

NEXTSTATION

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Two urban integration patterns around the High-speed railway stations in China

- Hong, SUN
- Ph.D. candidate, Katholieke Universiteit Leuven , Belgium
- 2-A-Territories



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- ❑ Part 2 Integration in the urban periphery
- ❑ Part 3 Integration in the urban center
- ❑ Part 4 Actors involved in the process
- ❑ Part 5 Conclusion





Introduction

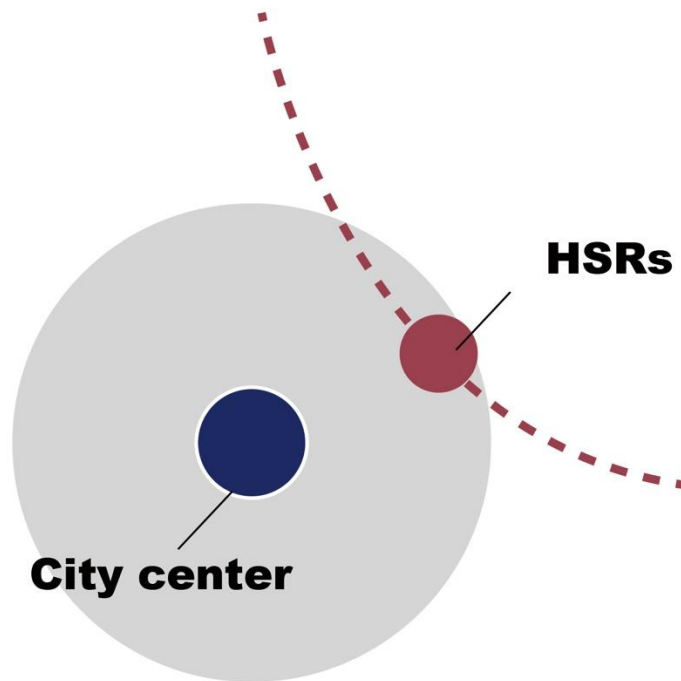
- “Great leap forward” - high-speed railway (HSR) development in China
 - Network development
 - “4 Vertical, 4 Horizontal” trunk lines and other extensional lines, 16,000 km in total until 2020
 - Station construction
 - Until 2012, 804 stations had been newly built
- Research objectives & methods
 - Two urban integration strategies around HSR station areas; case-based study



