



都市圈发展与管理研究系列丛书

Chinese and Foreign Metropolitan Region Development Report (2008)

2008 中外都市圈 发展报告 (上册)

王方华 朱有志 李友志○主编

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总序

在我国,都市圈发展与管理已经成为经济与社会发展中所面临的重大理论和现实问题。首先,都市圈正在成为推动中国经济社会改革与发展的核心区域;其次,都市圈正在成为各国竞争的关键载体;第三,都市圈研究成为国际学术界的热点领域;第四,我国都市圈的发展正面临着产业结构转型、内部的过度竞争、缺乏协调机制等问题的困惑。对于我国都市圈发展出现的一系列亟待解决的诸多问题和现象,到了非解决不可的地步。但无论是传统的理论,还是发达国家的成熟的经济管理理论,都无法解释和解决这些问题,而单个学科因为其理论方法的局限,以及视角的片面也难以解决这一问题。因此,有必要对都市圈发展与管理领域的问题进行全方位、跨学科的研究。

国际学术界对大都市圈的研究首先集中在都市圈的类型、形态特征与功能特征。其次是对大都市圈不同演化阶段的划分及其演化规律的研究,一方面是从更加抽象的高度将大都市圈的几何特征(空间投影)与经济生态特征结合起来,揭示其深层次的演化规律;另一方面是对大都市圈内部的资源配置方式等进行实证研究和总结,以期与实践服务。

国内对大都市圈的研究主要集中在以下几个方面:一是比较研究;二是对大都市圈形成与演化过程中的城市之间关系进行广泛的研究;三是对大都市圈基础设施、环境、产业发展的协同效应和途径进行研究,直接为区域经济决策提供理论指导。

另外,国内近年来对都市圈的理论研究也比较重视,2001年以来国家自然科学基金有多项相关资助项目。国家社会科学基金也资助了一系列相关领域的研究项目。

学者们从不同层面、不同的角度对都市圈进行了研究,虽然提出问题的角度各异,但最后得出的观点与结论却基本相同,即都认为采

用“都市圈”的建设方式是一种适合中国国情的发展模式。所以,如果把“都市圈”作为中国未来的一种空间经济组织创新模式,那么对中国今后一段时期内一些重大社会经济关系的整合也具有重要的战略意义。

作为国家“985工程”哲学社会科学创新基地的中国都市圈发展与管理研究中心将充分发挥上海交通大学在都市圈与区域经济协调发展研究方面的优势,借助中外都市圈与区域发展的管理与研究方面的重要资源,综合管理学、经济学、行政学、环境科学、地理科学、法律等诸多人文与社会科学,以及工程技术学科,系统研究我国都市圈的形成、发展和演化的规律与模式,都市圈内部和都市圈之间的竞争、合作和协同的关系,以及与都市圈密切相关的各种社会和经济问题,为中国都市圈与区域经济协调发展领域的思想交流、信息共享、人才培养、国际合作提供平台,建立官、产、学、研相结合的基地。

“都市圈发展与管理研究系列丛书”是中国都市圈发展与管理研究中心的重要系列成果,并已被列入“国家十一五重点图书出版规划”。

这套丛书计划在2006—2009年出版三辑,每辑10本。第一辑已于2006—2007年度由上海三联书店出版,第二辑由上海世纪出版股份有限公司格致出版社出版。丛书由国家自然科学基金委员会管理学部主任郭重庆院士及上海交通大学党委副书记郑成良教授担任编委会顾问,上海交通大学安泰经济与管理学院院长、中国都市圈发展与管理研究中心主任王方华教授担任主编。

丛书的写作过程中,我们遵循这样几个信念:一是随着世界经济一体化和我国加入世界贸易组织,我国都市圈发展趋势日益强化。在都市圈的构建和区域整合过程中,如何调整发展思路,抓住新机遇,寻求新发展,是需要进行系统研究的紧迫课题。二是很多从事区域发展与管理的人员、高等院校以及科研的研究人员都需要都市圈发展与管理方面的理论与方法,以便开展工作。三是既考虑中国的现实研究基础,兼收并蓄,更要注意与国际学术界的对接。

