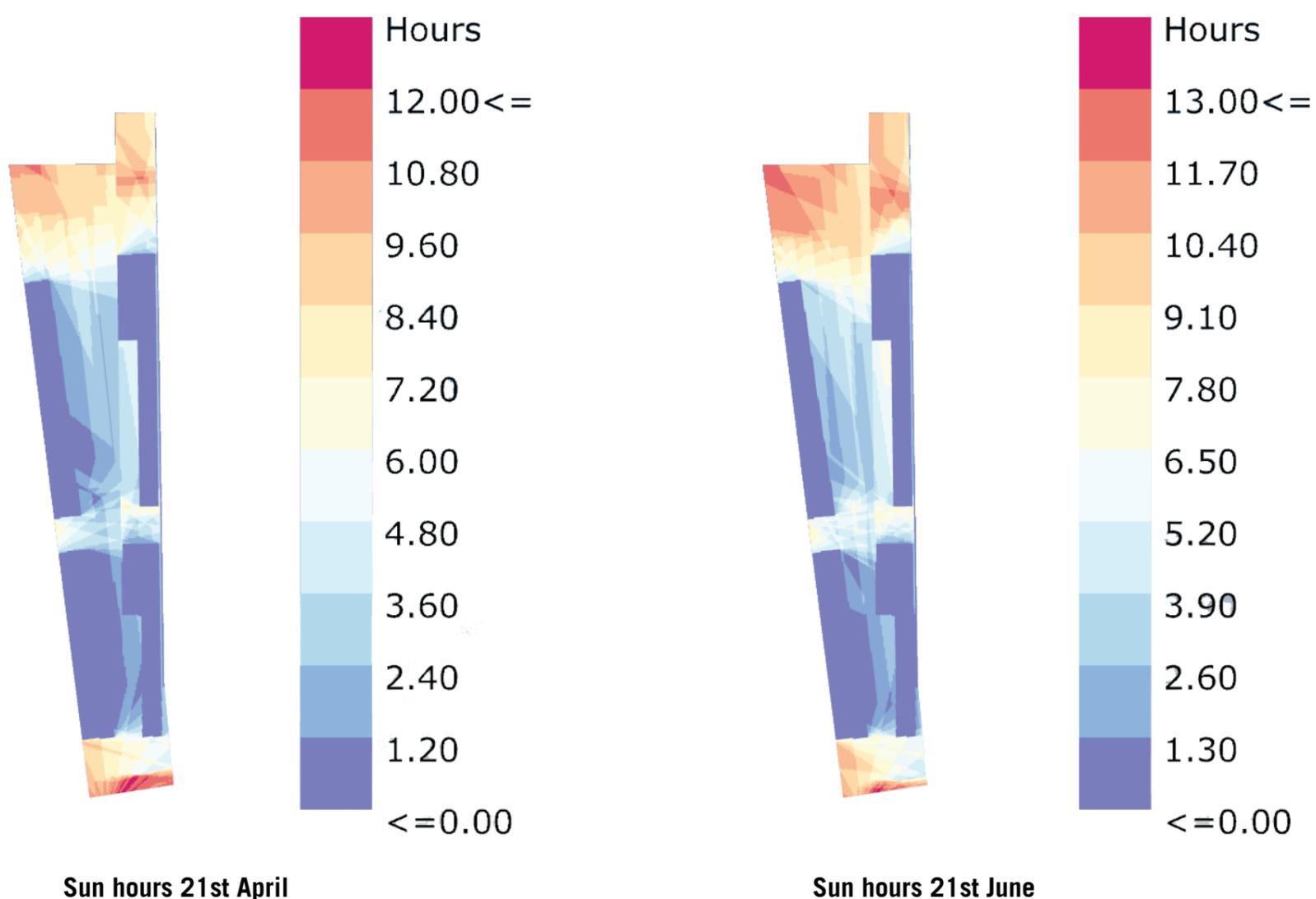
Ensuring a good light conditions in the park and in public areas.

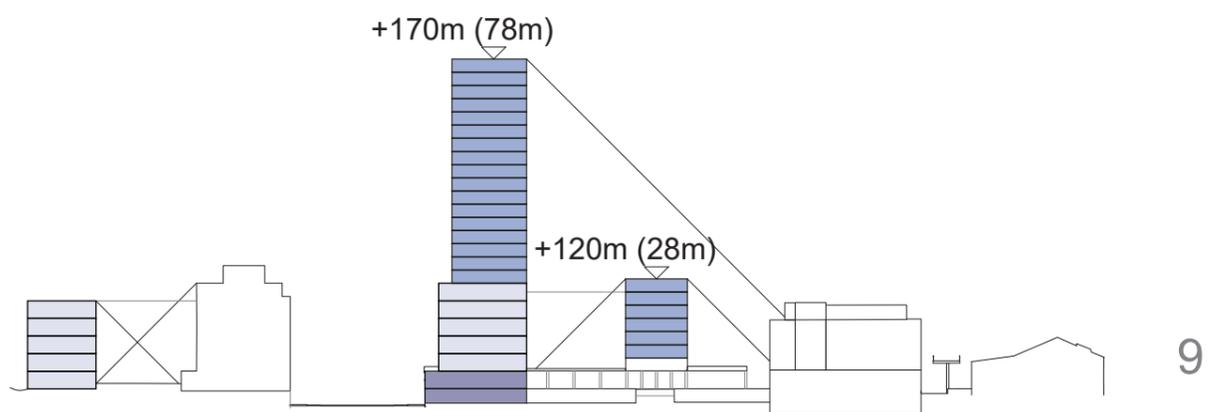
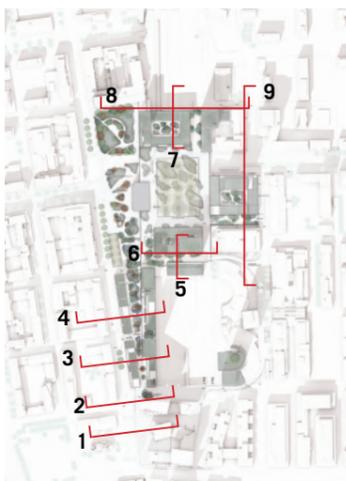
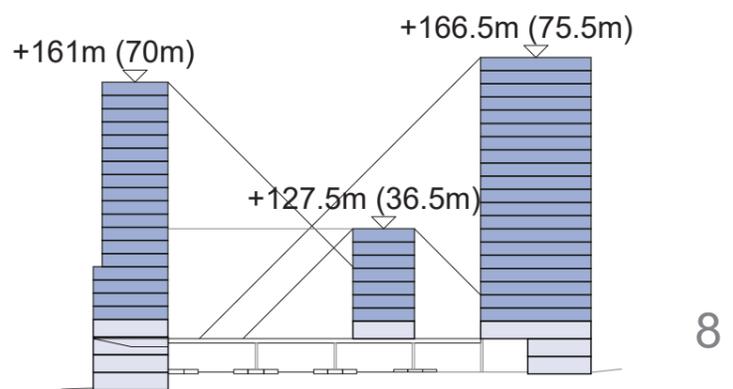
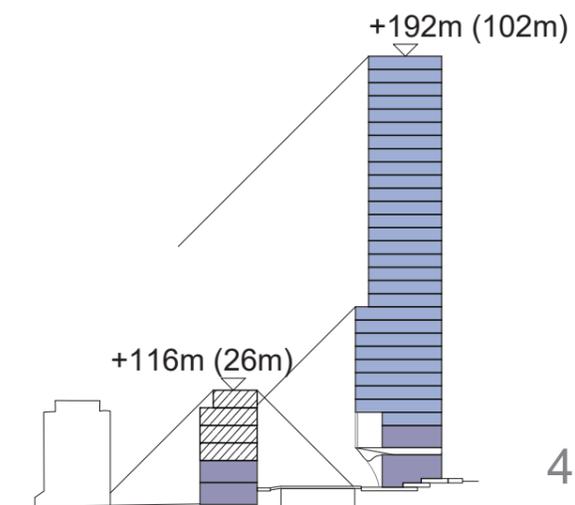
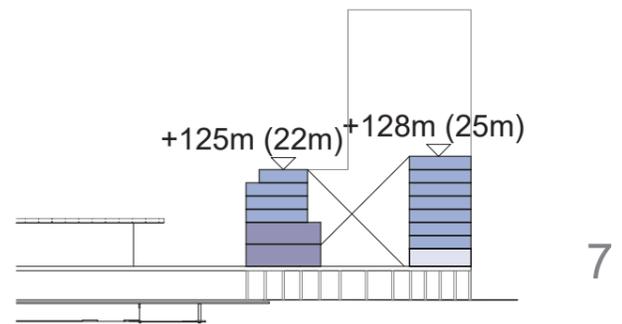
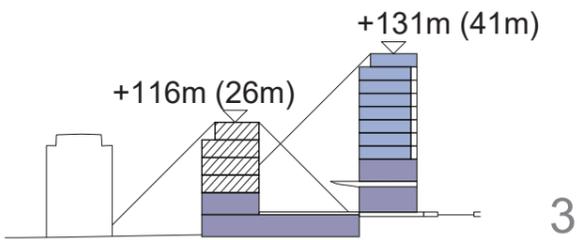
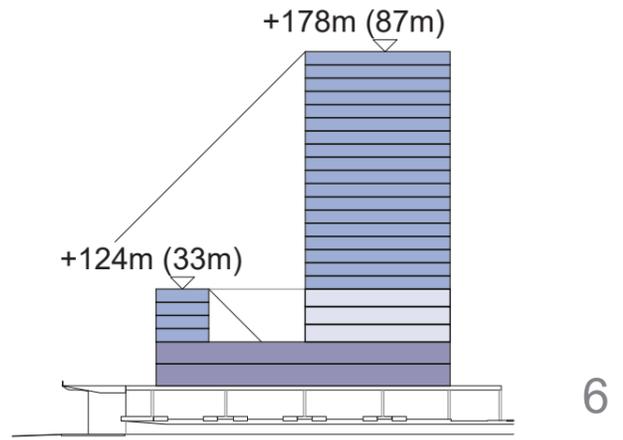
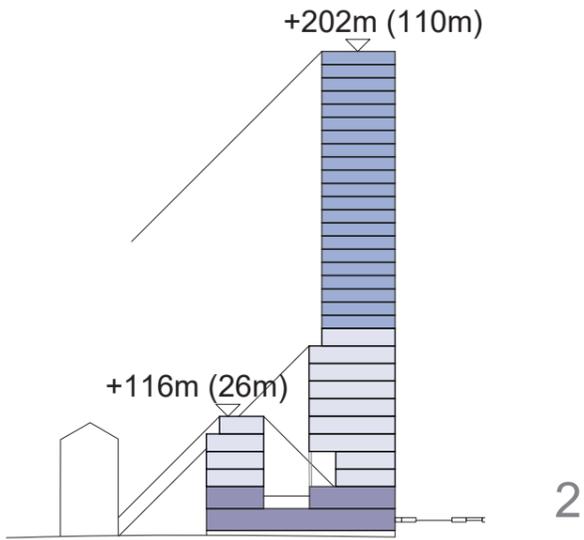
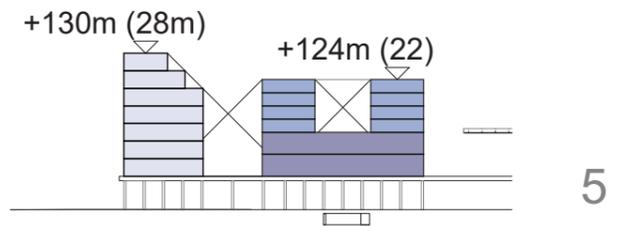
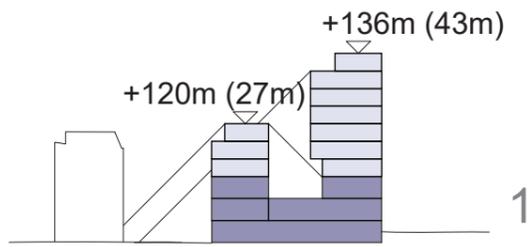
Microclimate has a big impact on how much people use the public spaces. Especially in the scandinavian contries with fewer sun hours during the year, it is important to ensure good light conditions both in housing and in public spaces. In a dense structure light conditions can be a challenge.

