

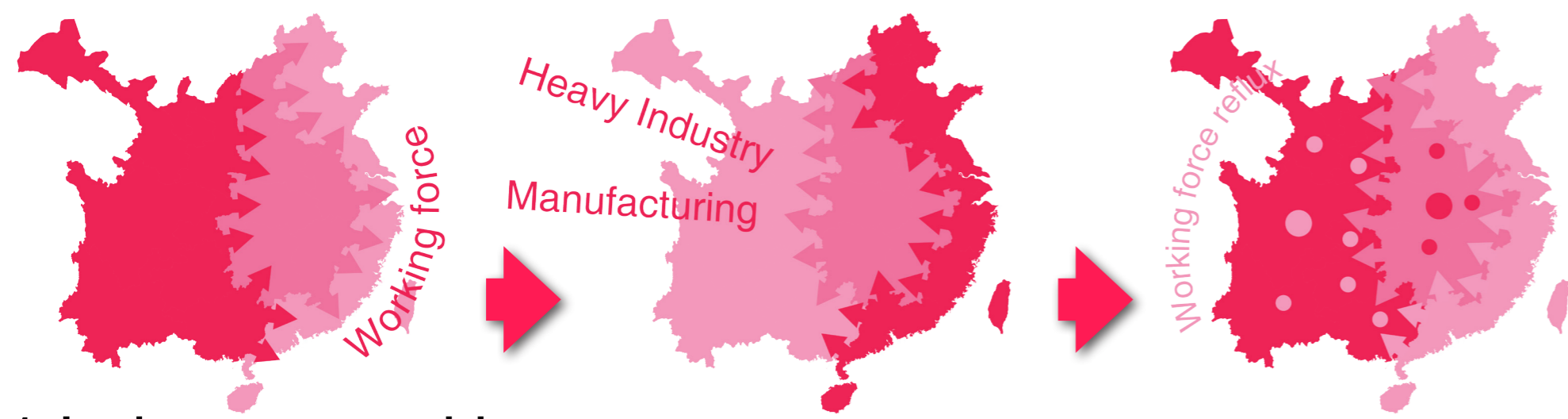
SHENZHEN ON TRACK

TRAVEL TO JUSTICE

RESEARCH ON SOCIAL-SPATIAL EFFECT OF TRANSIT ORIENTED DEVELOPMENT IN CHINA

1

RESEARCH BACKGROUND



1. Industry transition

Heavy Industry moving into hinterland and the upgrade of the coastal districts leads to the social problems of floating people.

2

PROBLEM AND QUESTION

PROBLEM STATEMENT:

LACK OF COHERENCE BETWEEN THE URBAN STRUCTURE FEATURED BY NEW URBAN PLAN AND CURRENT CONDITION OF FLOATING POPULATION IN SHENZHEN, WHICH IN TURN LEADS TO UNBALANCED OPPORTUNITY TO JOBS, SOCIAL RELATION AND PUBLIC SERVICE.

RESEARCH QUESTION:

HOW TO IMPROVE THE TRANSIT ORIENTED DEVELOPMENT STRATEGIES IN CHINA TO MAKE THEM BENEFIT FLOATING GROUP AND CONTRIBUTE TO A SOCIAL-ECONOMIC SUSTAINABLE URBAN DEVELOPMENT?

