

TITLE of the PRESENTATION

Comparative study between two different urban integration patterns around the high speed railway stations in China

THEME: **Territories**

OUTLINE of the PRESENTATION

Over the past decade, high-speed railway (HSR) system has been both enthusiastically planned and implemented in China. Up until 2014, the length of Chinese HSR in service has already reached 11,000 km, ranking the first in the world¹. Along with such a rapid network extension is a new round of HSR station construction upsurge. At the end of 2012, 804 newly planned HSR stations have been constructed and put into operation².

The proliferation of these state-led mega-projects will no doubt fundamentally change the existing urban structures and environments. One noticeable phenomenon is that the Chinese municipalities always take the HSR station as a seed and growth pole to make or remake cities: if the HSR station is completely newly built and located in the periphery of the city, the common practice is to plan a HSR new town or district around it; if the HSR station is the conversion and upgrading of existing conventional station and located in the urban center, then the territorial integration of its surrounding area is more renewal-related, for example, to reuse the former freight yards, idle railway equipment place or uncoupled and less developed urban areas for the new development.

Although both developing new sub-centers in the urban periphery and regenerating conventional station areas in the existing urban center are all caused by the arrival of HSR, the underlying logics and aspirations of the two urban integration patterns are completely different. However, the systematic research about the differences between the two patterns has seldom been found in existing literatures. Therefore, this research aims to answer important questions as follows: what have been the characteristics of, and differences in, HSR new town development and HSR city center redevelopment? What embedded rationalities can explain these differences between two types of urbanity? What roles the state actors (central and local government, the Chinese Ministry of Railway, etc.) and the non-state actors (private developers, passengers, etc.) have played in forming different strategies?

In order to answer these questions, as well as decode the two typical HSR urban planning processes among multiple actors and systems, a case based comparative study will be selected as the main research method. The case of the Nanjing-Shanghai intercity HSR affords an excellent example for this research. The urban integration strategies around 21 HSR stations along the line perfectly reflect the above two patterns: 14 of them are newly built ones located in the urban periphery and the rest 7 of them are the renewed existing stations located in the urban center. In this research, every station area has been paid a site visit, the plans for these areas have been analyzed and in addition interviews have been conducted.

¹ Source: Report on the work of the Government 2014, delivered at the second session of the twelfth National Peoples Congress on March 5, 2014, Li Keqiang, Premier of the State Council.

² Source: Zhengjian (2009), the urban role of magra-railway stations, *Time Architecture* (05), p6

The presentation will be structured in five parts. Part 1 begins with a brief introduction of the research. Part 2 will mainly focus on the classification and selection of the cases, intending to minimize the 21 cases into 2~4 typical cases. Part 3 is the main body of the research, which will compare the selected cases from four major aspects: the center-periphery location of the territory, the land use and urban function, the interchange of HSR and urban traffic and the organization of the public space. Part 4 will try to explain the underlying rationalities from various institutional parameters. Part 5 is the conclusion part.

Some perspectives are as follows:

the urban planning pattern of HSR new town is characterized by its peripheral location in the city; the huge volume of the planning size and reserved land; the spatial isolation and interconnection with regional or national rather than local transportation networks and the spatial planning of the monumental axis and the cluster of skyscrapers. This top-down planning pattern is to a large extent driven by the central and local governments and reflected their political goals such as accelerating urbanization process. On the contrary, the redevelopment of the strategic existing station areas is less ambitious. Because of the central location, the surroundings of these stations are already highly urbanized, and thus the redevelopment strategies have nothing to do with urban expansion, but more related to provide sufficient and easy transfer between urban transportations and HSRs, and to upgrade and reconfiguration of urban function to meet the HSR challenge. Therefore, it is a more demand-oriented approach than the first pattern.