In the park there, which is surrounded by the Deck and Arena tower to the south, and two towers and a higher structure to the east, we examined the amount of sun hours both in the spring and in summer.

In summer large parts of the park flanked by buildings has 4-6.5 hours of sun. In the northern areas of the park where it is more open there is a lot more sunhours

The deck has very good light conditions, and because it is lifted above the terrain it will also have sunlight late in the day. Providing a scenic public place to watch the sun set over Tampere.





Retail
 Office
 Housing
 Office or housing

All suggestions are options of possible distributions, could change in accordance to market and development

DAYLIGHTCONDITIONS IN BUILDINGS

Light sections through the structures

Just as important daylight conditions are in public spaces, it is important to ensure that all offices and residential buildings has heigh quality daylight.

Light has a big impact on our lives and is of great importance to our health and well-being. Along with this the daylight conditions in buildings has a large effect on the energy consumed for artificial lighting.

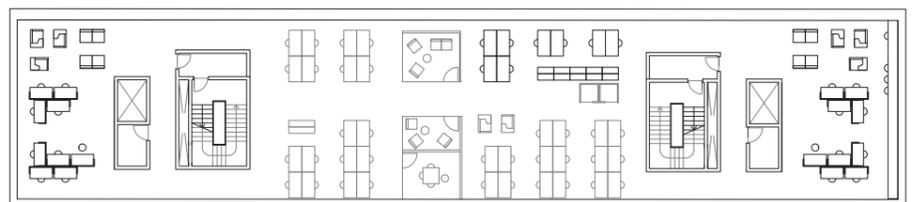
In the masterplan we therefore work with quite slender buildings of around 12.5 m, to allow for doublesided apartments. The 12.5 m building

structure also allows a flexibility in terms of use.

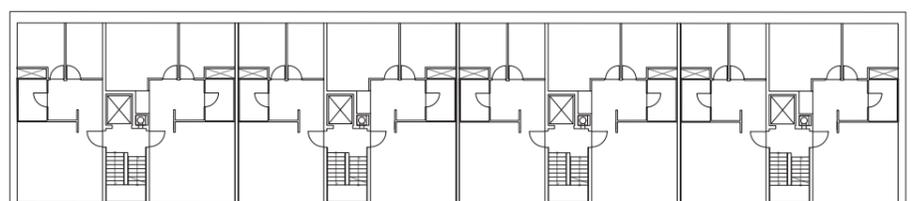
To the left light sections area shown. The light angle applies to the main window of the apartment. So it is possible to make two-sided apartment housing if there is light from one angle.

In the localplan work where functions of the different buildings will be determined, it is needed to examine the light conditions further in regards to functions.

Flexible structure in 12.5-14 m depth

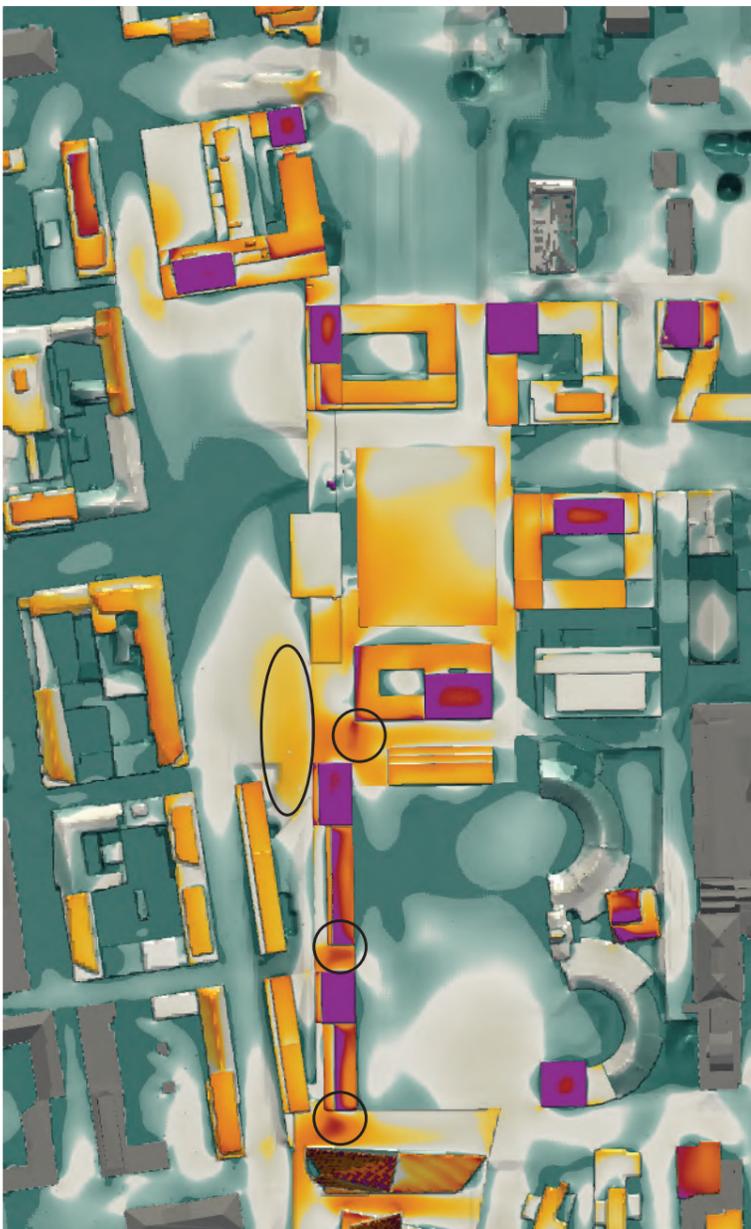


Example of office in 12.5 m

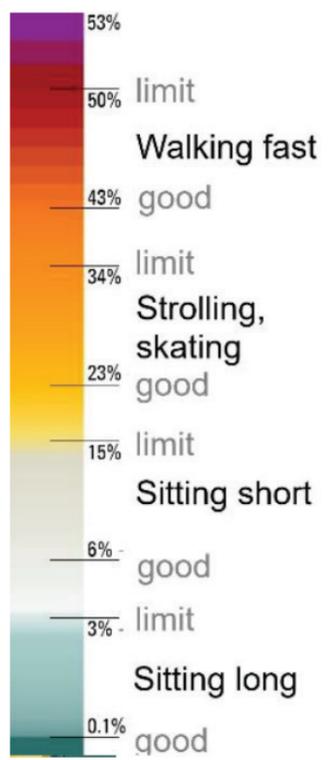
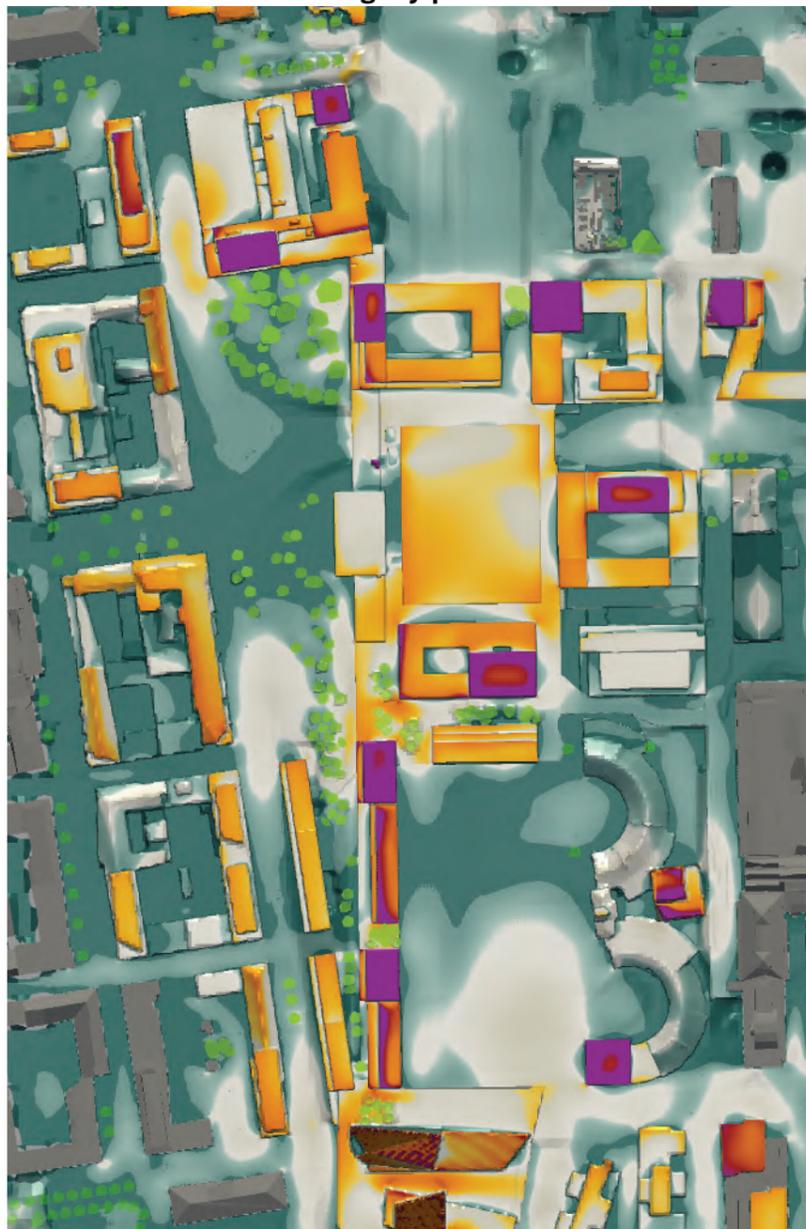