丛书的作者主要来自上海交通大学安泰经济与管理学院及国内相关高校及研究机构,他们在相关领域都有较深入的研究和较多成

果,选题也基本上都是都市圈发展与管理中的前沿问题。

在本书呈现给广大读者之际,我们真诚地感谢对中国都市圈发展与管理研究中心给予热情支持和帮助的众多政府部门、科研院所专家学者和企事业单位。

衷心希望这套丛书的出版能够为推动中国区域经济的发展、丰富都市圈发展与管理理论的学科体系、促进学科发展和实际应用起到积极的作用。

由于时间仓促和各方面的主客观原因,丛书定有不足之处,敬请各位读者批评指正。

2008年6月

目 录

第一篇 都市圈两型社会建设

Sustainable Development of Metropolitan Regions Robert A. Mundell/3

中国新型城市化的低碳之路 牛文元/10

Study of Economic Development of Healthy Metropolitan Area and Sustainability of Regional Environment Huang, Bin/14

Research on the Role of Wetland Park in Metropolitan Area

Luo, Linchuan Yang, Deli Ma, Jun/23

A Conceptual Plan for a Metropolitan New Town Extension in Provincial China: Opportunities for and Barriers to Sustainable Development

Menelaos Triantafyllou David J. Edelman/35

A New Theory for Sustainable Metropolitan Forms Yosef Jabareen/61

推进都市圈可持续发展的技术路径研究 程俐聰/80

关中城市群资源节约型城市的评价及其对策研究 陈爱娟 常花/91

环境友好型都市圈评价指标体系及西安都市圈实证研究 陈爱娟 张锋/102

都市圈规划生态化浅析

——以长株潭为例 陈伟华 毛德华 李杰 吴锋/114

水资源约束下兰州都市圈节水型社会建设 白洁 王学恭/124

深入贯彻落实科学发展观 加快推动呼包鄂城镇群向纵深发展

呼和浩特市人民政府/134

都市圈与区域经济发展

——长株潭生态工业发展研究 李杰 毛德华 陈伟华/141

关于长株潭城市群“两型社会”建设的财税思考 李友志/154

基于循环经济的首都经济圈水资源问题研究 沙景华 苏永强 欧玲/161

长株潭“两型社会”建设综合监测评价体系与方法研究

唐未兵 龚曙明 朱海玲/172

长株潭都市圈各产业间的资源优化配置与循环利用体制研究

王丹 史高见 许贺 魏天娇/189

都市圈循环增强的发展动力机制构思 朱灏/205

上海市生态补偿机制建设研究 吴文元/217

立足科学跨越 推进“两型”试验 余爱国/228

继续解放思想,谋划“两型社会” 欧阳煌/232

试论“两型社会”建设中的产业结构调整 曾侃融/236

“两型社会”建设中的企业社会责任 张云 赵一强/244

垃圾填埋场土地还原系统研究 沈凤武 杨东宁 赵春宏/258

第二篇 新兴生长型都市圈培育

长株潭城市群中心城市作用分析

——基于大长沙都市区整合的视角 朱有志 童中贤/271

Planning Privatopolis: Urban Integrated Megaprojects and the Transformation of Asian Cities Gavin Shatkin/282

Competitive Metropolitan Branding—Global Strategic Positioning of Metropolitan Regions in Northern Europe Per Olof Berg/305

City Region Competitiveness and Housing: A Spatial and Statistical Analysis Liu, Xin Lee, Peter/323

