

The Development Trend and Path of Guangzhou Foshan Urbanization

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Keywords: Urbanization; Guangzhou; Foshan

Abstract: In the development period of China's urbanization level steadily increasing, the new urbanization road of regional cooperation development and urban linkage development has become an important strategic decision for many large cities. The urbanization development of Guangzhou and Foshan takes the construction of infrastructure integration, social and cultural integration, economic integration and institutional integration as the goals of urbanization, and promotes the optimal allocation and free flow of production factors in the two cities to achieve regional integration. Development strategy to improve and enhance urban competitiveness. This article takes Guangzhou and Foshan's urbanization development as the research object, and sorts out the urbanization progress of the two cities. During the development process, there are aspects such as Guangzhou cities that have not yet fully overflowed more urbanization operation entities in the two places, and uneven development momentum. The problem hinders the promotion of urbanization. Through summing up experience, it is suggested that the implementation of co-urbanization development should take the transportation and other infrastructure as the first guarantee, innovate the benefit compensation system and mechanism of the two places, and adopt higher-level urban administrative subjects to coordinate the problems arising in the process of co-urbanization development.

"Guangzhou Foshan Urbanization" means that Guangzhou and Foshan gradually eliminate administrative obstacles, carry out integrated construction in infrastructure integration, social and cultural integration, economic integration and institutional integration, and promote economic and cultural exchanges between Guangzhou and Foshan. As a key city for the development of the Guangdong-Hong Kong-Macao Greater Bay Area, the urbanization of the two places has a good foundation for non-governmental cooperation, with the same cultural origin, adjacent central urban areas, close space, complementary industries, and dense personnel exchanges. Both cities are jointly promoting a higher level of co-urbanization and jointly building a "super city [1]".

1. Guangzhou, The dynamic Analysis of Foshan's Urbanization Development

1.1 The infrastructure is gradually connected to the network

Infrastructure as a bridge between the two places is a prerequisite for the urbanization of Guangzhou and Foshan. In the "Tenth Five-Year Plan" of Guangzhou, the policy of combining urban development in the west of Guangzhou with Foshan was proposed, and the policy of strengthening the urbanization process of Guangzhou and Foshan was officially launched. The urbanization of Guangzhou and Foshan began the layout of integrated infrastructure. In 2008, the Guangzhou and Foshan urbanization plan was included in the top-level design "Outline of the Pearl River Delta Region Reform and Development Plan (2008-2020)". In 2009, the two cities of Guangzhou and Foshan signed the "Guangzhou Foshan City Urbanization Construction Cooperation Agreement" and the transportation infrastructure docking agreement, and began to implement infrastructure integration. The connection of transportation infrastructure is a prerequisite for the development of co-urbanization. After the agreement was signed, both places are accelerating. The priority is to build cross-city transportation between the two places, and to build an "one-hour" economic circle, which provides a basic guarantee for freight and passenger transport between the two places.

Intercity transportation has gradually been connected to form a mesh distribution. With the continuous urbanization of Guangzhou and Foshan, the diversification and number of intercity transportation modes in the two places have soared, and the degree of interconnection has steadily developed. As of November 2019, there were 8 rail transit lines between the two places, with 5 railway lines, 2 inter-city rail lines, and 1 cross-city subway line in the period. The two places have built 25 main road passages, 9 mid-term expressways, and 16 general highways; opened 74 intercity bus / express bus lines, 67 bus lines covering Guangfo and the two cities [2], and many connecting lines are under planning. In the future or construction period, the transportation network of the two places will penetrate into every corner of the two places.

The Guangzhou-Foshan Intercity Subway has gradually been connected to form a mesh distribution. In 2010, the two cities have opened subway lines, which is the first subway line in China to cross prefecture-level (above) administrative areas. At this point, the subway lines of the two regions began to be connected, and the "half hour" economic circle of the two places began to advance. There are two subway lines under construction, and seven subway lines are planned in the future. In the future, 11 intercity subways in the same city will be connected to each other, through Foshan, and meshed with Guangzhou.