Example of housing in 12.5 m

Wind simulation without trees



Wind simulation with strategically placed trees



WIND

Ensuring a good microclimate in public spaces and freespace areas

Wind comfort is very individual and specific to the use of area. Good wind comfort depends indeed on people's expectations. Generally, people are more tolerant of wind when they are eg. close to the ocean.

The temperature can also influence the experience of the wind. The pictures below show two very different wind situations. At the coast of the North Sea it can be an attraction that it is extremely windy. While at a café in Tampere you most likely would not tolerate much wind.

The wind comfort is characterized by the high buildings. The issue has been addressed in the planning and considered to reduce the intensity of wind in the living areas.

Large parts of the park have good wind comfort. In the southern part of the park there is an increased amount of wind, which is due to the high buildings - downwash. Also, in the north there will be downwash from High buildings. The challenge is met by planting several trees, in the area with downwash.

The cover of the arcade provides good shelter. On the deck promenade, there are several places where there is a lot of wind due to the high buildings. There will be pockets where the wind is less wind. It is obvious to place living areas in these pockets.

The planed trees will reduce some of the strong wind. However, it is recommended that the

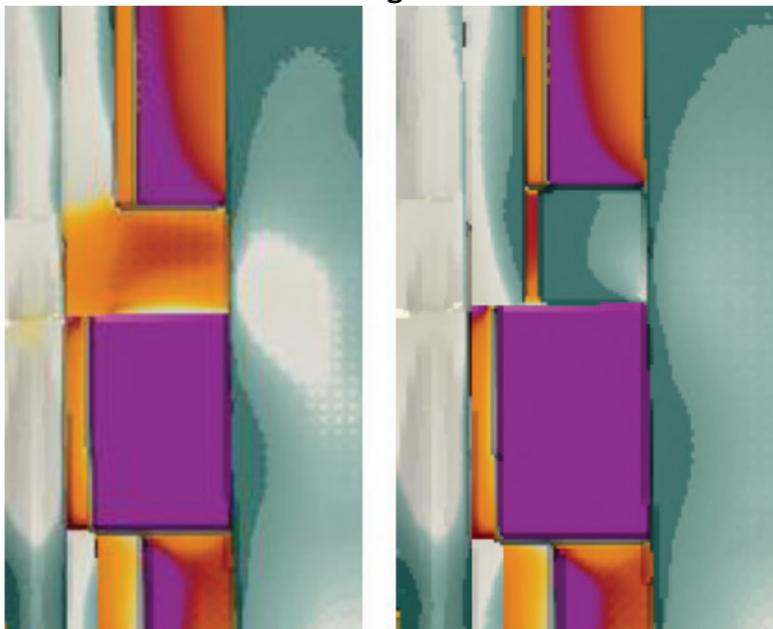
trees are supplemented with some permanent sheltering structures. It could be high fences, walls or sculptures integrated with the trees.

Around the high-rise buildings the trees must also be resistant to wind to be able to grow.

Between building 2.5 and 2.8 it is recommended that a wind wall will be established, this will have a big effect on the wind environment closeby.

On rooftop gardens the comfort should be secured by larger shielding glass walls. These walls should be integrated in the architecture.