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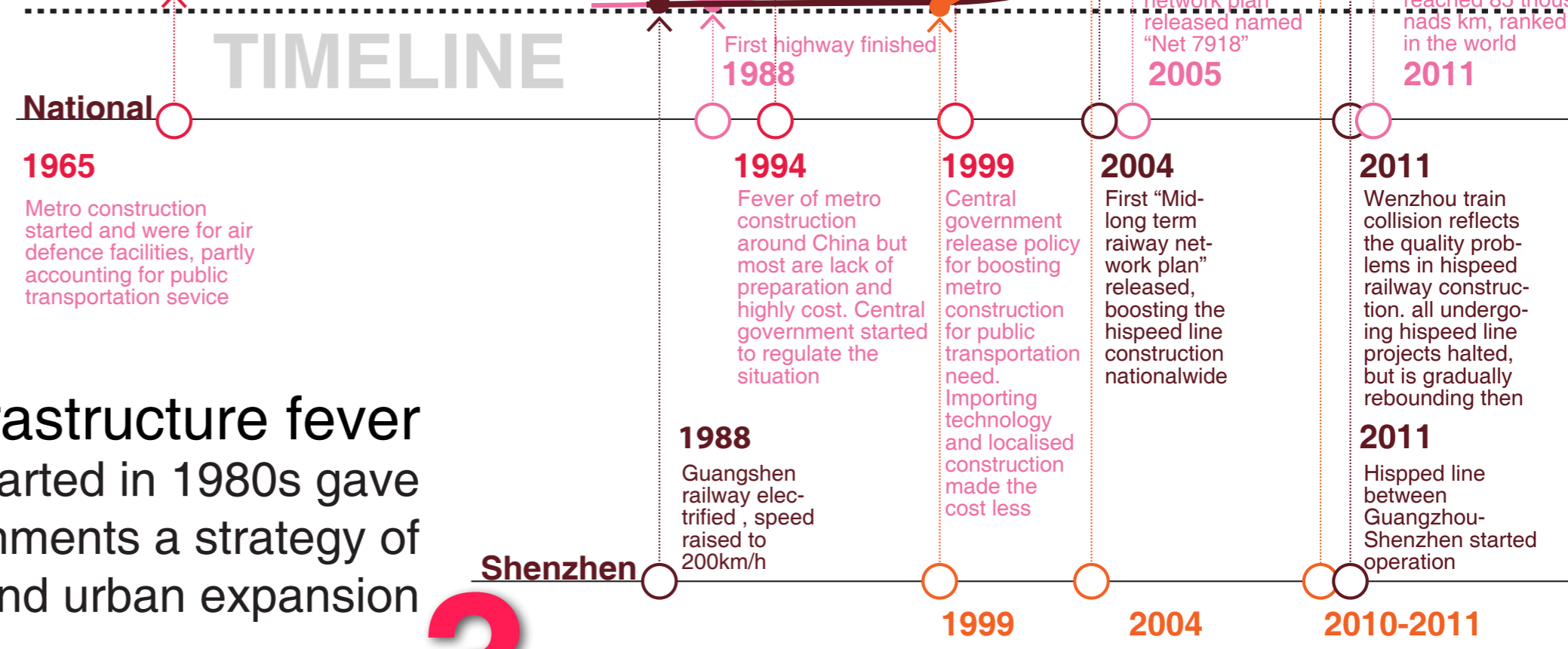
DESIGN STRATEGY

