

HST Design Workshop– Utrecht/NL

Station reports
November 2005

Liège-Guillemins, Belgium

1. Details

1.1 Architect

Santiago Calatrava

1.2 Planners

Santiago Calatrava

1.3 Engineers

Santiago Calatrava

1.4 Client

Euro-Liège-TGV

1.5 Dates / timescales

Santiago Calatrava was appointed in October 1996 as the architect responsible for the scale and architectural design for the new Liège-Guillemins station. Started in November 2000, the building work will progress in 4 main phases, combining both civil engineering and railway infrastructure work. The completion of the new station is planned for 2006.

2. Environment



Model picture

The new station replaces the old Liège-Guillemins station and has been relocated 150 meters nearer the River Meuse. A new square which will open out in front of the station will enable the scale of the station to be appreciated. The square seems to extend naturally into the station. Sheltered under its canopy, passengers enter the station: on the left are the

travel centre and ticket offices; on the right are the bar and restaurant, and beyond, in the subway leading to the platforms, there are waiting rooms, shops and services. This is the very heart of the station. Using large stairs leading from the square, or escalators, you can go directly to platform one without entering the station.



The old station

3. Design

Three of the future platforms, 450 meters long, will be able to accommodate double unit Thalys trains. The station will essentially be on three levels: travel centre and subway, platforms, and lastly the footbridges. From the subway, the platforms can be accessed via stairs, escalators and glass elevators. From the footbridges, they are accessed via stairs and escalators.



In the future basement

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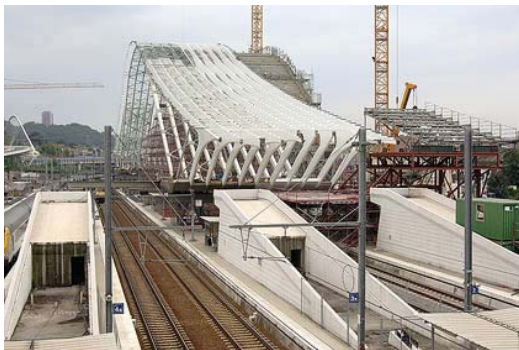
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Travelators located on the Meuse side, convey passengers effortlessly from the platforms towards the footbridges. A vast area opening on to the town, the station is open to view, emphasizing its role as a centre of exchange and communication. The structure has no facades in the traditional sense of the term. So there are no walls, no obstacles, but a rhythmical, transparent structure which gives the edifice an extraordinary graceful fluidity. The design of the station, which is based on complete symmetry, gives it great visual impact. Now accessible from both the town and the hill sides, the station also becomes the link between two districts hitherto separate: Cointe hill, which is residential, and Guillemins and Fragnée, which are commercial.

4. Interchange

It is only a step from the motorway to the station, so it was essential that a link be established. This was done by means of a bridge and a viaduct, and so Guillemins station has the advantage of something practically unique in Europe. Since the motorway link between the E25 and E40 came into service in 2000, a major proportion of traffic has been transferred to this route which will become one of the recommended accesses to the station.



The first of the new arches

Motorists will actually be able to reach the station by using the bridge and the viaduct which lead to the road subgrade, the dropping off zone and the 800 space, three-level underground car park. From the road, passengers can access their platform via two footbridges which span the tracks. If they have parked their car in the car park at level 0 which links directly

with the central subway, they use this subway to access the platforms. From levels 1 and 2 of the car park, a lift, stairs and escalators provide access to the footbridges or the subway and hence the platforms.

There is also a small travel centre enabling passengers dropped off here but without a train ticket or seeking information to obtain them immediately. Automatic ticket dispensers are also planned for the footbridges.



German ICE train at Liege-Guillemins