Effect of wall between building 2.5 and 2.8

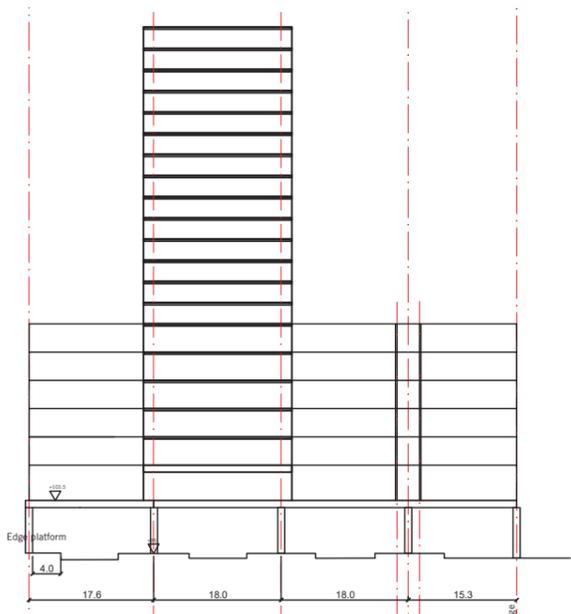


Sculptures and walls



Rooftops sheltering

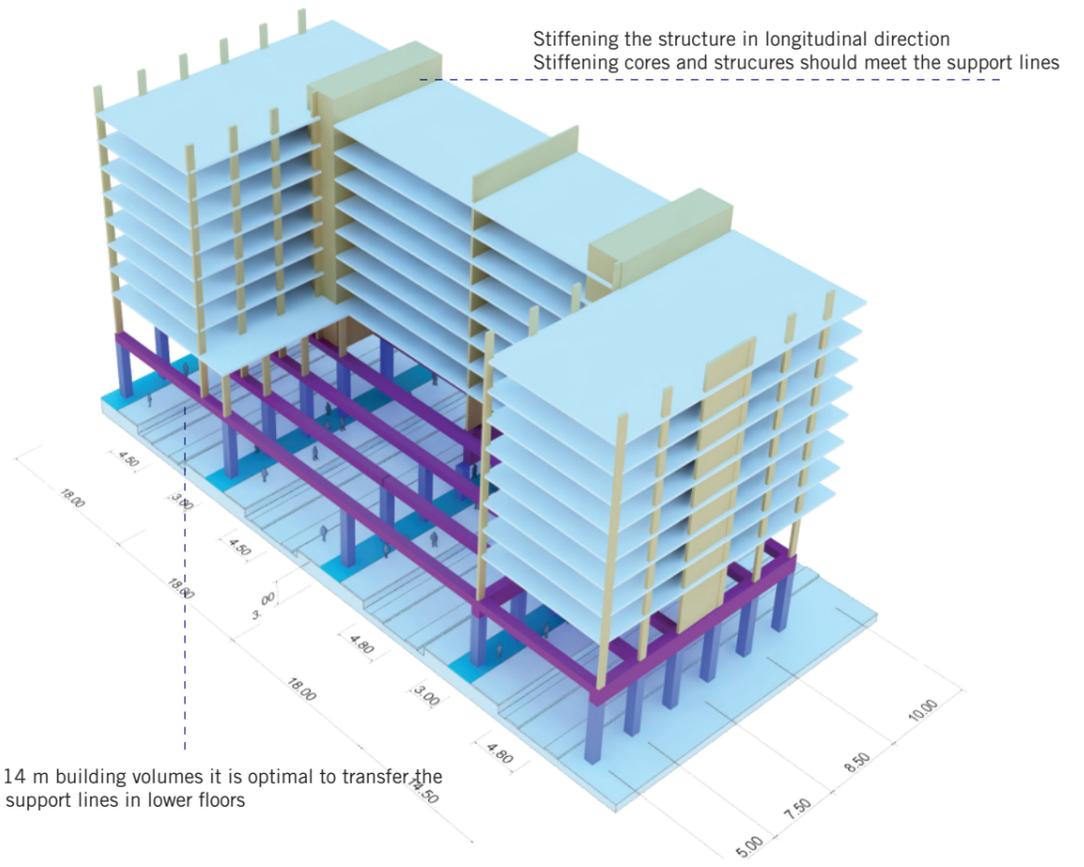




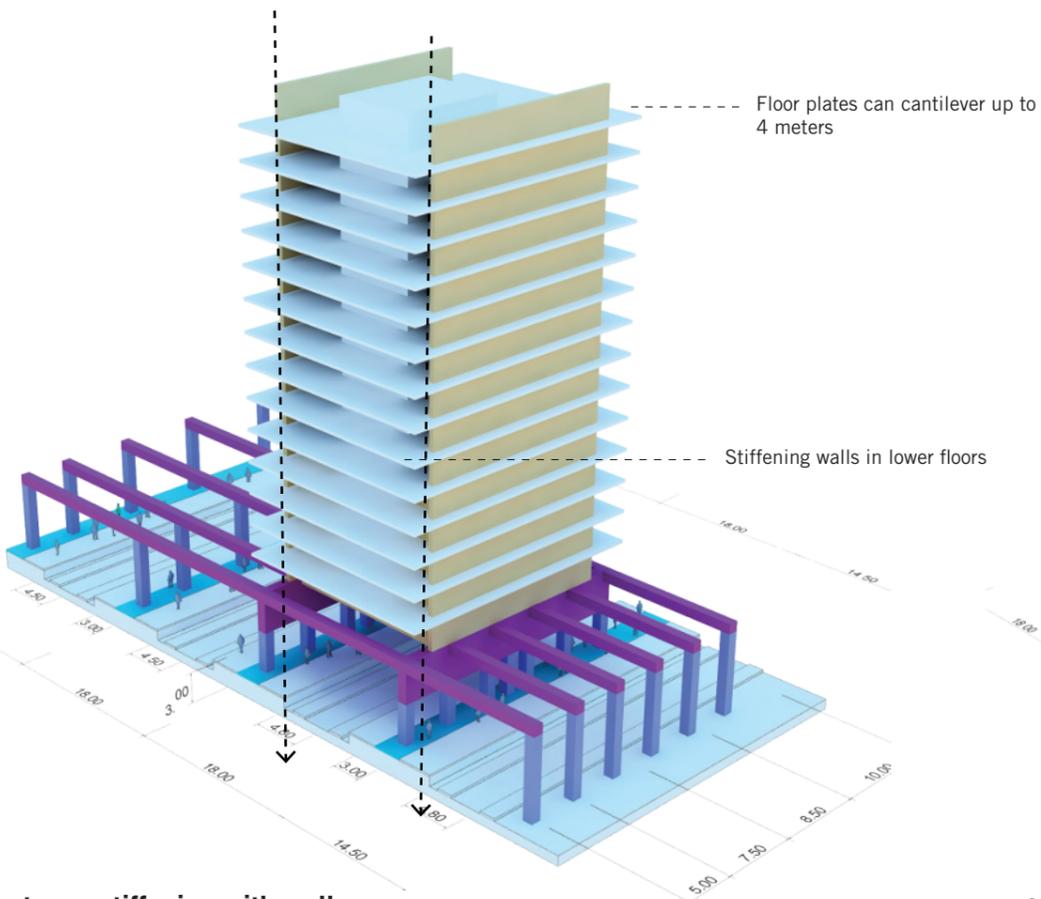
The loads from load bearing structure close to facade will be transferred through the lower volumes to the load bearing structure.

The core will brace the tower structure.

Bracing of the lower volume needs to meet with main structural lines

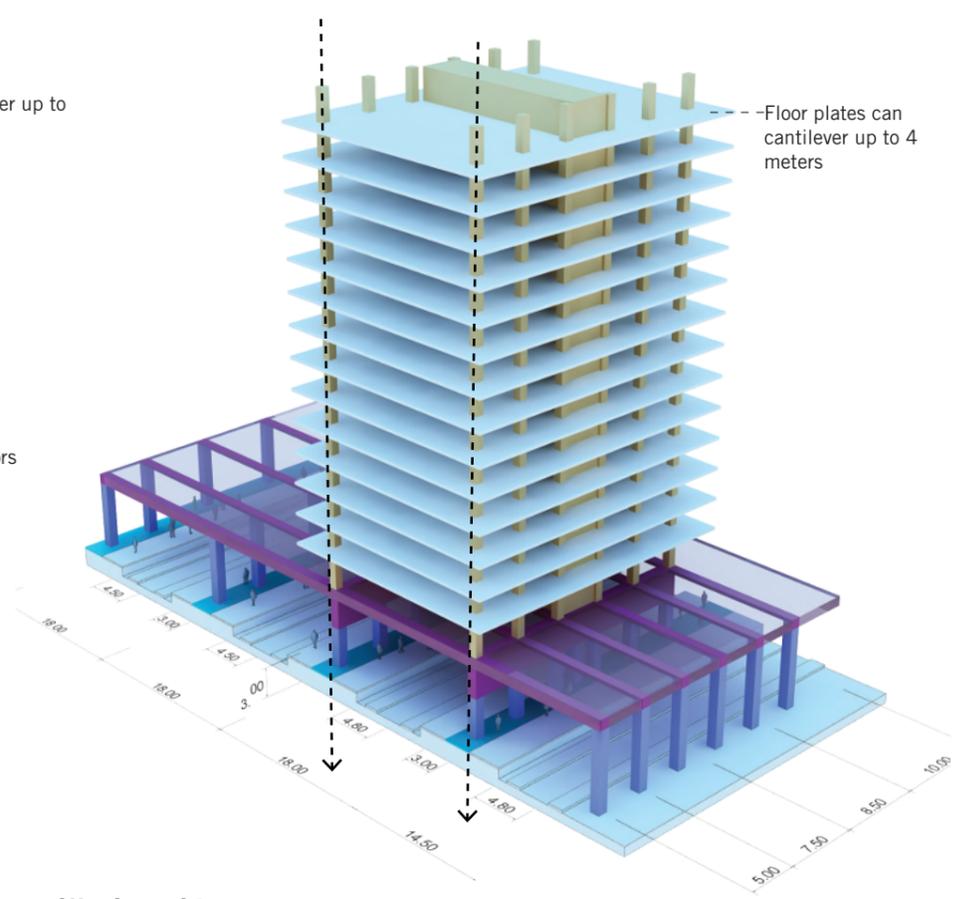


In narrower 14 m building volumes it is optimal to transfer the loads to the support lines in lower floors



tower stiffening with walls

- Facades meet with platform grid lines
- Stiffening structure in the same line



tower stiffening with core

- Facades meet with platform grid lines
- Core will brace the structure
- Core needs to meet the support line

Note: Does not depict all load-bearing structures, principle view

DECK STRUCTURE

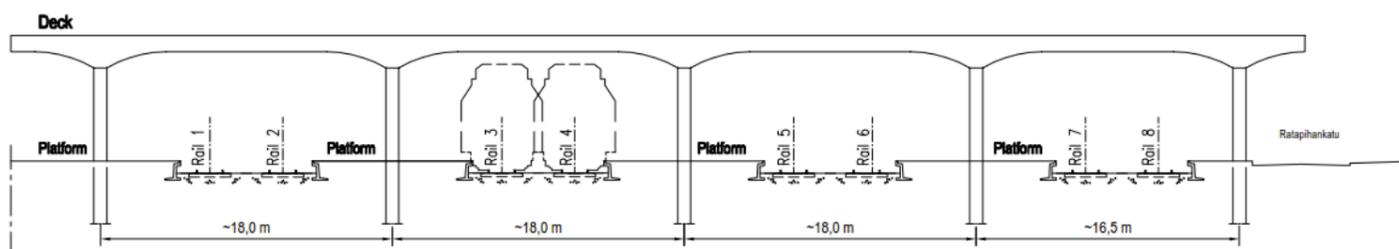
Structural principles for masterplanning

The deck structure has been studied in principle to distinguish the structural demands caused by the deck to the masterplanning of building volumes. The conditions caused by the deck structure need to be taken into account in more detailed planning phases. The diagrams on these pages illustrate the principles of structures, and are not to be considered as direct design guidelines.

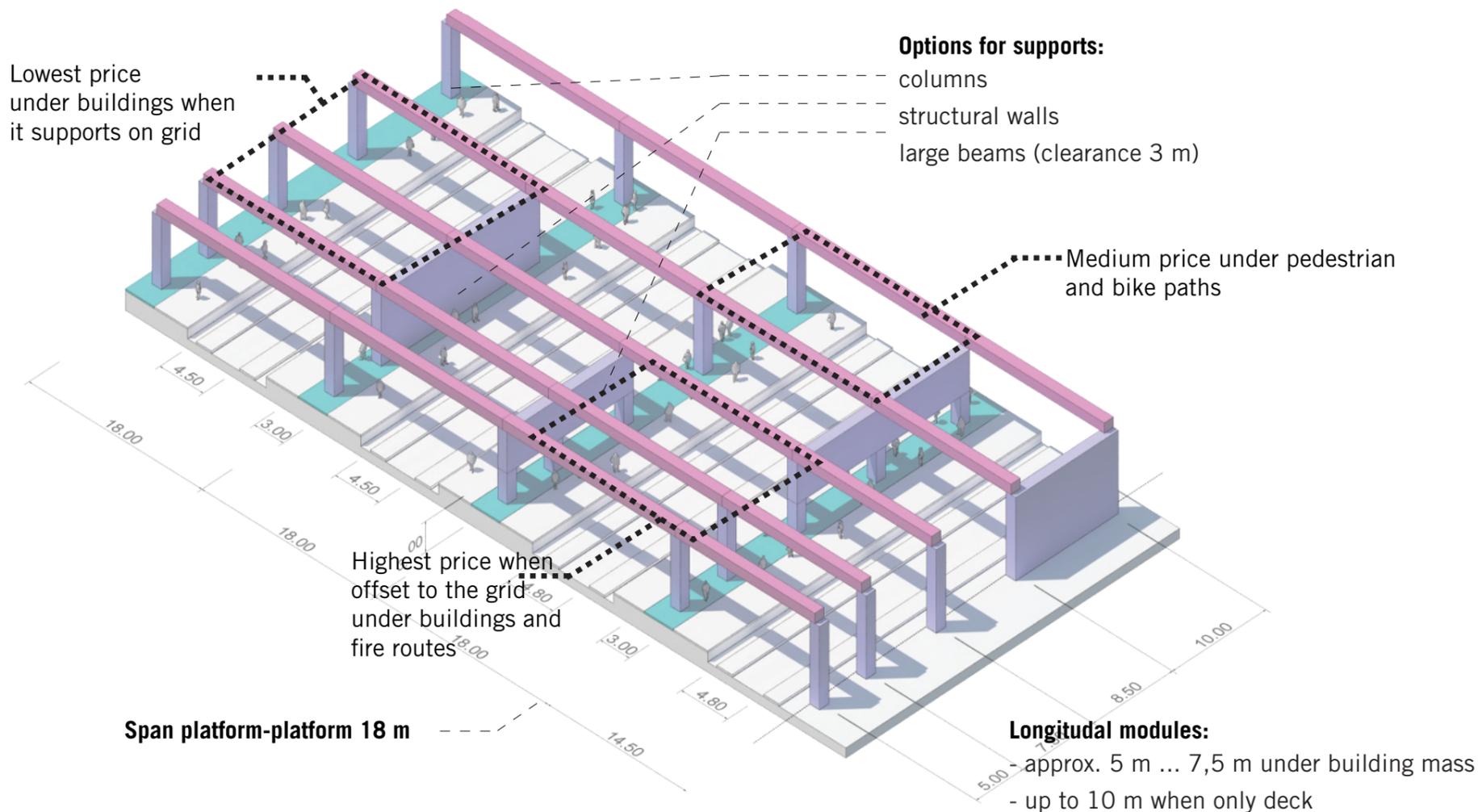
The deck is a slab bridge constructed of reinforced cast-in-situ concrete. Support lines of the deck

are located in the middle of platforms and span lengths are approximately 18 meters.