Research aim

Keep a high efficiency metro network

Keep an active and lively community

Keep floating people on site

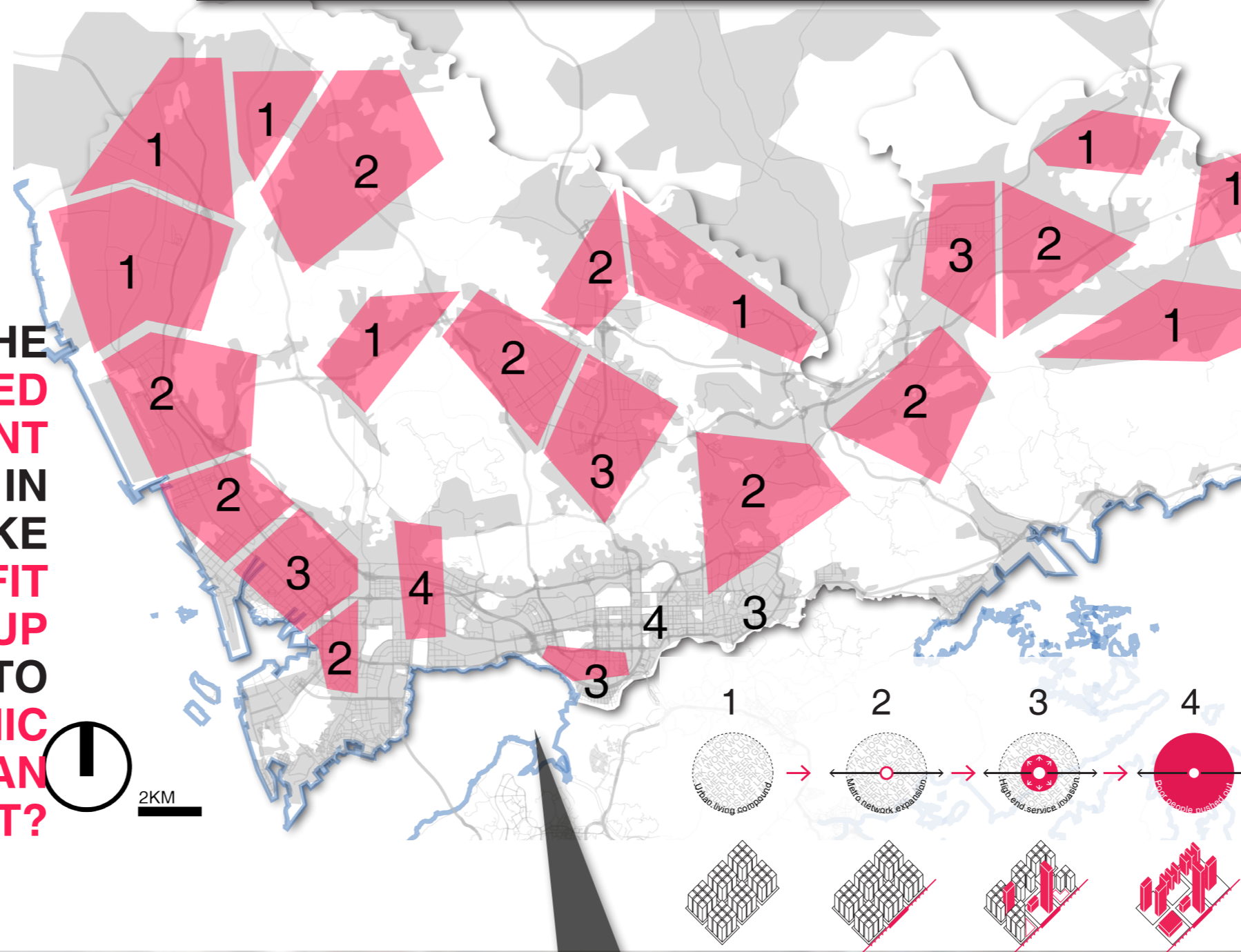


2. Infrastructure fever

Infrastructure fever started in 1980s gave Chinese local governments a strategy of continued economy growth and urban expansion

3

RESEARCH



Conflicts between

- Lack of municipal social focus
- Floating people interests
- Investment along metro lines
- Municipal landuse plan
- Metro plan
- Investment along metro lines

Floating people are pushed out

Less efficiency of metro system

The conflicts of investors, government with floating people could be concluded as 4 phases of how the development around metro stations, while the area in phase 2 and 3 are most urgent part that need to be focused in this research

Source

Design Principle

- Theory Research
- Transit Oriented Development
- Travel poverty
- Players Conflicts
- Reference study
- Research on site

- Better housing
- Better pedestrian environment
- Higher income
- Better service
- Active local center
- Higher accessibility
- Less congestion
- Higher ridership
- Higher revenue

Process

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Physical Improvement
Social Cohesion
Improve public transport

Design Strategy

- Improve metro transfer**
 - Optimizing bus stops
 - Improve the environment in between
 - Setting local business in between
- Specific plan for metro exits**
 - Combine the exits with social housing
 - Combine the exits with local business
 - Combine the exits with open spaces
- Encourage Bicycle use**
 - Offering bicycles to migrations
 - Offering bicycles at station
 - Improve the cycling environment
- Improve low speed network**
 - Improve walking environment
 - Reduce car speed inside urban villages
 - Reduce parking in urban villages
- Draw attention from migrations**
 - Improve the VI system around urban villages.
 - Improve the design for metro stations
- Improve the living environment**
 - Ameliorate the fire hazard in urban villages
 - Improve the sanitary facilities in urban villages
- Reuse railway land**
 - Commercial facilities
 - Service for migration
 - Social Housing
- Optimizing Parking plan**
 - Reduce parking closed to station in city center
 - Increase parking with metros in periphery area
- Metro stops as community center**
 - Metro stops offering community service
 - Metro stops offering professional education
 - Metro business offering jobs to people
 - Metro station as a gateway
- Improve the local market**
 - Improve the physical condition
 - Improve the accessibility

