



*Nijmegen Central Station: Connecting and  
untangling modalities*

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# Nijmegen Central Station



Station Nijmegen ontworpen door H.C. Peters (omstreeks 1910)



Station Nijmegen ontworpen door S. Van Ravesteyn (omstreeks 1960)



Aanbouw stationshal omstreeks 1975



Huidige situatie

# Why Now?

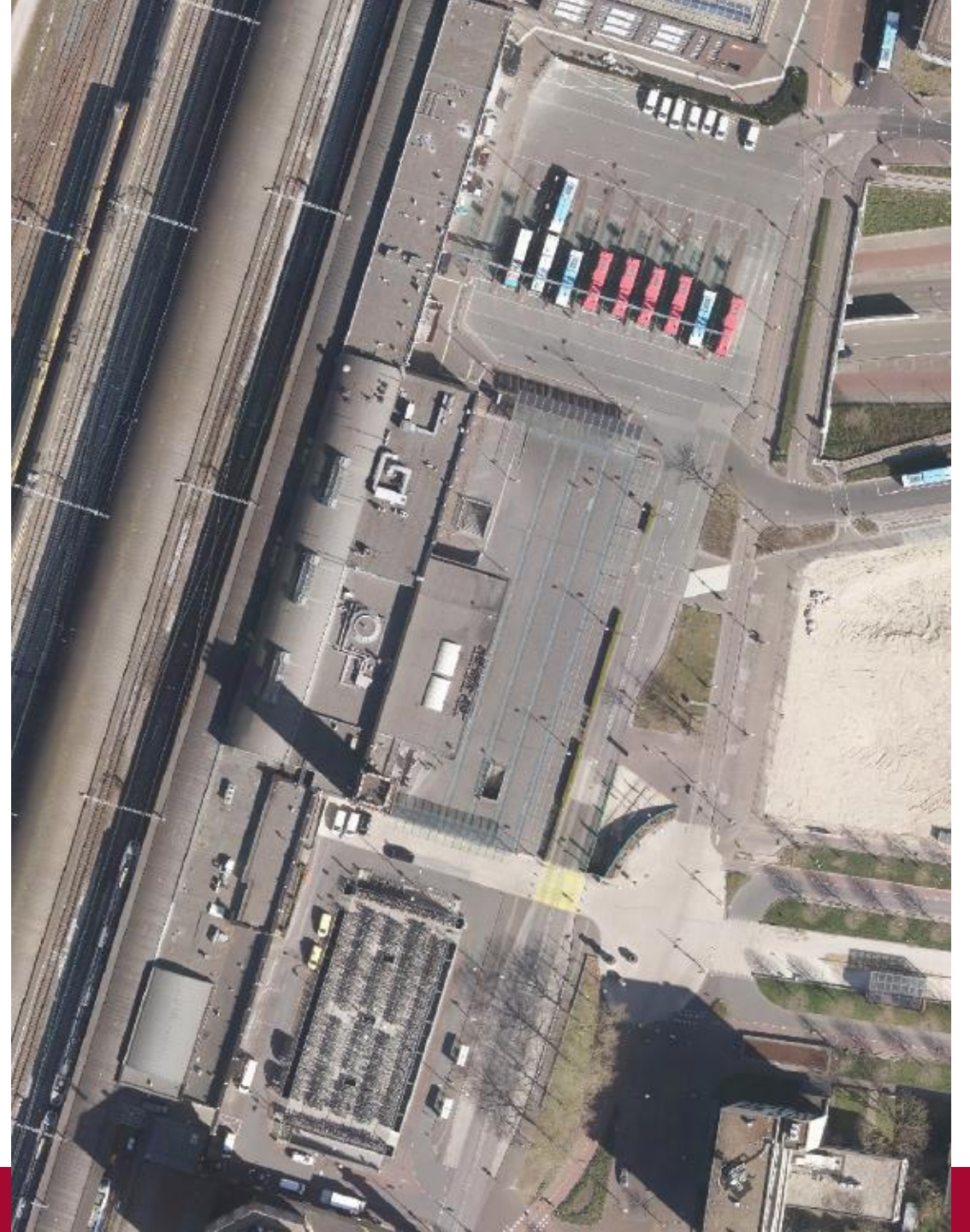
- National Programme for high frequency rail transport
  - Includes new entrance to train station
- Housing and office development
  - National funding for affordable housing
- Momentum for integral approach