Deck is designed to be founded to solid rock with composite steel-concrete drilled piles. According to the masterplan, the support lines of residential buildings should be quite close to the support lines of the deck. It is possible to build the deck one span at a time. During the construction time, tracks are protected with shelter so that the railway traffic may primarily use all rails.



Deck structure principles-section

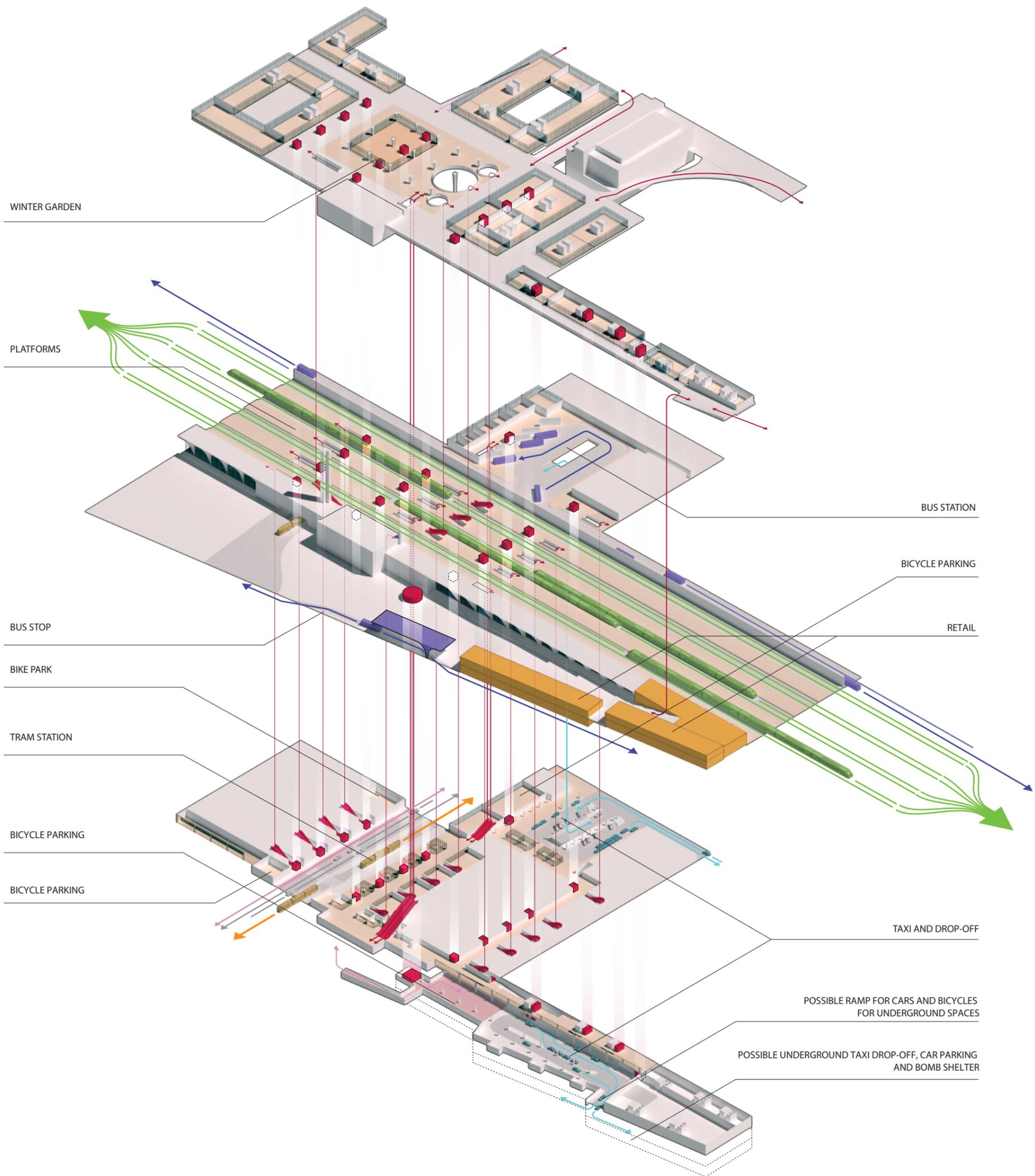


Deck structure and cost principles- illustration



II. TRAVEL AND SERVICE CENTRE





- train
- tram
- coach
- people
- bicycle
- taxi

THE TRANSPORTATION HUB

Travel and Service centre

The new Tampere Travel and Service Centre will be the first station in Finland to connect seamlessly all modes of transportation under the same roof. Over 20 million annual travellers and commuters crossing Tampere station will make it one of the busiest transportation hubs in Finland.

The new Centre will be located in three levels which makes it possible to place all different modes of transportation with great proximity to each other. In the future, the new Tampere Travel and Service Centre will not only act as the crossroad of Finnish train traffic but also become an important connection point to international destinations through the rapidly growing Tampere International Airport.

The new urban heart, an elevated plaza on top of the Centre will be a covered public space, attractive in both spring, summer, fall and winter. Various restaurants and cafés, a cinema and a sports centre will provide multiple options for travellers to take a break from their journey. New flexible office spaces and high-quality

housing located around the new public plaza will offer local citizens an opportunity to work and live right in the new pulsing heart of Tampere. The new Tampere Travel and Service Centre will be a place where visitors can immediately experience Tampere and where local citizens can enjoy a city centre that is alive and full of energy 24/7 and 365 days a year.

Tampere's new tram system, together with the new Travel and Service Centre are significant investments that move Tampere more in the direction of other urban European cities. In our vision those two things are united in order to provide seamless connections between the most important local and national transportation systems. This project proposes to resituate a tram stop to the existing car tunnel that runs below the station.

The two parallel walkways of the Station Tunnel will be combined, renovated and transformed into a new transit tunnel that taps directly to all terminals, bike and car parking facilities and to the upper level plaza. The transit tunnel will

become the new departure and arrival hall for all modes of transportation- a connector space that makes unbroken travel chains possible.

The wall that separates the new transit tunnel and the old car tunnel will be partly removed and replaced by a new grand staircase to the transit tunnel and new elevators that connect all levels of the Travel and Service Centre. New retail function will replace the old worn down existing retail functions. The southern part of Itsenäisyydenkatu tunnel will be dedicated to tram, bikes and pedestrians, whereas the northern side accommodates car traffic.

New escalators will be built on the northern side of the tunnel in order to provide even easier access to the train platforms for passengers arriving east. The connections will always be easy, efficient and enjoyable.



View from the new Tramstation with the possible new retail functions. The Columns to the right is where the existing wall to the Itsenäisyydenkatutunnel is opened.

