



Public-Private Partnerships for Railway Station Redevelopment

Esther Chiew

Bijwasan Station, Delhi, India

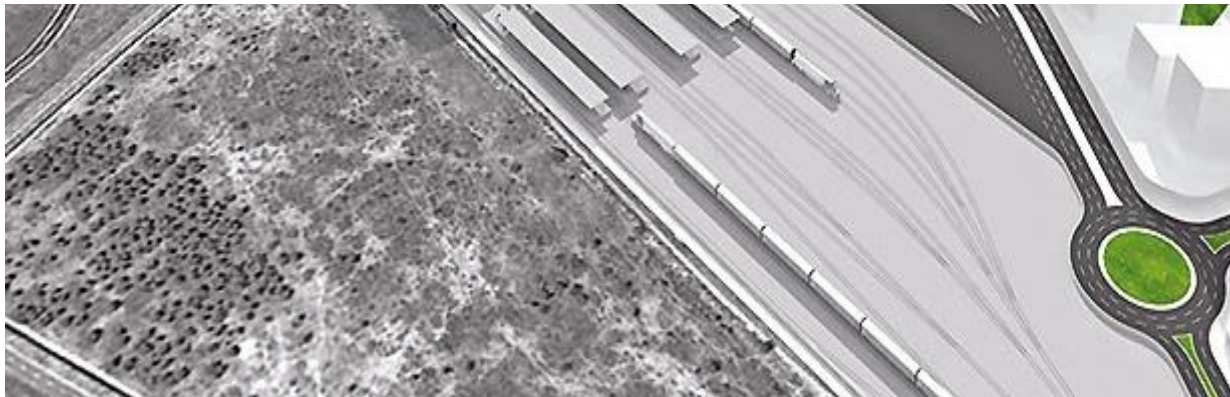


Bijwasan Station, Delhi, India



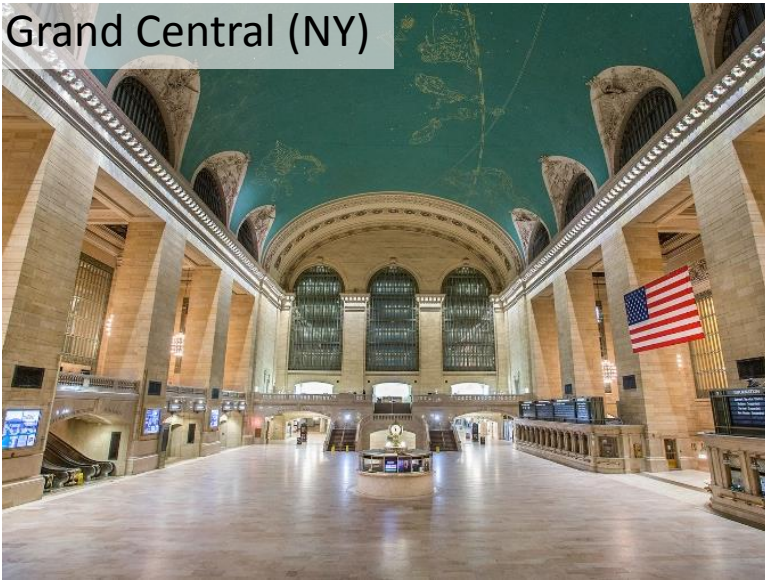
“In September, the railways held several pre-bidding meetings with potential investors but the plan failed to take off due to lukewarm response.”