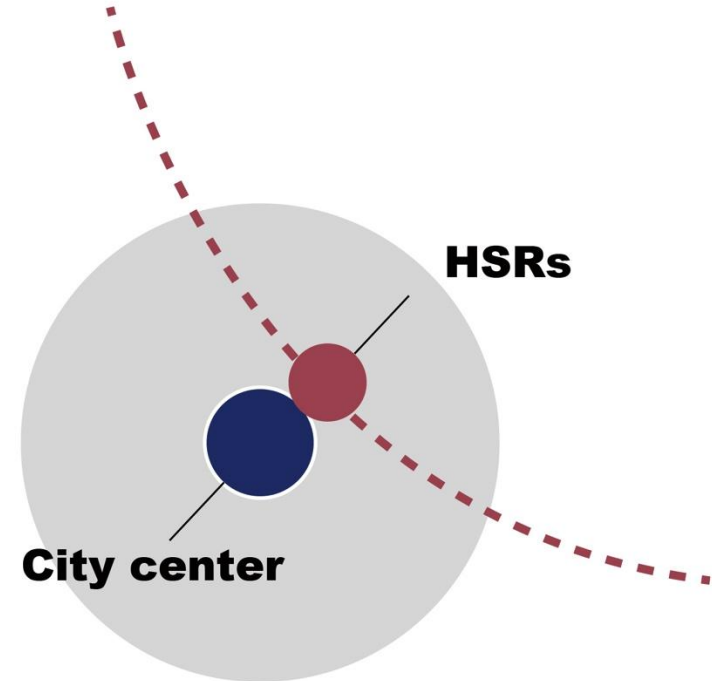


Defining two patterns

Type 1
HSR station located
in the urban periphery

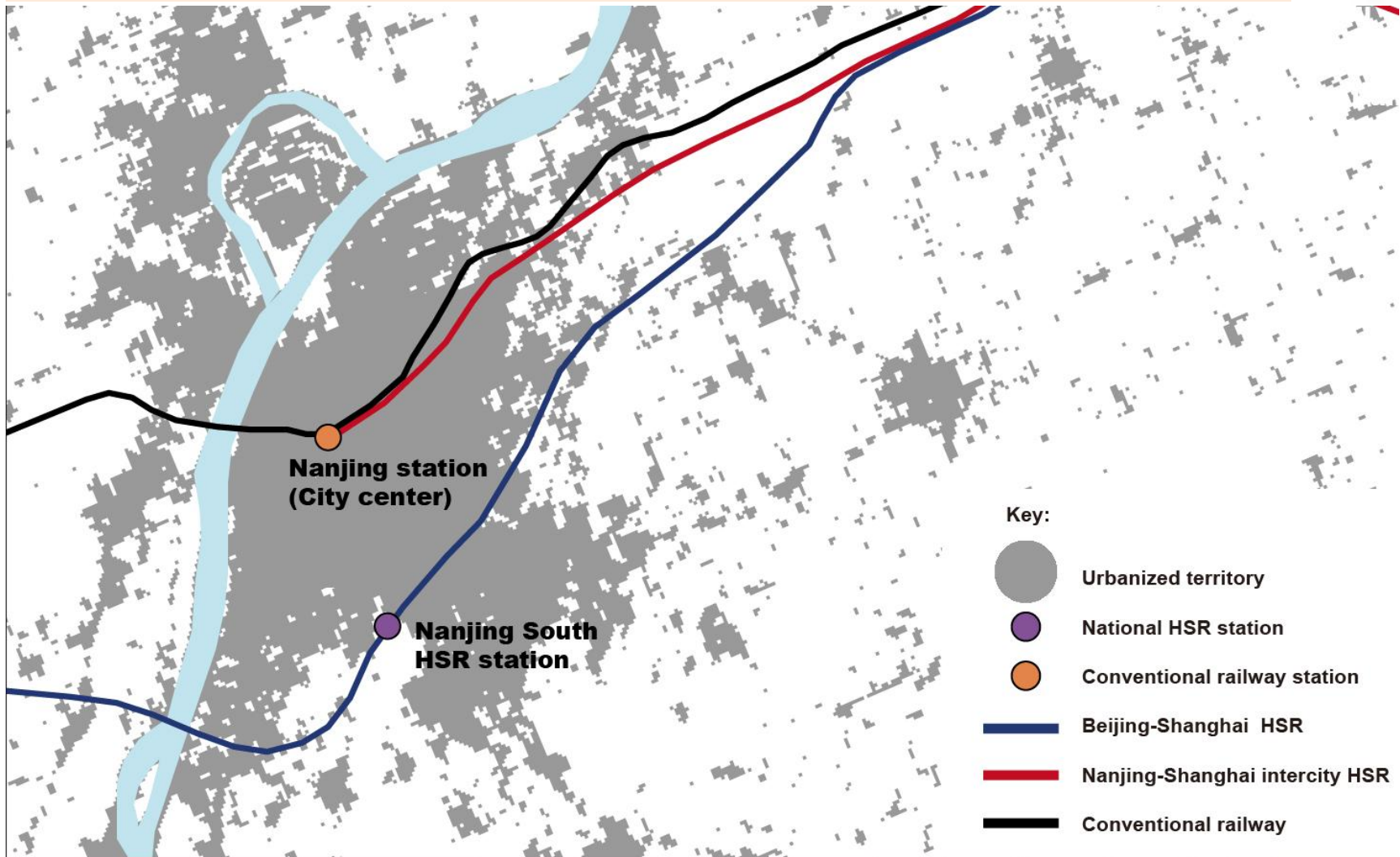


Type 2
HSR station located
in the city center





Type 1. Nanjing South

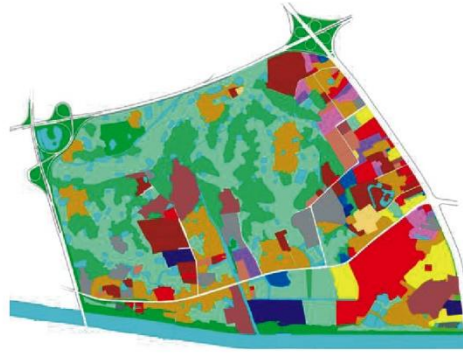


Aerial view



Nanjing South Station CBD
Total planning area: 60.9 km²

Land use status



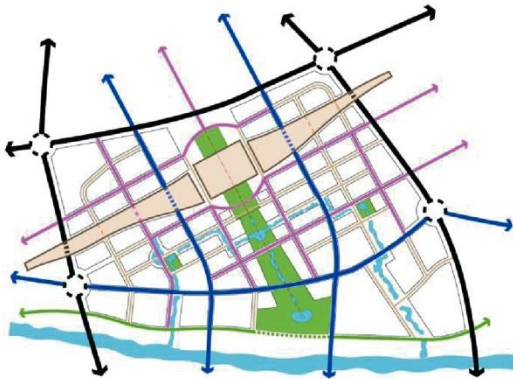
Urban periphery, mostly farmland / low-end commercials

