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

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Part 1 Introduction
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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
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Legend

- Yellow: Residence
- Purple: recreation
- Light pink: Education
- Dull purple: Warehousing
- Light brown: Industry
- Grey: Infrastructure
- Green: Greenbelt
- Light green: Farmland
- Orange: Commerce
- Red: Mixed use
- Blue: Special used
- Dark blue: Water area

Photo source: Nanjing South Station CBD comprehensive planning report, ATKINS ltd., 2007.
Type 2. Wuxi Central
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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

Land resources for the HSR development

- State-owned leased land
- Collective-owned rural land

Expropriating

Land Banking

Converting

State actor - Local government

- Province
- Municipality

Urban planning

Non-state actor

Citizen/Passenger

State actor - Central government

MOR

Supervisory departments

HSR planning

Real-estate market

Developer

Non-state actor

Land Market

HSR urban Integration
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.
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