1.2 The Social and cultural integration is different

The historical origins and cultural identity of the two places have promoted multi-field, all-round and deep-level collaboration between the two places. The two places will jointly shape the Lingnan Cultural Center, build a domestic and international pattern of cultural identity, and innovate the new connotation of Lingnan cultural development. The two places signed the "Guangdong-Foshan Regional Cultural Exchange and Cooperation Agreement" to build a cultural resource exchange platform between the two places, and the social and cultural exchanges between the two places are getting closer and closer. At the same time, the two places retain their own regional characteristics and cultures.

1.3 The Steady progress in economic integration

The industrial cooperation in Guangzhou and Foshan is gradually strengthened. The industries of the two places are further complementing, integrating and dislocating, and the development of economic integration is steadily advancing. Each of the three major industries in the two places has its own advantageous areas. In general, the industrial differences are relatively obvious, and they have good complementary needs. First, due to differences in geographical environment and natural resources in Guangzhou and Foshan, the structure of the primary industry is obviously different, and the conditions for the division of labor in the primary industry are complementary. The primary industry in Guangzhou has the characteristics of mainly agriculture, supplemented by fisheries and animal husbandry. Foshan's primary industry has the sub-structure characteristics of fishery, agriculture and animal husbandry. Second, from the perspective of the structure of light and heavy industries, both places in Guangzhou and Foshan are dominated by heavy industry. The output value of Guangzhou's heavy industry accounts for a higher proportion of total industrial output value than Foshan. The dominant industries in the two places are quite different, providing powerful conditions for regional industrial agglomeration and regional industrial division of labor. Third, there is a large gap in the development level of tertiary industry between Guangzhou and Foshan. The internal structure of the tertiary industry is significantly different, and the development trends are different. Guangzhou has developed rapidly in the fields of finance, information technology, computers, software, scientific research and other modern service industries, and has gradually formed an industrial agglomeration. The tertiary industry has the characteristics of knowledge-intensive and technological tangerines; Intensive and labor-intensive features.

1.4 The regional coordination system mechanism is gradually improved

The institutional mechanism of inter-government coordination is an important part of co-urbanization. The "Guangzhou Foshan City Urbanization Construction Cooperation Framework Agreement" issued in 2009 stipulates that decision-making and coordination mechanisms such as

leadership groups, joint meetings, and task forces will be adopted to establish a decision-making and consultation mechanism between the two places, which will help to overcome administrative obstacles and deepen the two places. Cooperation. Between 2015 and 2019, three districts in Guangzhou and three districts in Foshan signed agreements with the same name, and carried out a number of cooperation in the field of urbanization. The breadth and depth of regional collaboration has been continuously strengthened.

2. The bottleneck of the development of Guangfo city

2.1 The main city has not fully spilled

The spillover effect between cities refers to the phenomenon that the transfer of tangible or intangible assets such as industrial transfer, capital flow, and diffusion of consciousness in regional central cities spreads to surrounding areas [3]. Guangzhou, as the main city in the development of co-urbanization, part of the industrial structure is converging with the Foshan industry. This has led to the weakening of Guangzhou 's industrial transfer spillover benefits. Foshan cannot enjoy the spillover effect of the main city, but may be affected by Guangzhou 's industrial clustering Move out some industries. The development opportunities and positive effects of the industrial transfer and capital flow in Guangzhou have not been sufficient.

2.2 There are many main urbanization operators in the two places

Urbanization is a process of close cooperation and common development between the two cities, which involves all aspects of urban development. In some areas, there are many planning, management and operation entities, and each has its own situation. It requires effective communication between the operation entities of various departments between the cities, joint consultation, and elimination of administrative boundaries the obstacles. However, "same city" does not represent a city. It is impossible to completely eliminate administrative barriers. In the case of joint operation of different subjects, it is easy to appear separate, which leads to difficulties in planning and construction docking and unbalanced development.[9]

2.3 Unbalanced development momentum

Urbanization should focus on the development of the common interests of the two cities. The imbalance of interests between the two cities will result in insufficient development momentum and imbalance in the development of the same city. While local governments benefit from co-urbanization, they also intensify competition. Local government performance requirements and promotion models make it difficult for local governments to balance political and economic interests.[4] The rise of local protectionism will hinder the progress of urbanization between the two places. At the same time, the idea of making the cake bigger together did not solve the problem of benefit distribution between the two places, narrowing the regional gap, and establishing an interest coordination and compensation mechanism are the internal needs to promote urbanization. At this stage, the benefits evaluation and negotiation mechanism, interest compensation means, and interest guarantee mechanism in the same-city cooperation are all lacking and need to be resolved urgently.