	Social	Physical	Economy
			G D M F

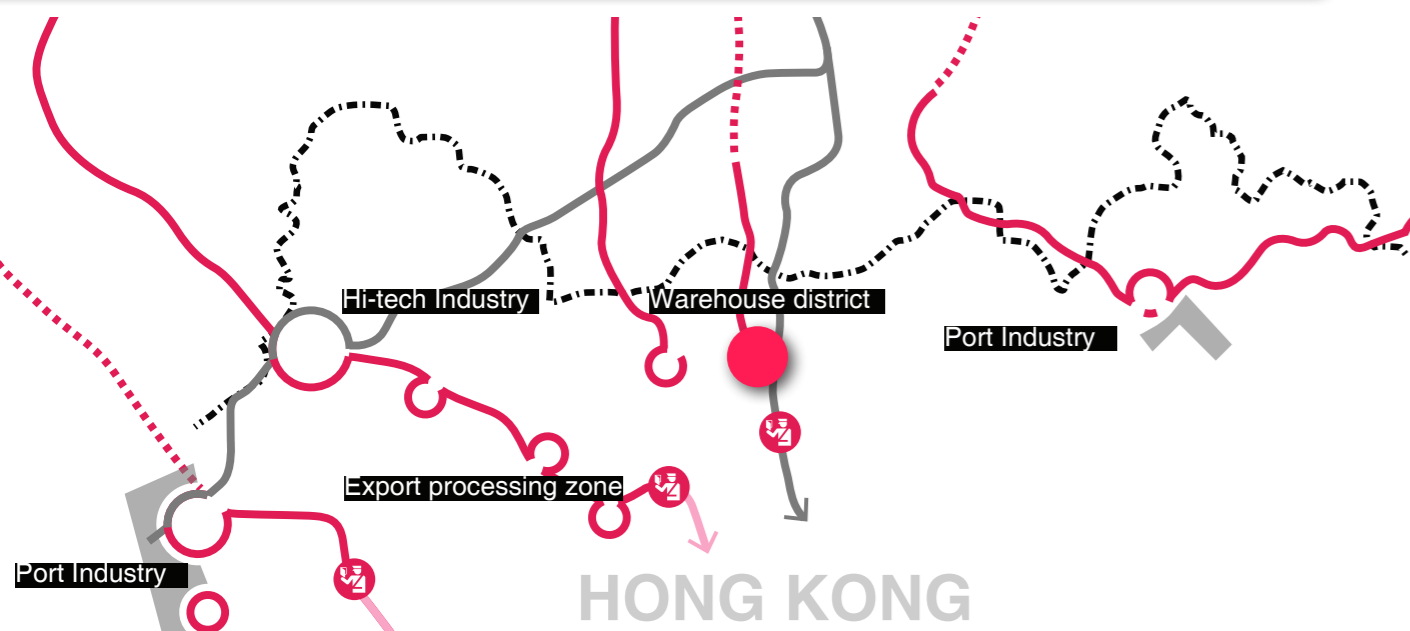
THE DESIGN PRINCIPLE COULD BE SEEN IN A SEQUENCE OF THREEPHASE.THEFIRSTPHASE IS BASIC IMPROVEMENT ON THE PHYSICAL ENVIRONMENT FOR A PROPER LIVABLE COMMUNITY. THE SECOND PHASE IS IMPROVEMENT ON HEALTHY COMMUNITY FOR SOCIAL COHESION. THE THIRD PHASE IS IMPROVEMENT ON OVERALL METRO NETWORK