-- Financial Express, Jan. 29 2014



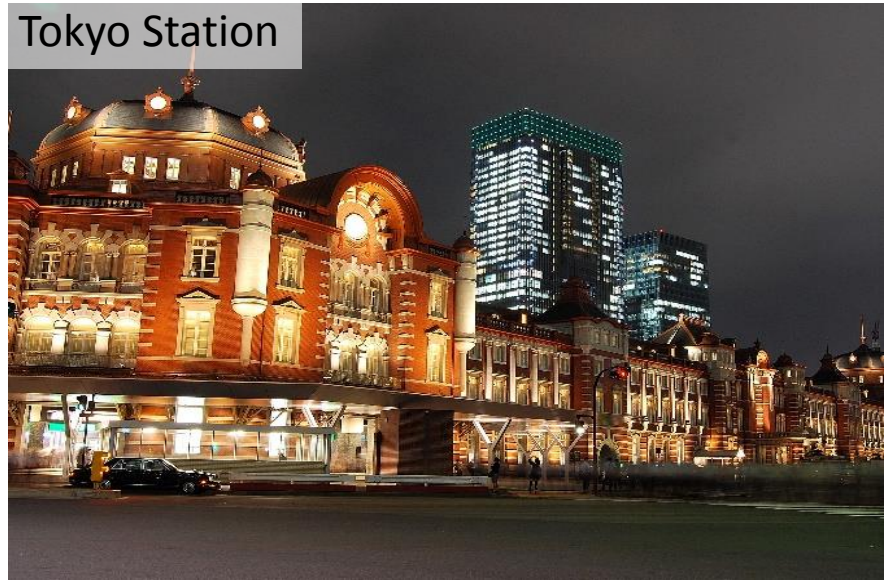
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Grand Central (NY)