3. Path analysis of the development of the same city in Foshan, Guangzhou

"Urbanization" is an effective means to coordinate the development of urban administrative bodies, and to promote the production of the two cities by establishing the development goals of infrastructure integration, social and cultural integration, economic integration and institutional integration between cities.[10] The optimal allocation of elements and free flow to achieve a development strategy that promotes regional integration and enhances urban competitiveness. The urbanization of Foshan, Guangzhou, originated from the early spontaneous market cooperation and has a good folk foundation. After appropriate government policies and guidelines, the cooperation between the two cities in urbanization has been deepened. The social and economic benefits of the two cities are mutually beneficial, ranking second in Guangdong economy Third, the economy

leads the province, and the current urbanization development has broken through existing bottlenecks, combined with the current development strategy of the Guangdong-Hong Kong-Macao Greater Bay Area, and upgrading the regional integration strategy to achieve longer-term development.

3.1 To strengthen the guidance of upper-level planning and formulate an implementation plan for co-urbanization in the Guangdong-Hong Kong-Macao Greater Bay Area.

The cooperation between Guangzhou and Foshan in the same city has become an important pole of the development strategy of the Guangdong-Hong Kong-Macao Greater Bay Area. To participate in international and domestic regional economic cooperation and competition, we must continue to strengthen the same-city cooperation and enhance urban competitiveness. According to the strategic requirements of the "Outline of the Guangdong-Hong Kong-Macao Greater Bay Area Development Plan", Guangzhou-Hong Kong-Macao Greater Bay Area was established as the goal of the extreme city of Guangdong-Hong Kong-Macao Greater Bay Area. , Economic coordination, system design, to achieve the overall coordinated development of transportation resource allocation and public resource allocation between the two places.

3.2 To improve the mechanism of benefit compensation for the same city

Establish an evaluation and negotiation mechanism for the imbalance of interests between the two places. By establishing a certain index system to evaluate the development speed of the two cities and the balance of benefit sharing, to judge the degree of imbalance in the two cities' interests and the additional gains and losses, establish a negotiation mechanism for the imbalanced interests of the two cities, and clarify the method for achieving the purpose of the negotiation, Approach [5].

Establish a compensation mechanism for industrial transfer benefits. Reasonably classify and account for the interests of different administrative regions in the two places, and form a rule that can be implemented in a fair and fair way to share and compensate. Establish a market-based interest compensation mechanism, and at the same time take into account the economic interests and development opportunities of vulnerable areas, prompt local governments to actively integrate into the same city, and eliminate resistance for the development of the same city. [6] Encourage the importation of resources to make up for the vacancies brought about by the transfer of industries in the exporting area and develop alternative industries through joint construction of parks and industrial cooperation to assist the economic transformation of resource-based regions.

To improve the means of compensation for the benefits of cooperation with the urbanization. But there are two ways of interest compensation: direct compensation and indirect compensation. Direct compensation is to directly compensate the injured party through local government subsidies or transfer payments; indirect compensation is to balance the regional development gap through technical support, project cooperation, and policy support, and assist the injured party to build a cooperation platform and strengthen cooperation Foundation, strengthen willingness to cooperate. [7] Direct compensation and indirect compensation need to grasp the operating characteristics and mechanism of the benefit distribution mechanism and flexibly choose compensation methods.

To Improve on the legal regulation of benefit-sharing cooperation with urbanization. Formulate and improve the law and regulation system of interest coordination, adjust and standardize various activities in the process of coordinating the interests of urbanization, legalize and institutionalize a series of technical methods and compensation methods coordinated with the interests of urbanization Provide legal basis and legal protection in coordination with the interests of urbanization. [8] Restrain government actions with a legal system, and improve on the cooperation accountability mechanisms, as well punish the irregularities.

Fund

Research on the regional synergy strategy from the perspective of sustainable development—taking the construction of "Guangzhou and Foshan urbanization" as an example.

Item Number: KA201725

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