Land use planning



Business / financial services, commercial fatalities and luxurious real estate

Road network planning



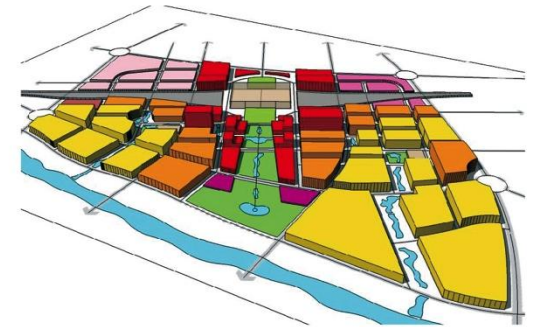
Express way + elevated ring road

Development intensity



Radiation from center to surroundings

Spatial structure



Strong axis and rigid symmetry

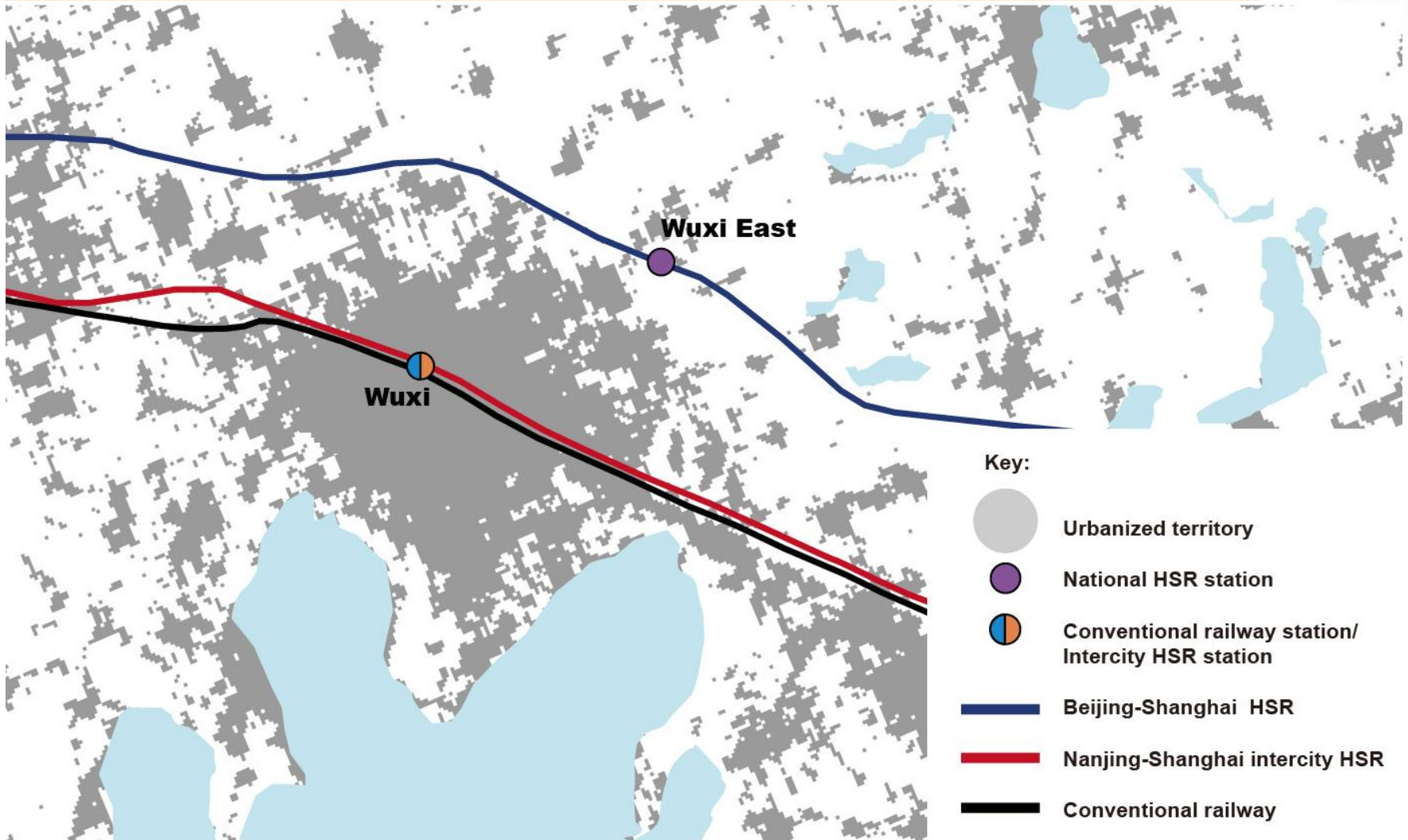
Legend

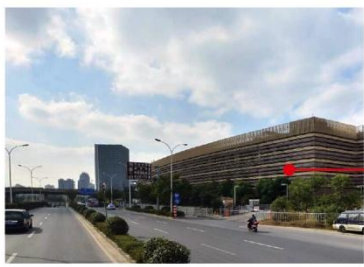
Residence	recreation	Education	Warehousing	Greenbelt	Farmland
Commerce	Mixed use	Industry	Infrastructure	Special used	Water area

Photo source: Nanjing South Station CBD comprehensive planning report, ATKINS Ltd., 2007.