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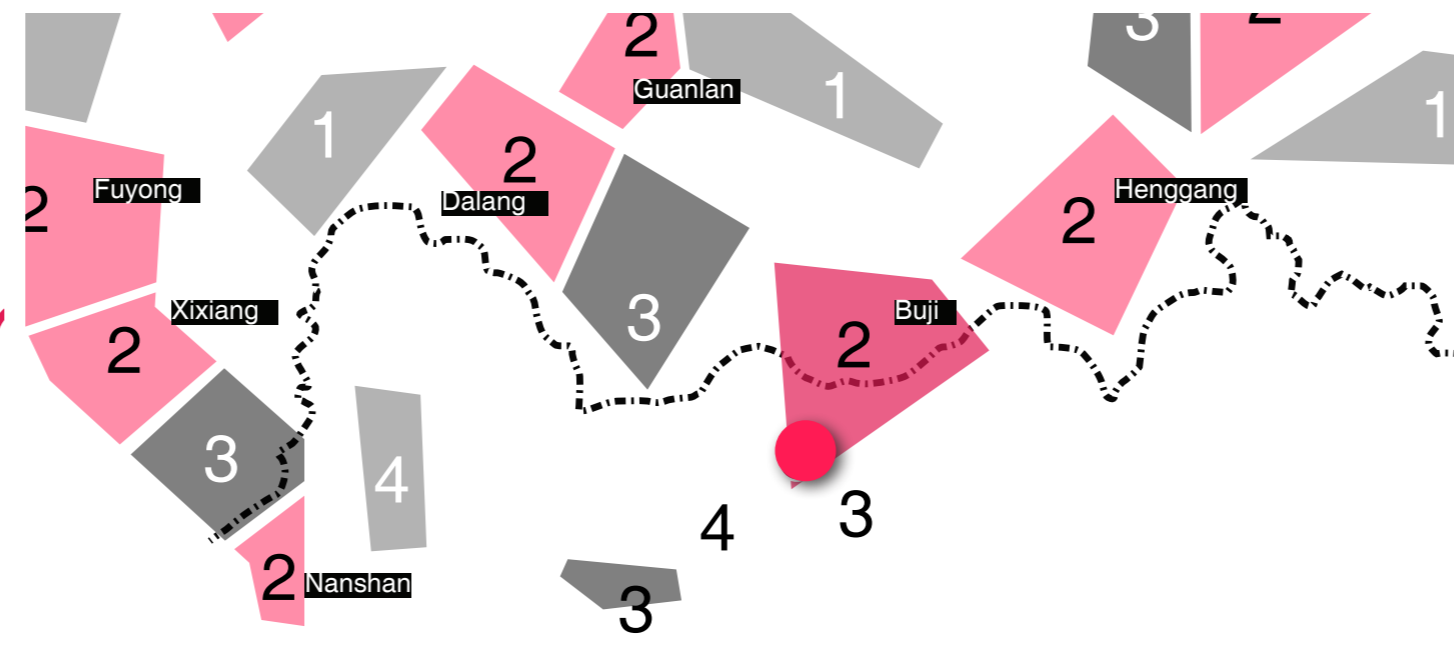
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CHOOSING THE SITE