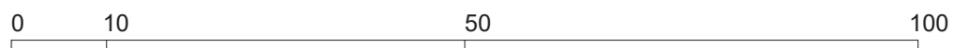


Tulli- ja pakkahuone

Bus station and ramp from Itsenäisyydenkatu

Ratapihankatu

SECTION A-A



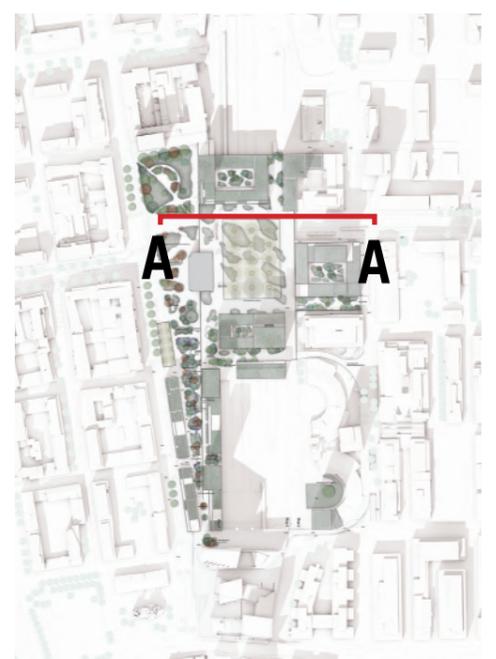
ITSENÄISYYDENKATU - EAST WEST SECTION AA



Itsenäisyydenkatu tunnel

Station square

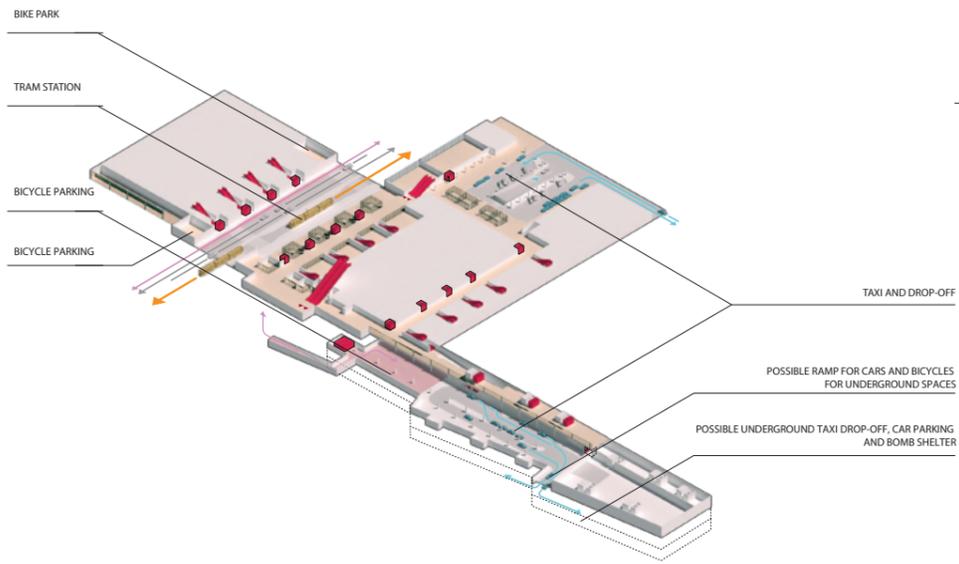
Rautatiekatu



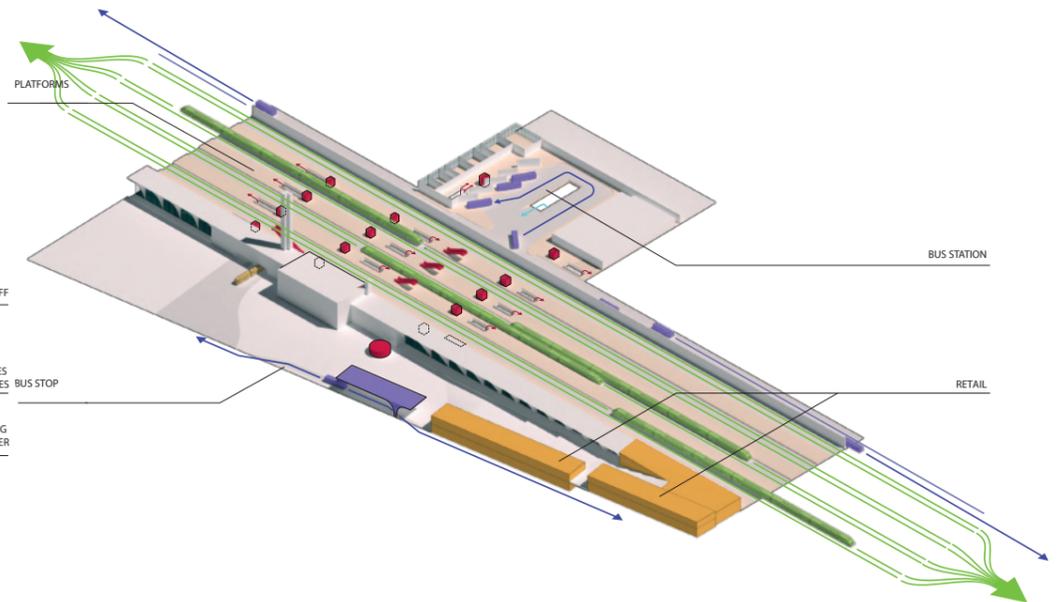


The new Tramstation. The layout is simple and clean. The red brick lamellar roof is an option, creating a dialogue with the facade of the existing station.

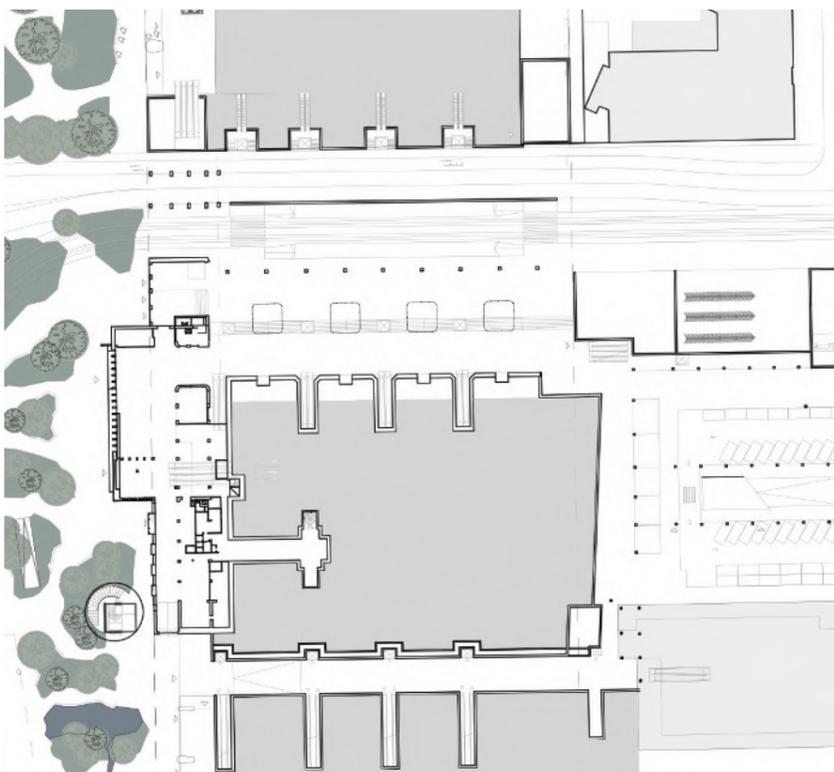




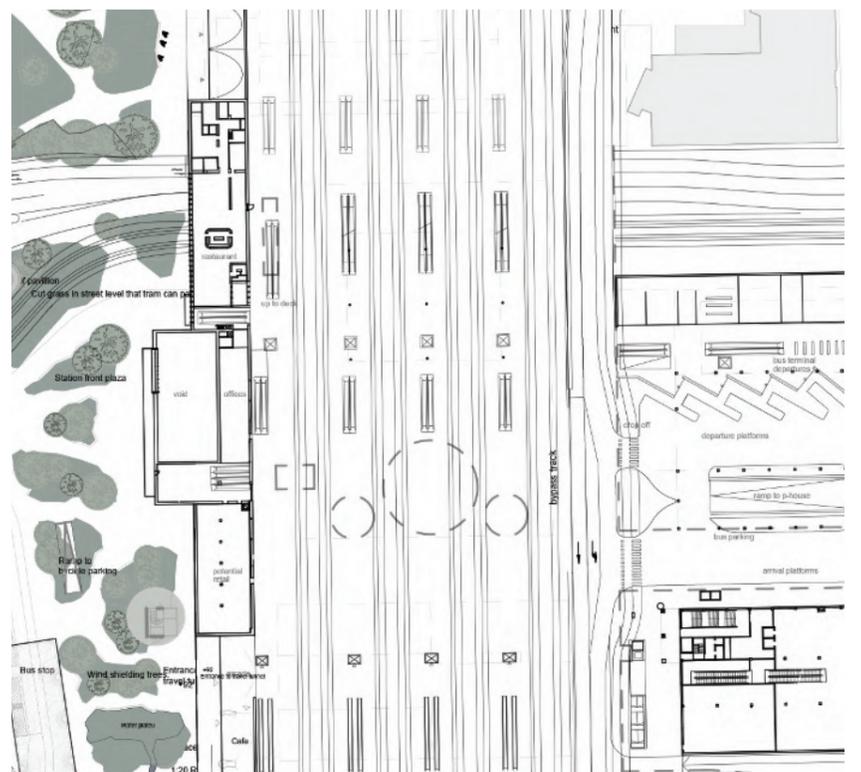
Axonometric view



Axonometric view



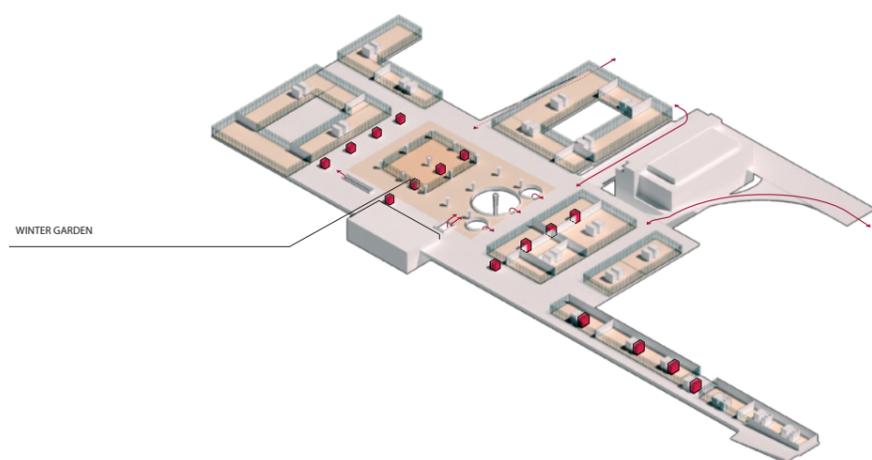
Tunnel level plan - The station, new station tunnel and travel tunnel