Type 2. Wuxi Central





Coach station



Office/commercial complex



Intercity HSR station

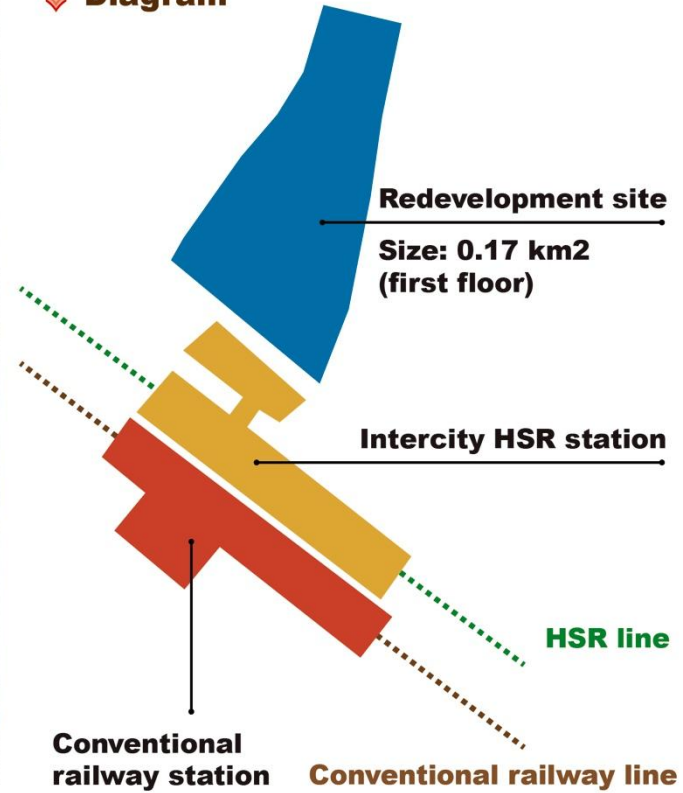


Intercity HSR station



◀ **Aerial view**

▶ **Diagram**



Redevelopment site

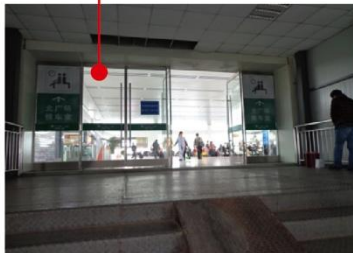
**Size: 0.17 km2
(first floor)**

Intercity HSR station

HSR line

**Conventional
railway station**

Conventional railway line



Passenger pathway



Conventional station square



Conventional station

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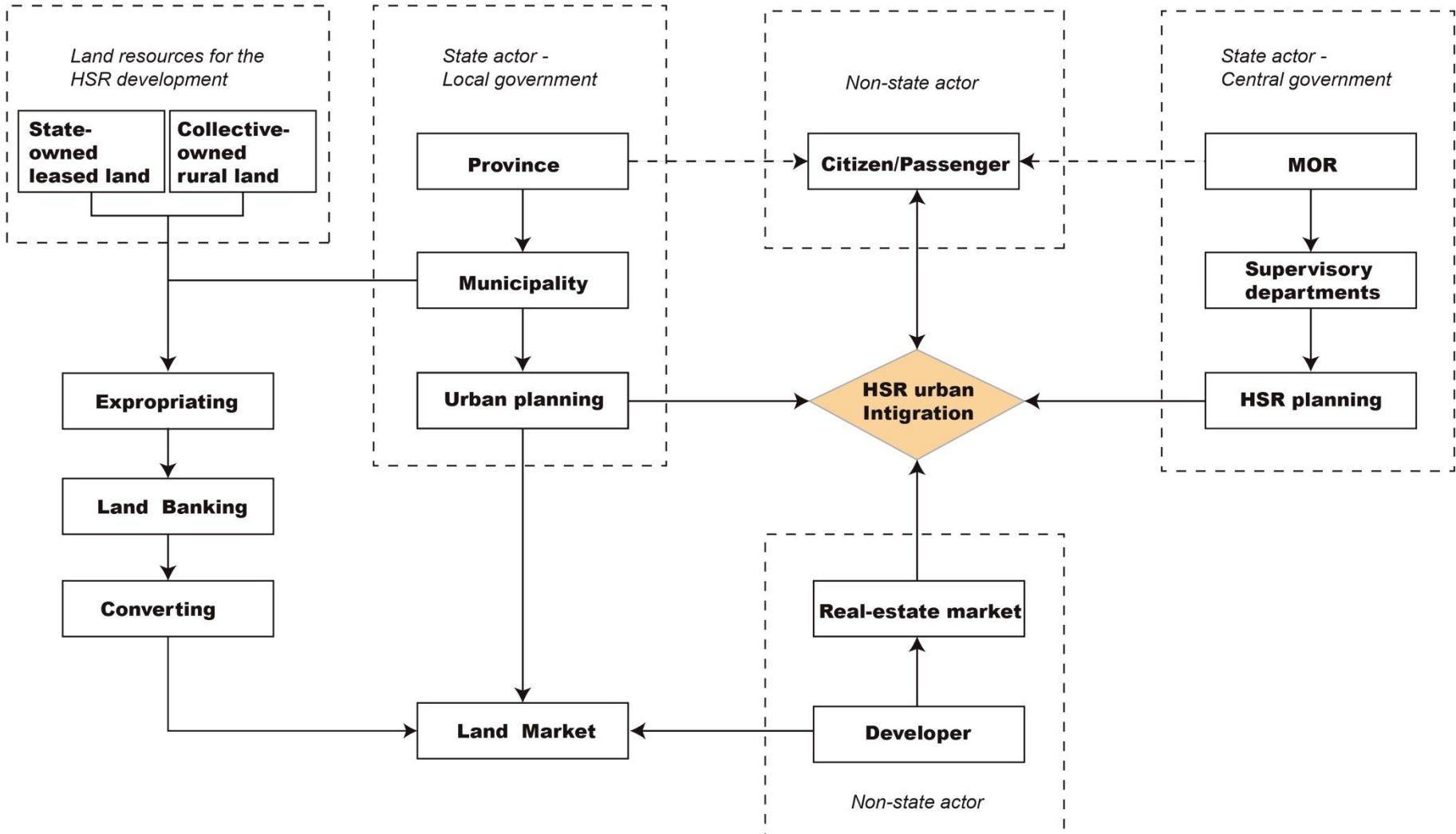
Key characteristics

- Type 1
 - Peripheral location; huge volume of the planned and reserved land; rural land enclosure; monumental spatial structure.
- Type 2
 - Central location; small volume of program; renewal of the underdeveloped “back-side” of the conventional railway station.





Actors involved





Conclusion

- By holding the critical resource- land, the local governments become true market actors in the HSR urban development progress.
- For the periphery location type, local governments tend to plan the HSR new districts as large as possible in order to push urbanization process, attract investment and more importantly, gain the land revenue.
- For the central location type, the huge potential compensation fees make local governments hesitate to take any aggressive strategies but more realistic, transport-oriented ways to do the urban renewal.



MERCI

- Hong SUN/Katholieke
Universiteit Leuven

- Hong.sun1@student.kuleuven.be

