From one-way to interactivity
Difficulties and Strategies in the Planning of Adjacent Areas of Metropolis

Taking the Planning Practice of Jiashan Area Near to Shanghai as an Example

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Chinese National Strategies of Regional Coordinate Development

I. Belt and Road Initiative

II. ‘Beijing-Tianjin-Hebei’ Coordinated Region

III. The Yangtze River Economics Belt
BACKGROUND

Most Potential Area——
Integrated Development
Demonstration Area of The Yangtze
River Delta

Connectivity Analysis by Big data

Taihu Lake

Strong

Taihu Lake

Weak

Northern Zhejiang

Shanghai

Southern Jiangsu

Hangzhou Bay

Area

Zhoushan

Ningbo

Demonstration Area

Shanghai
The two regions have been unbalanced for a long time. Among them, the urban agglomeration represented by southern Jiangsu in the north wing region is a traditional rich land in the south of the Yangtze River. The development level and scale are much higher than those in the south wing region, especially the Kunshan Huaqiao.
Shanghai-Hangzhou Corridor of Technology and Innovation
Fengjing town: First Historical and cultural town in Shanghai
Between Wu Kingdom and Yue Kingdom
Have much Common in celebrities, culture, architect, etc.
Current Status: large differences in view and style
Huaqiao, Kunshan much better than Anting, Jiading
However, local people communicated frequently for a long time. Shuttle bus between the two places.
Nowadays, the housing price is increasing rapidly.
Revelent research

I. Generally showing a relatively backward rural appearance, the infrastructures are relatively backward.

II. Lack of integrated development power, market forces are difficult to intervene.

III. The connection of infrastructure such as transportation is the key and decisive factor.

IV. The difference in development between the two sides is fundamental, especially in Zhejiang, where the neighboring areas of counties and cities with strong county-level economic provinces are difficult to dock.
Bridgehead: adjacent areas of Zhejiang and Shanghai (2KM²)
Difficulty No. 1

one-way communication is hard,
bilateral communication is not smooth
Difficulty No.2

There are interests entanglements, and implementation is more difficult.
Difficulty No.3
Cross-border management is difficult to unify,
Construction standards are different.
Road access
Channel docking
River connectivity
Road construction
Road access
public facilities
Conclusions

I. Regional coordination involves a wide range of issues and cannot be considered from a single technical level.

II. The planner should do a technical explanation, not just a microphone.

III. Traffic convergence is the key point, road connectivity is significant

IV. Fully share the interest of regional coordinated development, and more importantly, coordinate the sharing of interests and sharing of responsibilities between the two sides.
One-way interactivity