en.wikipedia.org/wiki/Grand_Central_Terminal

Tokyo Station



en.wikipedia.org/wiki/Tokyo_Station

Atocha, Madrid



en.wikipedia.org/wiki/Madrid_Atocha_railway_station

CST, Mumbai



en.wikipedia.org/wiki/Chhatrapati_Shivaji_Terminus

HUB model – Verona Porta Nuova



Source: FSI, 2017

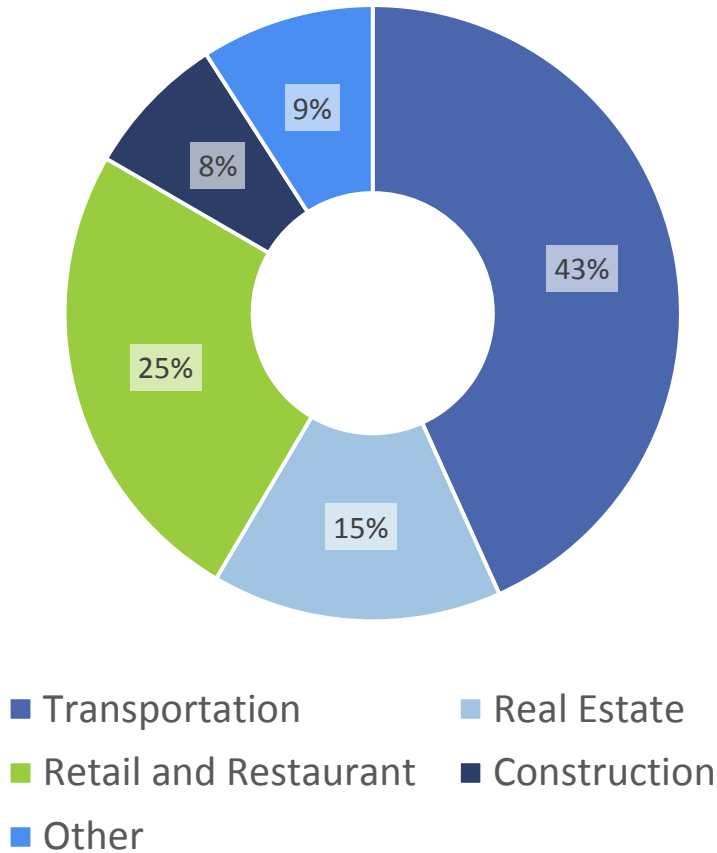


Credit: Arjan den Boer



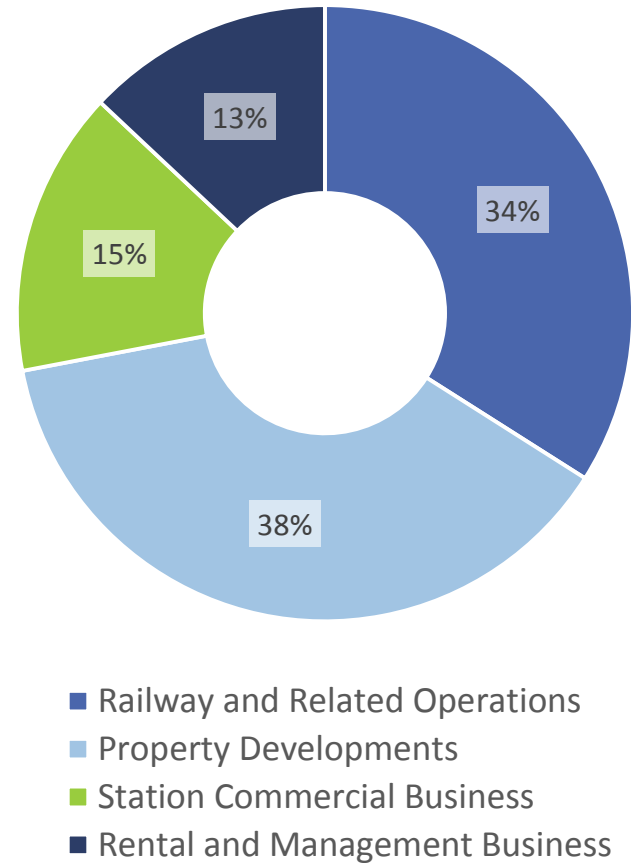
Common alternate revenue source for railways

Consolidated Operating Revenue of
Kyushu Railway Company, FY 2018/3



Data: Kyushu Railway Company Annual Report 2018

Shares of MTR Corporation Net Income,
2000-12

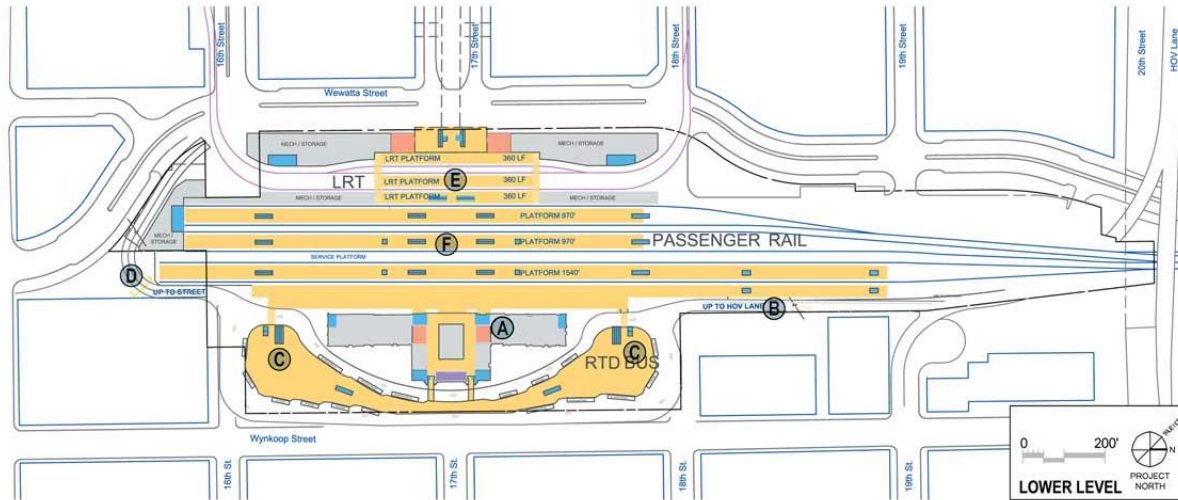


Data: MTR Corporation Annual Reports, 2000-12,
reproduced from Financing Transit-Oriented Development with Land Values