# Nijmegen Train Station

- Transport hub for various modalities
  - Train: 45.000 passengers daily
  - Bus: 30.000 passengers daily
  - Cycling: up to 18.000 cyclists on main route; need for over 14.000 bicycle parking spots
  - Two main walking routes to city center
- Conflicts arise between modalities



# Conflicts


 BUS LANE

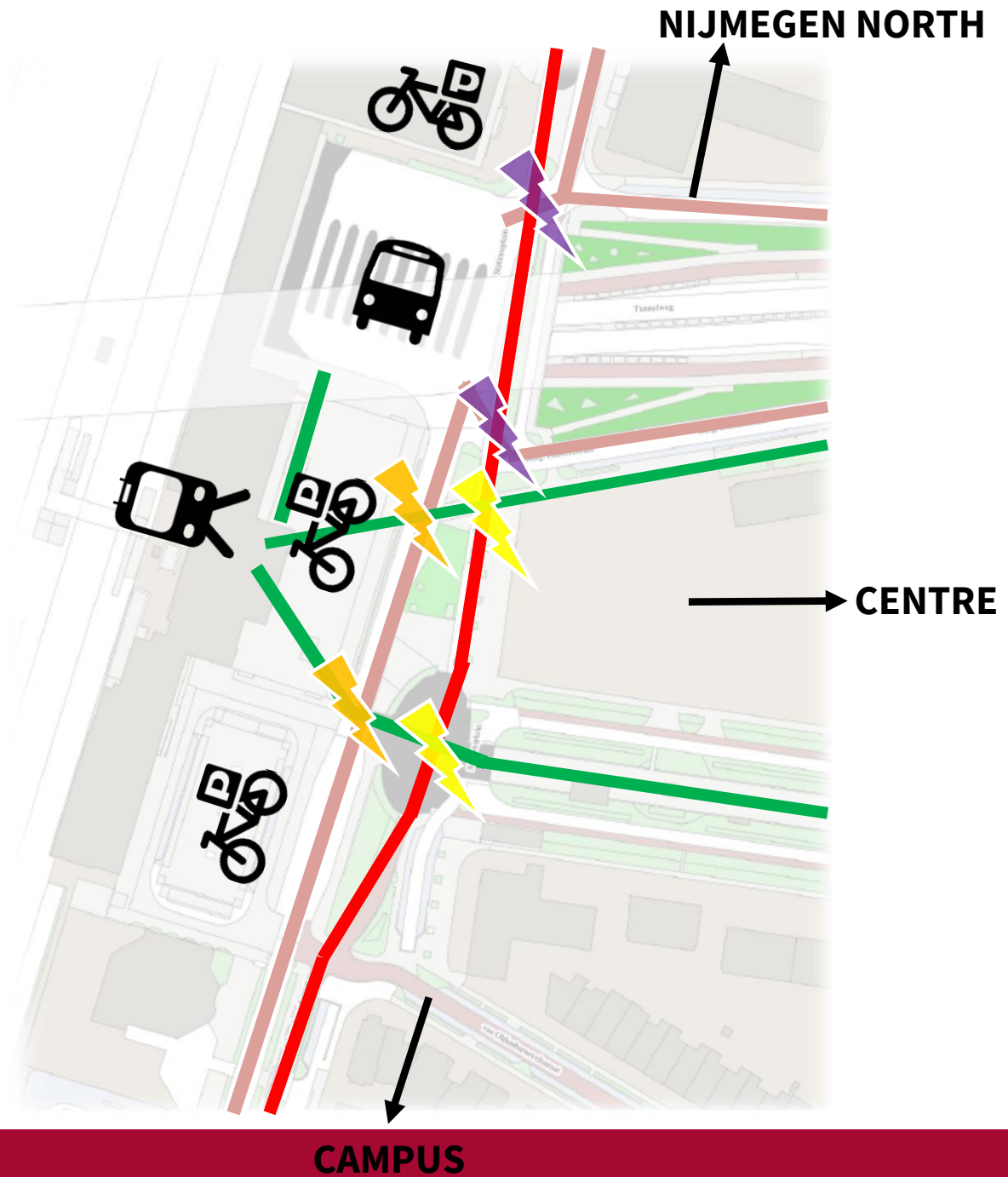
 BICYCLE ROUTE

 WALKING ROUTE

 BUS-BICYCLE  
CONFLICT