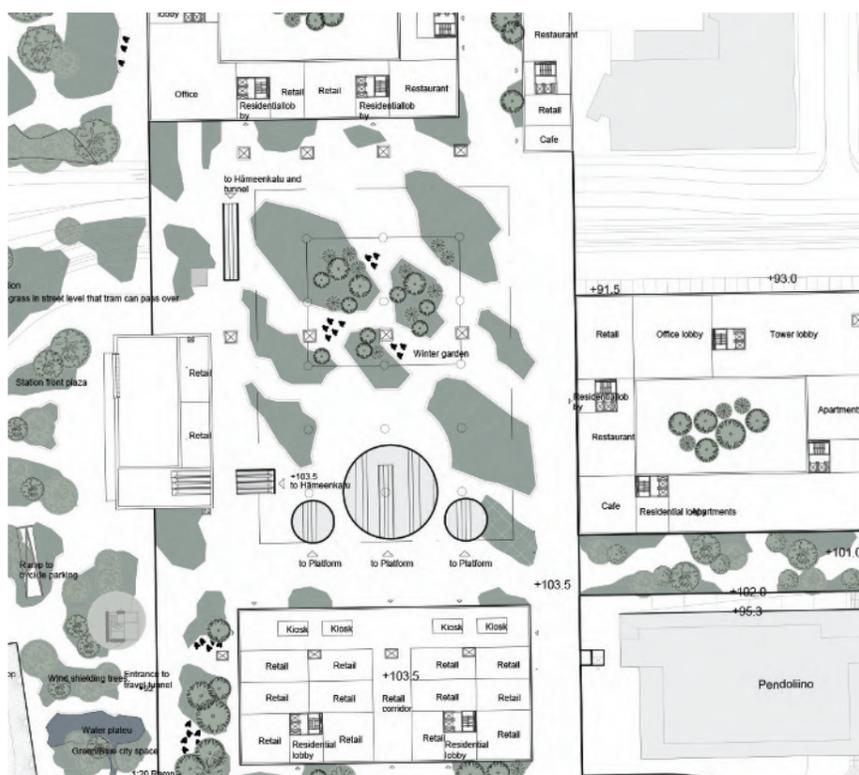
Platform level plan - The platforms and the bus terminal

THE TRANSPORTATION HUB

An intermodal hub with a seamless flow between the different means of transportation



Axonometric view



Plaza level plan - The station plaza and new retail units

THE FLOW OF PEOPLE

There is a smooth escalator connection from Hämeenkatu leading pedestrians through the station building up to the deck onto the new station plaza with the striking canopy and the wintergarden and further towards the bus terminal plot and Tullintori retail centre. The elevator connections from the new station tunnel and the existing travel tunnel connect all levels of the station and integrate into the wintergarden. Bus terminal connects smoothly to station tunnel and further up to the deck level, as well as the Tullinkatu level.

THE STATION PLAZA- A NEW HEART FOR THE CITY THAT RECONNECTS AND RADIATES. The ethereal canopy together with the green wintergarden and small kiosk pavilions give a unique character to this new public space on the edge of the new and existing city centres. Besides being an exciting new hotspot for locals, the new plaza will also form the main waiting area of the new Travel and Service Centre. The almost around the clock activities of the station combined with the versatile programs located on the first floors of the buildings around the plaza will bring a new kind of metropolitan atmosphere to Tampere.

TAMPERE STATION PLAZA- COMBINING THE QUALITIES OF GREAT PUBLIC SPACE An elevated plaza and boardwalk runs along the new Central Park open towards west and the evening sun will together create a combination of public spaces that compete in excellence with the historical milieu of the Rapids area. Restaurants and cultural activities ensures the urban atmosphere will not disappear after people have left their offices, returning to their home in Tampere or in the surrounding region. New seating around the plaza will give locals and travelers possibilities to see the existing city center from totally new a perspective. The circular openings on the deck that link the space to the platform level have been terraced to create protected places for people just sit down and enjoy the spectacular space and sun that penetrates the wooden canopy.

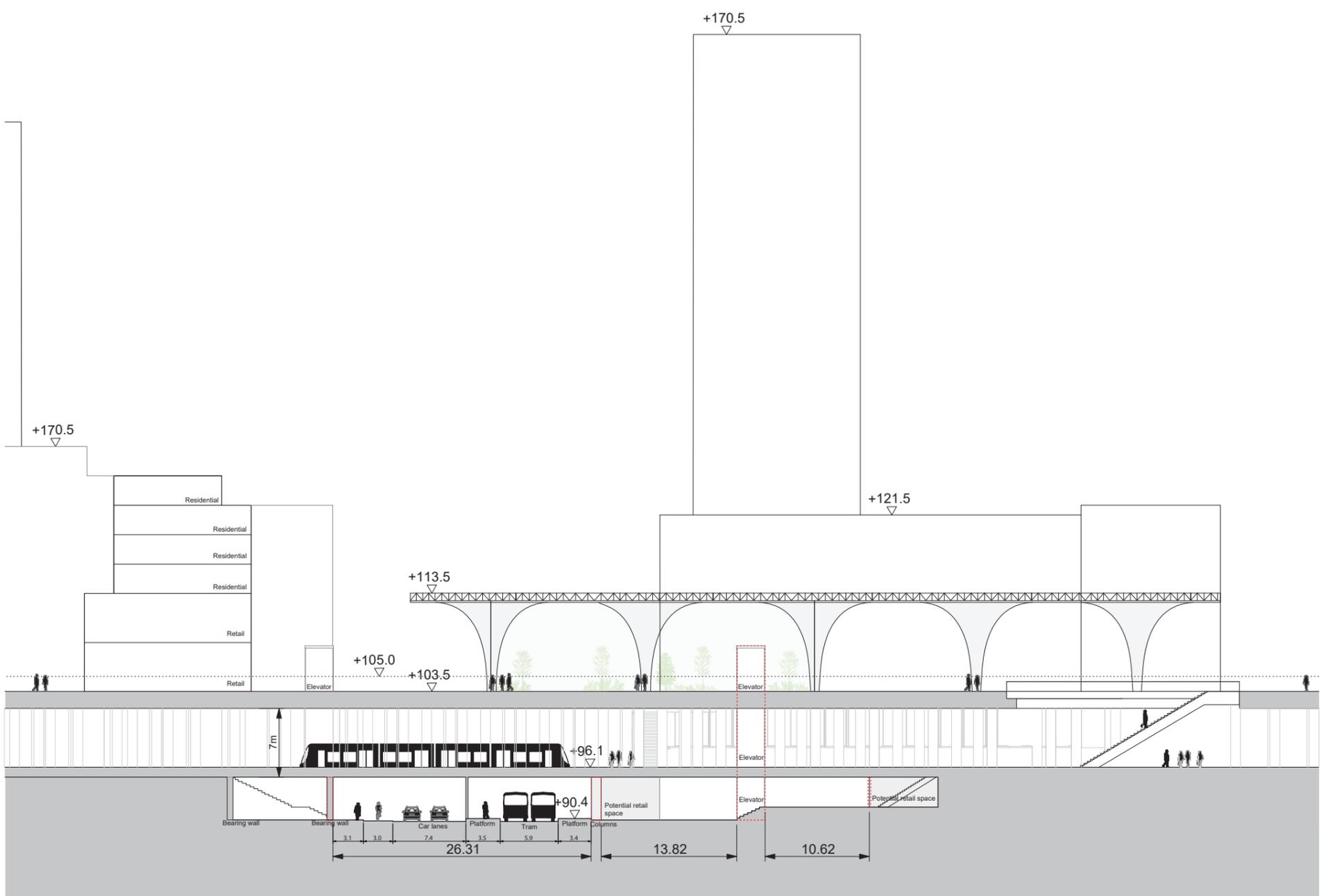
Centrally placed under the wooden canopy a wintergarden combined with co-workingspaces and cultural programs, creates a covered public green getaway.

Small pavilion cafes spread around the plaza during summer days while information and service kiosks help busy travellers decide whether they want to start exploring the city or just get information on their train or flight connection.



View from the new Tramstation with the possible new retail functions. The Columns to the right is where the existing wall to the Itsenäisyydenkatutunnel is opened.





