Development & Discussion of Railway Integrated Transport Hub in China

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Part 1-Definition and Features of Integrated Transport Hub

• Definition: Integrated transport hub is an integrated transfer area that mainly targeting external transport yard and station of one or several cities, cooperating with internal transport modes.
Part 1-Features of Integrated Passenger Transport Hub

1. Integrity: multiple forms;
2. Features of cities: a public place that open to the masses;
3. Features of intensification and resource-sharing;
4. Driving the city’s development.
1. Meet the general urban planning of the city;
2. Rational construction and utilization in different stages;
3. High efficiency and convenience;
4. Easy to construct and manage;
5. Provides emergency evacuation;
6. Flexible form;
7. Public transport prioritized;

Beijing South Railway Station—China’s First Modern Integrated passenger transport hub
Part 2 Status Quo of Chinese Railway Integrated Transport Hub

• Causes: the development of basic transport, the rapid urbanization, the improvement of living standard;
• Has great experience on the choice of location, control of size, the input of multiple transportations and etc.;
• So far, 550 stations have been built in the past 10 years. (Including 36 completed large and medium sized station)
Problems appeared in the operation stage:

• no clear rules on the scale of the hub or control standard;
• Relatively singleton pattern on urban planning;
• Improvement on services and detail design;
• Immature construction management system and operation management mode;
• Less attention on the commercial development of the hub as surrounding area.
Part 3 leading role of Chinese Railway Integrated Transport Hub to the City

• Remarkable improvement to both the old city area and the new city area;
• Old city area: Tianjin railway integrated transportation hub;
• New city area: Shanghai Hongqiao integrated transportation hub.

Reform of Tianjin Railway Integrated Transportation Hub

Shanghai Hongqiao District Planning
Part 4 Development Mode of Chinese Railway Integrated Transport Hub

- In 2013, CHINA RAILWAY had put out the ideas of combining railway network and related business.
- Aim to achieve: the mode of re-feeding daily operation cost mode with earnings of station area businesses.
Part 4 Development Mode of Chinese Railway Integrated Transport Hub

• More market oriented measure:
• 1. government’s guidance and self-development;
• 2. provide policies which support the comprehensive development
• 3. comprehensive land development of built railway station and yard;
• 4. Perfect auxiliary policy;
• 5. Enhance management and coordination.
Part 5 Future of Integrated Transport Hub in China

- HSR integrated transport hub and intercity rail station stop.
  Example: HSR Beijing Fengtai Integrated Transport Hub:
  - green belts at station and yard
  - Flexible plan layout, multiple functions;
  - More relatable design.
Part 5 Future of integrated transport hub in China

Example: Intercity Rail Transit of Pearl River Delta

- By adopting TOD mode;
- Mutual development of railway related companies and social capital;
- Seek for more market oriented operation mode.
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