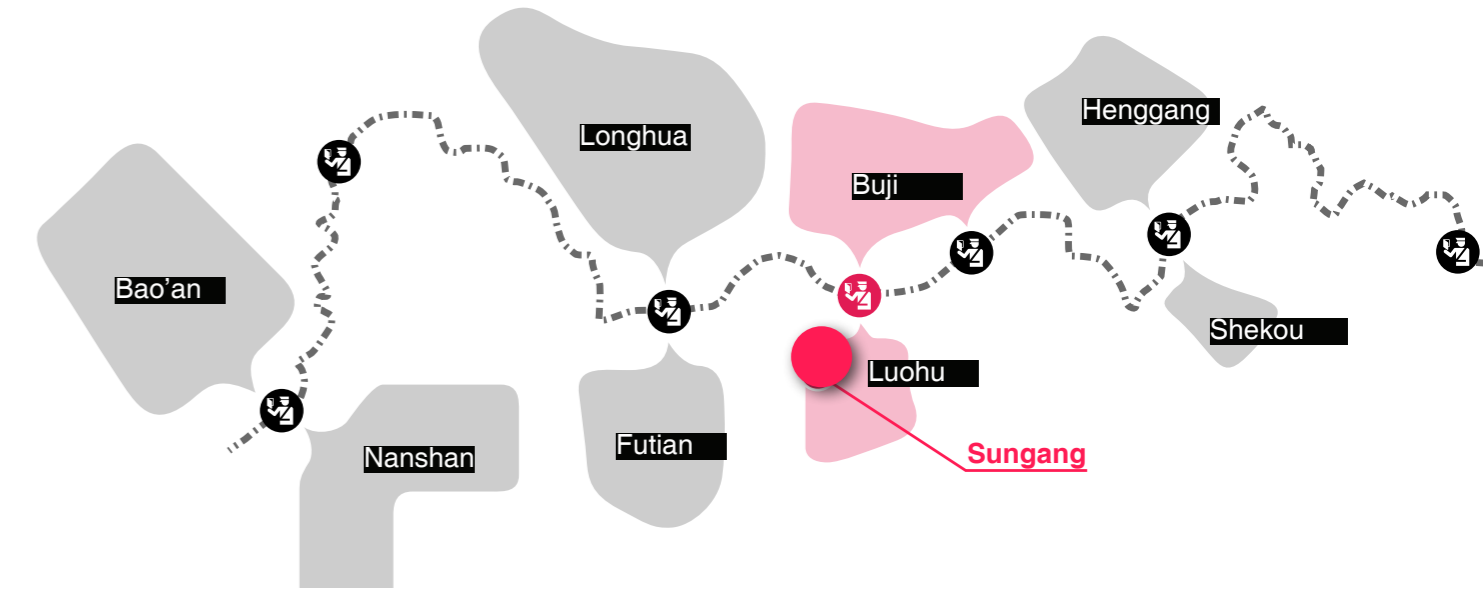


HONG KONG

1. Sungang locates on one of the eldest industry areas inside SEZ that attracts regeneration pressure



2. Sungang locates in one of the phasing 2 area which is ideal for design intervention in this research.



3. Sungang locates near one of the busiest secondary border checkpoints where many commuters passing through

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ON SITE ANALYSIS