Itsenäisyydenkatu tunnel structure longitudinal section

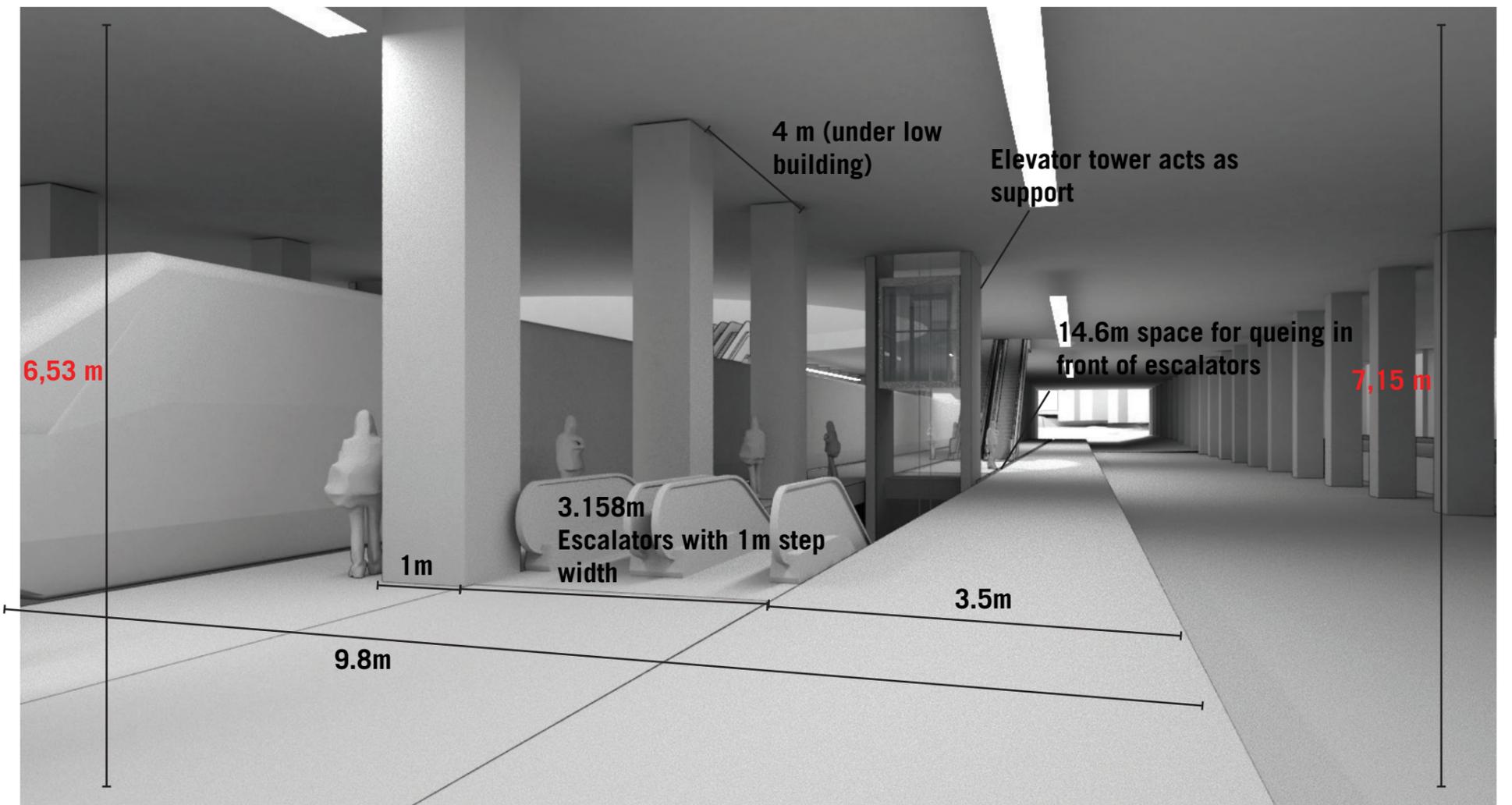
ITSENÄISYYDENKATU TUNNEL

The existing Itsenäisyydenkatu tunnel was built in 1929 and is in a bad condition. The bridge will be rebuilt during the renovation work. The structure of new bridge consists of four separate channel deck with two rails on each. The substructure consists of abutments and piers on the ground level, which will be integrated with the TTSC structures and new stairs and elevators. Bridge will be constructed one rail pair at a time.

Two rail pairs are placed on each deck, which are built on the side of the final track line and pushed transversely to the final position during traffic breaks. The platforms will be built on the decks. Elevators and stairs can be placed on the platforms, to ensure barrier-free access of travellers from the street to platform and deck level.



Views from the platform - east side by ratapihankatu



Optimizing the column profiles to fit escalators and fire routes

STRUCTURES ON PLATFORMS

The spacial impact on the platform from the construction for the deck has been examined, to make sure service and fire trucks can pass if needed. It was a priority that both personal safety off all travellers was good as well as making the spacial experience inviting and safe.

Platforms need to meet following demands dimensioned for passing train at a speed of 61-120 km/h

Safety area: 1,0 m

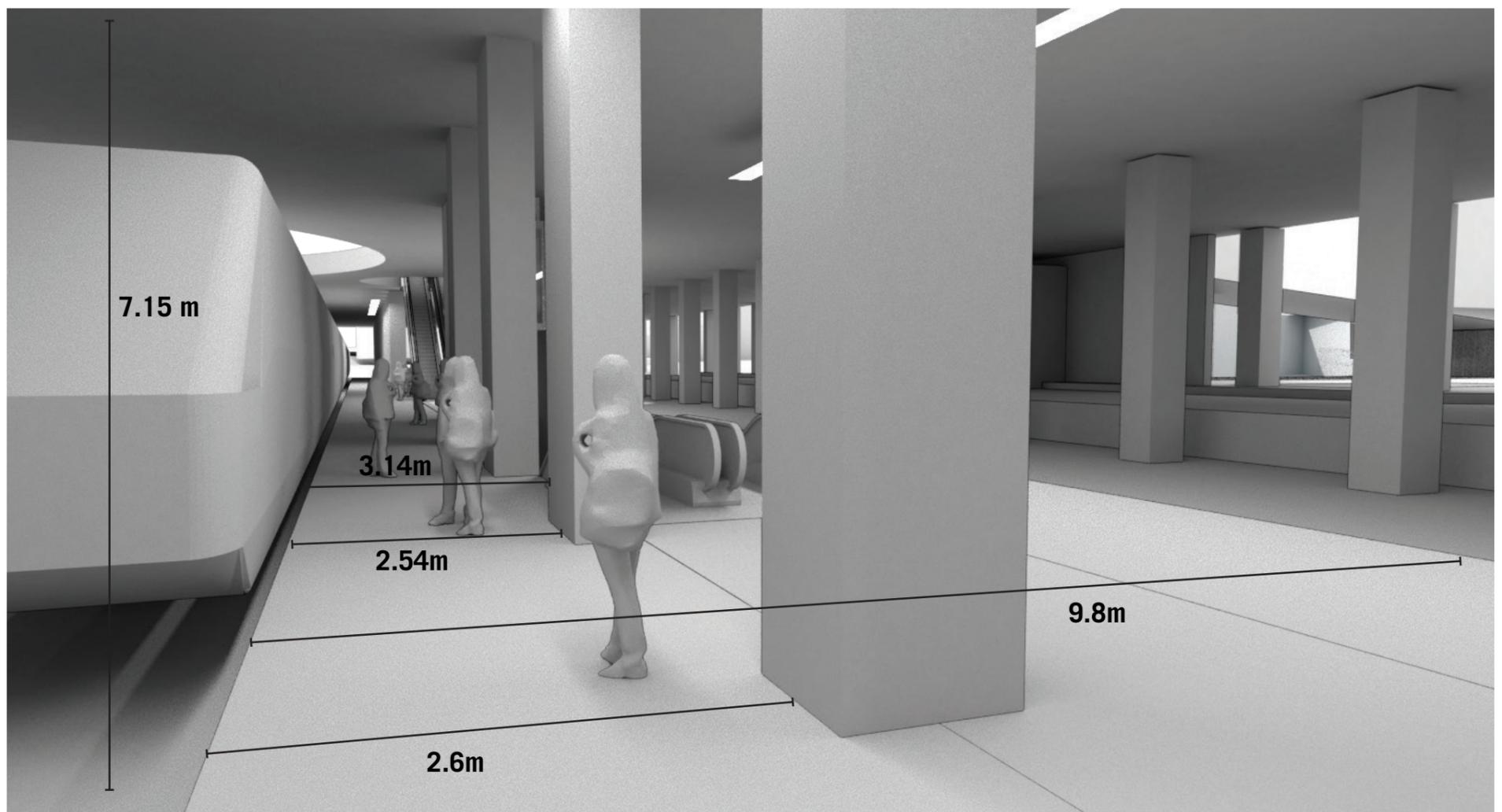
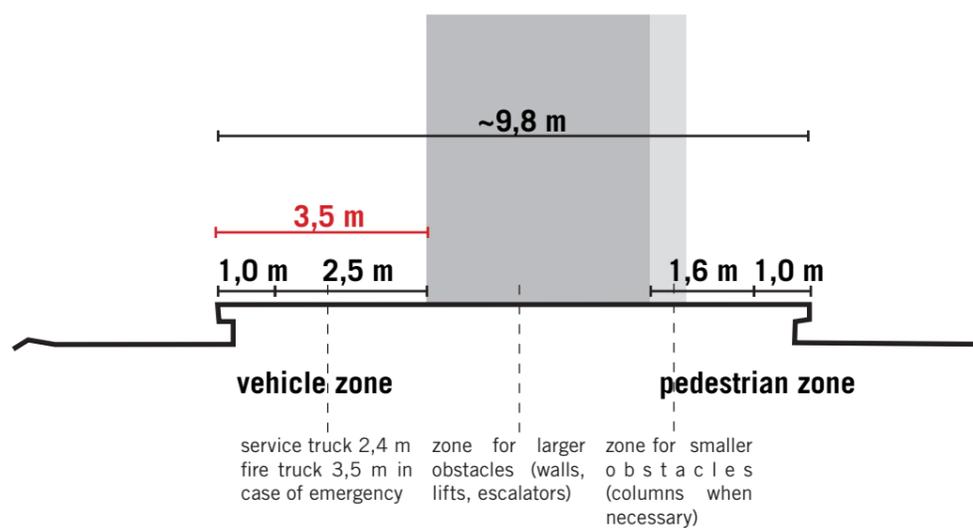
Minimum width from structures and obstacles to edge of platform:

Pedestrian access: $1,0 + 1,6 \text{ m} = 2,6 \text{ m}$

Service car access: $1,0 + 2,5 \text{ m} = 3,5 \text{ m}$

Emergency vehicle access: 3,5 m

Supports can be columns 1x1 meters spacing 6 meter under the deck and 4 meters under lower buildings. In special cases like near escalators it is possible to use beams etc.



Passenger experience on platforms around escalators - 0.6m (as minimum) x 1.5m



VII. CONCLUSIONS AND RECOMMENDATIONS





CONCLUSIONS AND RECOMMENDATIONS

As the planning work has reached an important milestone, creating a masterplan for the whole area and a base for the detailed local plans, the design team at Cobe/Lunden would like to recommend next steps for the project.

So far, the extensive planning process with various influences from both the local plan feasibility aspect, as well as the economic feasibility requirements, has succeeded in both preserving and developing the key features of the competition proposal. In order to continue with the same level of quality and ambitious vision, we recommend the following steps in the planning process:

1. Creating a detailed reference plan along the Central Park

The generous public space along Rautatienkatu, comprising of both the Posteljoonipuisto park as well as the new sloping park create a unified urban space, framing the historical station and the end of the main axis of Tampere. These public spaces are the backbone of the project, and with the building density of the project, maintaining their extent and quality is even more important.

As the masterplan operates in a very dense location, with many infrastructural conditions, a detailed reference plan on the functionality of the plan would be needed. The conditions

for location of residential units as well as the operational quality of retail and office spaces needs further reconsiderations.

A carefully studied reference plan ensures the liveliness and functionality of the public spaces.

2. Creating a state of the art traffic hub

Special attention needs to be given to the heart of the project- the Travel and Service Centre. Developing the project both from the conditions of the TAHERA process as well as the competition vision of smooth travel chains combined with world-class architectural experience in the station hub both for locals and visitors alike, is crucial to the quality of the proposed deck structures along the station.

3. Defining building and urban space guidelines for the project

Ambitious design of key features of the project and a holistic approach to creating building guidelines for the whole planning area support the goal of creating a new vibrant neighborhood in the heart of Tampere. The project has the possibility of unifying the centre of the city with high quality architecture - with the help of guidelines for buildings and urban spaces.