Constructing on Non-governmental Organization and City of Service Out-

- sourcing Chen, Xiao Chun Xing, Ting Ting/330
- 基于分层理论的关系利益需求研究 田靖安 陈敬东 胡启萍/341
- 基于节点核的都市圈要素链接机制研究 聂锐 高伟/351
- 城际战略产业链与城市群发展战略 刘友金/363
- 基于面板数据的都市圈竞争力评价模型 马东山 王谦/376
- 中部地区创新型城市群发展模式探析 马骏/382
- 长株潭区域投资环境竞争力评价 毛欣欣 马洪云 沙景华/392
- 对武汉城市圈、长株潭城市群综合改革实验区土地管理制度配套改革的思考
孟祥舟 翟振武/401
- 城市群建设中的金融资源配置 欧永生/409
- 城市运行视野下的“都市圈”管理与运行 王丛虎/417
- 株洲在长株潭城市群中的发展定位分析 王群/424
- 我国都市圈发展进程中的农民市民化问题探讨 吴锋 王红/429
- 城乡统筹背景下的大都市边缘区教育设施布局研究
——以南京市江宁区小学布局为例 谢晖 王兴平/436
- 中国经济进程中的都市圈问题研究 叶良柱 逯宇铎 张涌/444
- 长株潭城市群高等教育资源共享机制研究 张芳/459
- 城市群轴—辐式应急管理资源配置机制研究 赵林度 林冲/467
- 基于认知共同体的都市圈治理与协调机制 庄佩君 汪宇明/475
- 豫北隆起区资源经济组合模式研究 段建忠 沙景华/488
- 缔造“中国绿心”极限城市联盟区
——泛湘西北区域空间发展战略取向选择 熊柏隆/498
- 对接 服务 配套
——湘阴对接长株潭城市群战略定位思考 黎作风/508

第三篇 都市圈发展与区域崛起

中国三大都市圈经济增长因素的实证分析(1978—2006)

吴晓隽 高汝熹/517

区域演化和知识扩散

——来自中国三个领先地区的实证 罗守贵 Robert Huggins 陈冬春/529

中国地(市)一县行政区划变迁影响因素及实证分析 董里 涂锦/552

对新兴古典主义工业化、城市化理论的验证

——来自中国改革30年的经验 肖卫 朱有志/562

东京大都市圈产业布局实证分析及启示 车春鹂 高汝熹/577

日本城市化进程中农地制度改革及农民社会保障制度演进与启示

肖绮芳/591

泛长三角主要城市与上海的经济联系强度

——基于地区专业化指数的研究 刘志迎 张晓敏/600

环渤海都市圈产业结构调整的战略选择 刘伯霞/611

长三角都市圈交通基础设施一体化 罗建平/625

我国都市圈社会经济发展协调与管治机制的探讨:

——闽南都市圈“厦泉漳城市联盟”为例 于立 叶隽/634

小城镇发展中的土地生态环境保护问题与对策 马兰俊 段建南/644

环境保护金融手段与企业环保策略的博弈分析 牛盼强 蔡芳/650

都市圈政府治理与区域行政法治初论 李煜兴/657

总部集群与区域创新发展研究 张永庆/669

对接长株潭 拓展湘西北

——在推进都市圈发展中实现常德的新跨越 陈文浩/681

“两型社会”建设中湖南城镇化发展战略研究 朱海玲 龚曙明/685

经济全球化下的“中部再造” 刘奇洪/698

中国都市圈经济与区域金融发展关系探究 张伟军/716

- 论体育与自然环境和谐可持续发展 刘爱平/723
- 中部崛起中农村社会保障制度的障碍分析及对策建议
——中部地区“三农”问题思考 张亨明/729
- 统筹城乡经济发展的机制研究 袁岳驹/735
- 城市空间扩张和区域时空收敛的动力机制 颜飞 王建伟 赵雪锋/744
- 基于 GIS 技术的海岸带城市网箱养殖的可持续发展决策支持系统研究
唐诚 施平 邢前国 周迪/753
- 第四篇 都市圈域的城市发展**
- 上海在长三角都市圈协调发展中的定位及发展战略研究 纪晓岚/763
- 后工业时代都市发展新动向 段霞/775
- 亚洲动感之都——香港:填海而造娱乐经济圈 葛胜平 葛圣志/785
- 都市产业价值群聚发展模式研究 罗启源/792
- 东北地区的城市发展 王劲松 纪明辉/809
- 长三角城市群的联动与区域竞争力的提升
——基于城市科技创新能力的评价 施祖麟 毕亮亮/827
- 金融集聚规模与经济增长关系的动态分析
——基于北京的数据 高子建 何林林/839
- 投资、消费和出口对经济增长的动态影响分析
——基于状态空间模型 高子建/852
- 大学城与城市互动模式研究——以南京都市发展区为例 胡畔/860
- 创意城市经营战略之研究——以欧洲城市为例 林兆群 潘海啸/870
- 静态外部性、动态外部性理论前沿动态 乔彬 闫乾峰/880
- 上海医疗资源服务泛长三角地区的环境分析 鲍勇 刘威/887
- 全球化与中国主要都市房价之影响研究 陈彦仲 吕昭宏/895
- 市场环境、经营战略、制造模式与企业组织结构关系研究