PROBLEM

Local problems are chaotic land ownership, poor living quality, fire hazard and poor accessibility.

POSSIBILITY

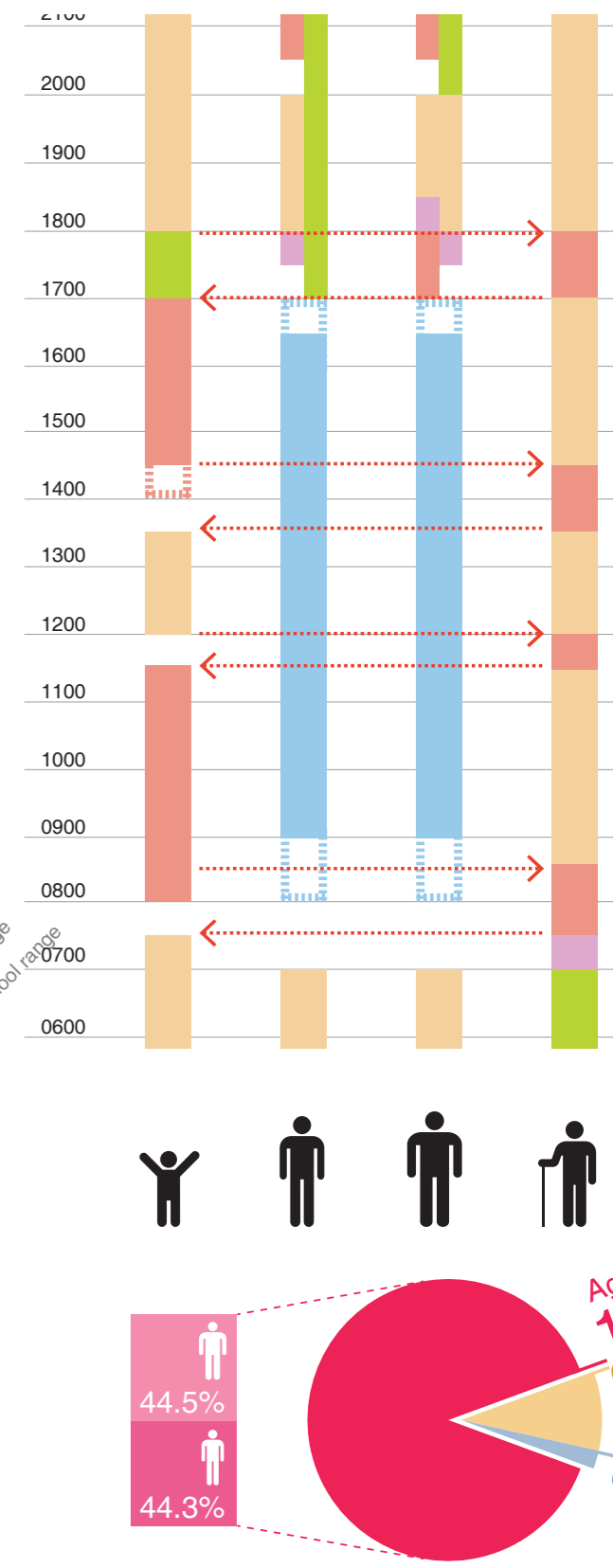
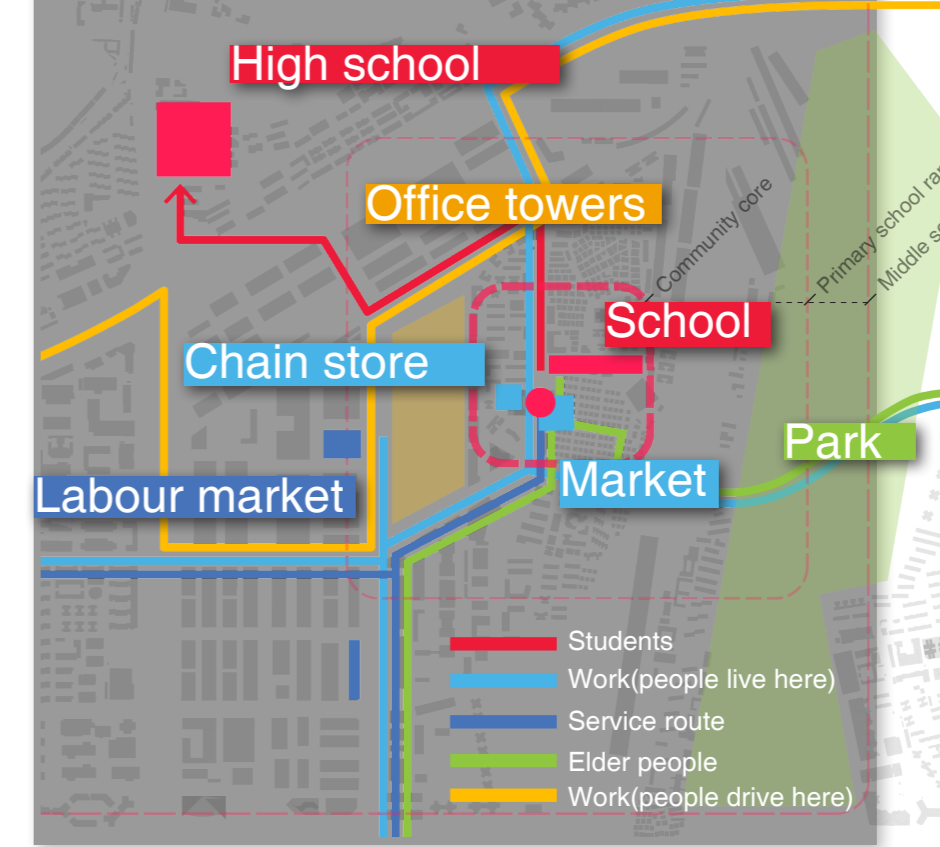
Analysis also focus on the possibility in Sungang like lively local market corresponding to the formal business nearby. The various formats of building in this area are also potential for mixed use.