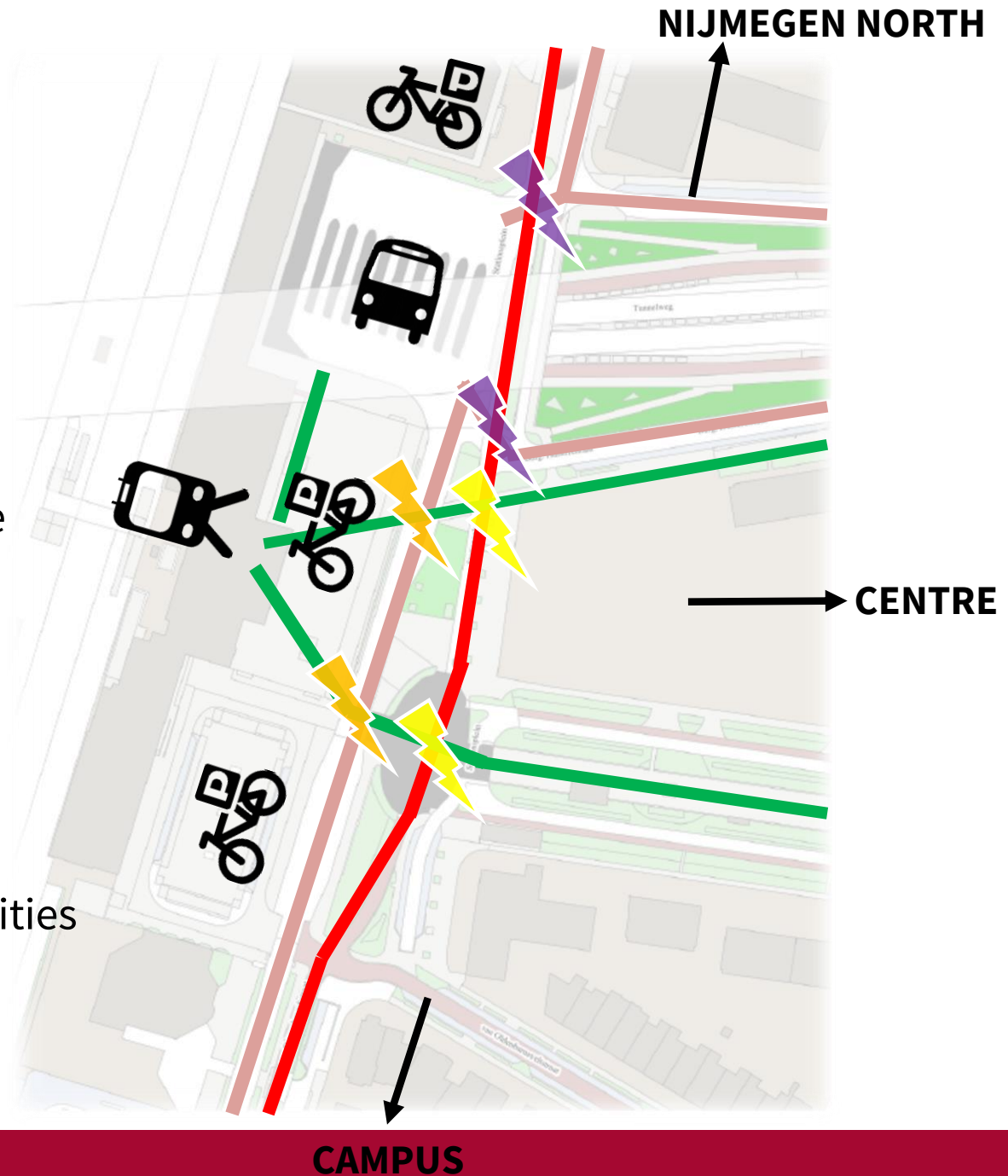
 PEDESTRIAN-BICYCLE  
CONFLICT

 PEDESTRIAN-BUS CONFLICT



# Solutions

- Untangle modalities while retaining connections
- Lowering/cutting bus lane unfeasible
- Using physical features of the area
  - Train station is higher than surroundings
- Lowering bike lane creates opportunities









**Thank you for your attention!**

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