Principe Pio, Madrid, Spain

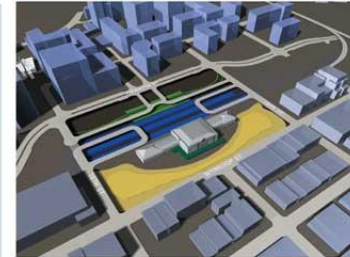


Denver Union Station



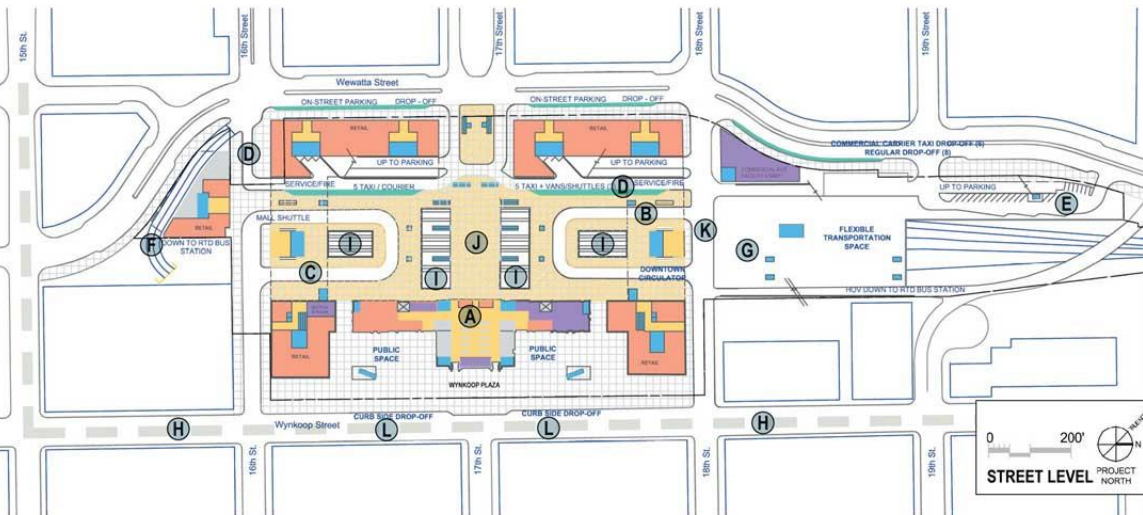
LOWER LEVEL

- A. Historic Station
- B. HOV Ramp to RTD Regional Bus
- C. RTD Regional Bus Station
- D. RTD Regional Bus Ramp to Street
- E. Light Rail
- F. Passenger Rail



Vision Plan

- HORIZONTAL CIRCULATION
- TRANSIT SUPPORT SPACE
- ADDITIONAL CARRIERS
- SUPPORT PROGRAMS
- VERTICAL CIRCULATION
- RETAIL OR COMMERCIAL