Commercial analysis shows the potential of cooperation between formal and informal business



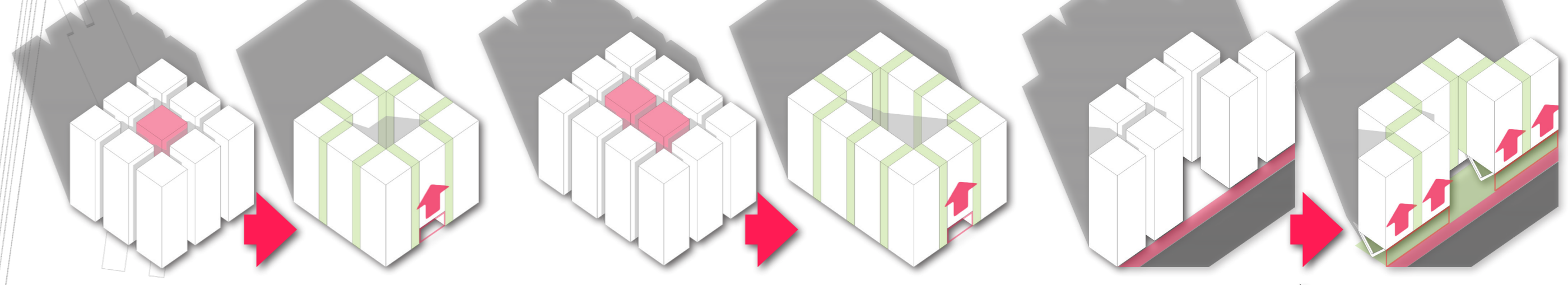
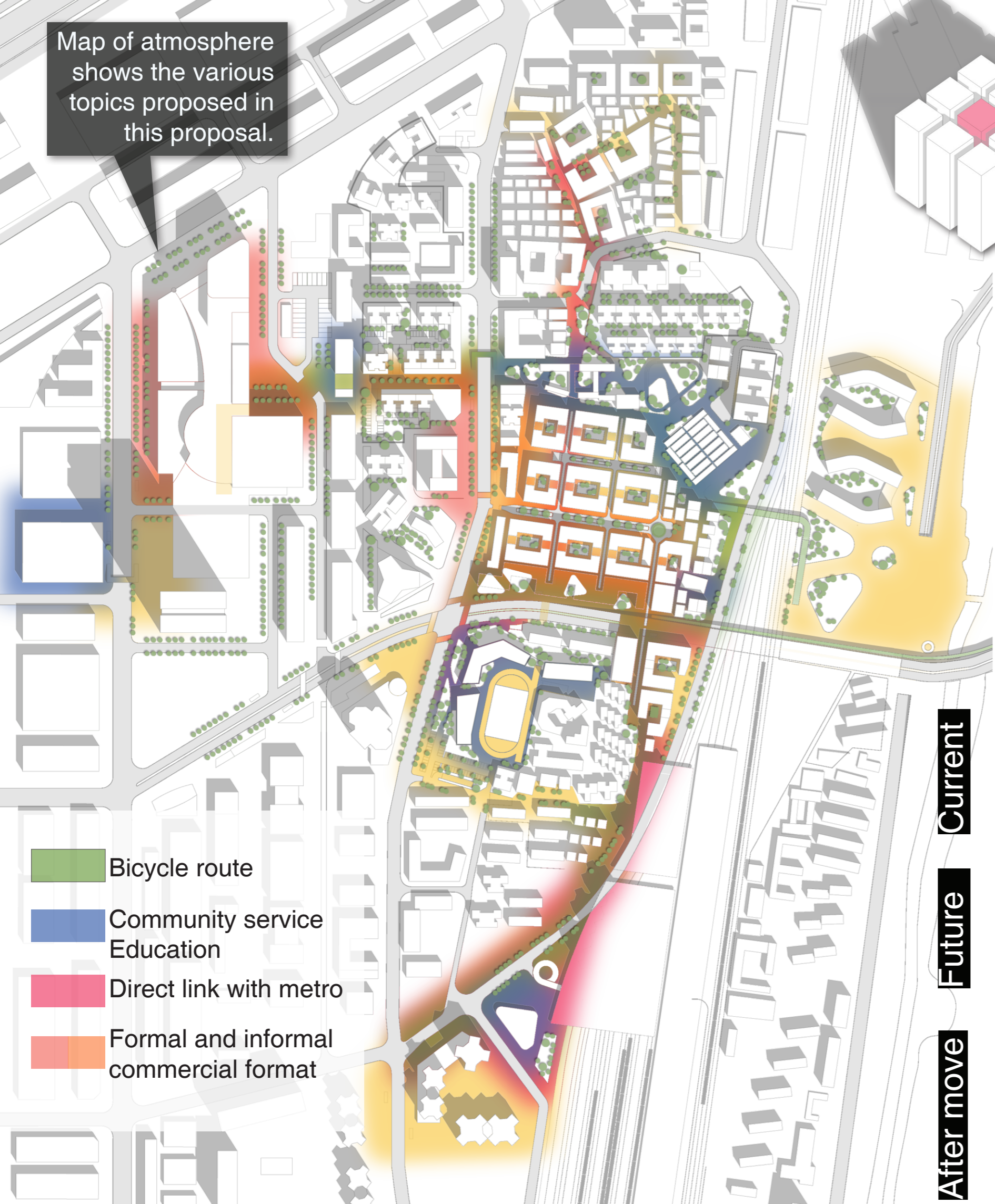
TRAVEL MODE

The different group people with different travel purpose could have different travel mode. This analysis would affect the local and regional distribution of services



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DESIGN SUNGANG



Based on the on site analysis, we selected out the proper design strategy for Sungang, the solutions range from physical improvement, to encourage social cohesion and increase the public transport ridership.

Physical intervention on changing housing type

With the local and regional design, we are trying to prevent the floating population being pushed out and help to create a social-economical sustainable TOD community.

Comparison of time consuming in travel betw. research proposal and municipal plan