STREET LEVEL

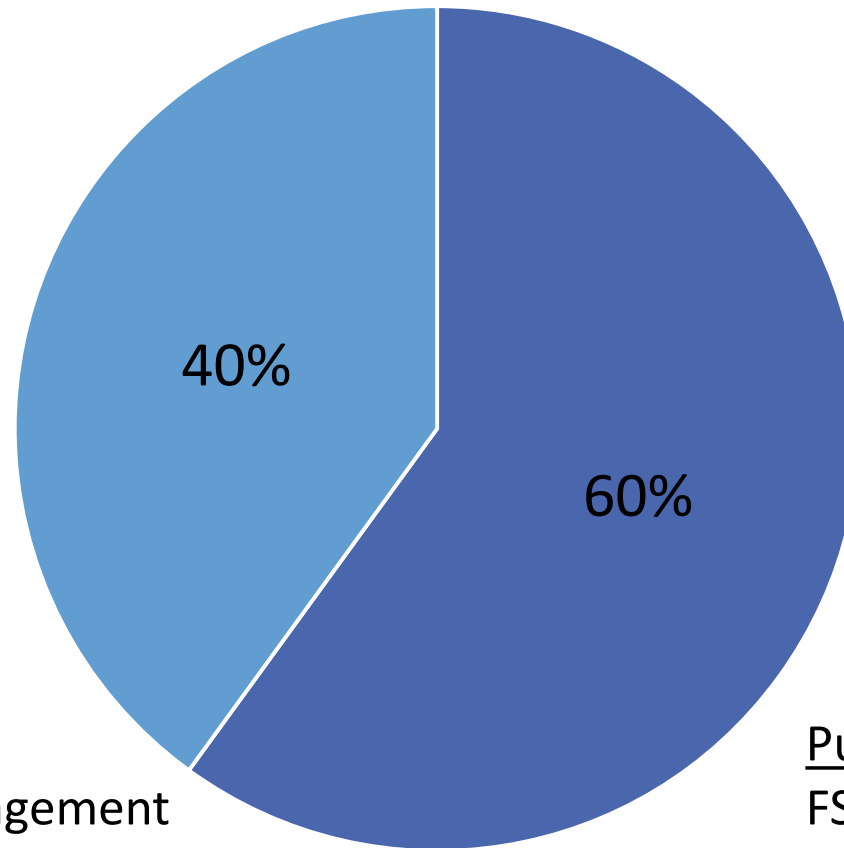
- A. Historic Station
- B. Downtown Circulator
- C. 16th Street Mall Shuttle
- D. Commercial Carrier Drop-off/Service/Fire Lane
- E. Bus Staging
- F. RTD Regional Bus Ramp to Street
- G. Flexible Transportation/Development
- H. Future Platte Valley Trolley
- I. Opening to Lower Level Transportation
- J. 17th Street Promenade
- K. 18th Street
- L. Passenger Drop-off



KL Sentral, Kuala Lumpur, Malaysia



% shares in Centostazioni, Italy



Private

40.5% Airport Management
40.5% Real Estate
15% Bank
4% RE & Sanitation

Public

FSI (Italian Railways)

Concessionaire for Avenida de America Redevelopment (Madrid)

Type of Company	Share
Interurban Transport Operator (x2)	25.5% each
Construction (x2)	20.5% each
Bank	5%
Installations	2%
Consultant	1%

Construction work should not obstruct ongoing railway operations.

THE  AGE

NATIONAL

Nightmare on Spencer Street

July 17, 2004 – 10.00am



Who will accept the blame for the way Melbourne's landmark project is languishing? No one, it seems, writes Ewin Hannan.

About 5.30 most nights, senior members of the Leighton Contractors construction team sit in temporary offices at Spencer Street Station, talking about the weather.

This is no idle, end-of-the-working-day chat. Armed with up-to-date Bureau of Meteorology forecasts, the group calculates whether the conditions in seven hours will permit work on the station's imposing wave-form roof.

In Melbourne, in mid-July, it is a high-risk proposition. On some evenings, it is too wet or windy to undertake what can be dangerous work. On at least two nights this week, work was called off. On other nights, they went for it.

Work on the roof can only be done after the rail network has been shut down. When the last

- P3 contracts are usually long-term.
 - Southern Cross Station, Melbourne: **30 years**
 - Railway Stations in Italy: **40 years**
 - Air rights above tracks at Union Station, DC: **99 years**
- Concessions of land, floor and/or air space should not impose constraints on future railway operation plans.

Conclusion

- Think about the scope of redevelopment: in-station, station+ or station-area.
- Consider using P3s to gain expertise needed for redevelopment project
- Prioritize ongoing and future railway operations