刘云枫 周健明/906

基于门限自回归的汇率与利率非对称协整关系研究 高国华/914

长江三角洲城市旅游空间差异及其形成影响因素分析 卞显红/922

长三角都市旅游圈及其圈内城市旅游定位研究 周洁如/935

岳阳在区域发展中的优势与对策 郭振斌/947

用“两型”理念指导城市总体规划修编

——以株洲市总规修编为例 刘力量/951

坚持科学发展 打造“三宜”城区 李可波/960

坚持理念创新 推进“两型社会”建设 夏建平/965

长沙市芙蓉区现代物流业发展战略研究 李晖/970

长株潭“两型社会”建设与怀化发展 向彪/979

后记 /988

第一篇 都市圈两型社会建设

Sustainable Development of Metropolitan Regions

Robert A. Mundell

1 Origins of City and City Culture

Originates 8th to 3rd millennium ago, with the neolithic transformation and the introduction of cereal agriculture(wheat and millet).

Characterized by literacy, technological progress in metals, social controls, political organization, and religious and emotional focus.

Cities are built to exploit the economies of scale and scope associated with social interaction and provide a higher quality of life for its residents than they could obtain in the rural economy.

In Aristotle's phrase, people in cities lived "a common life for a noble end".

Four vital factors of sustainability in history have been: (1)water, (2)food, (3)defense and (4)hygiene and waste elimination. Of these factors, water is the most important. Without water can be no food and defense is meaningless. This is the reason that all great cities have been built near waterways.

2 The Advantages of Cities

Man became a social animal and the word urbane reflected the coveted attractions of urban life with the development of literacy, technological progress

in metals, social controls, political organization, and religious and emotional focus.

With the shift from the nomadic gathering and hunting communities to the settled communities of agriculture, defense became a principal criterion for the location and structure of cities. Geographical terrain became important considerations in locating cities from the standpoint of defense. Considerations of defense led to walled cities. The walls defined the city determining its size. When population grew, outer walls would be built. Areas within the walls had to be defensible and all of the population had to be engaged in defense.

Need for defense led to walls and the existence of walls came to define and determine urban planning. Walled cities are as old as the agricultural revolution in the 5th century BC. The Persians, the Greeks, the Romans and the Europeans in the Middle Ages all were characterized by walls.

3 Urban Planning in the Ancient World

Widely considered the father of urban planning in the West, for his design of Miletus. Alexander commissioned him to layout Alexandria the grandest example of idealized urban planning in the Mediterranean.

The ancient Romans were skillful city planners. Their cities were laid out for military defense and civil convenience. Basic plan is a central area with city services, surrounded by compact rectilinear grid of streets and wrapped in a wall for defense.

To reduce travel times two diagonal streets cross the square grid corner-to-corner, passing through the central square. A river usually flows through the city to provide water and transport and to carry away sewage, even in sieges.

They put all the streets at right angles, set up in a square grid. All the roads were equal in width and length except for two. These roads were generally wider than the others, one going East/West, the other North/South. These two roads formed the center of the grid and intersected in the middle. The roads were made of carefully fitted stones and smaller, hard packed stones. Bridges were constructed where needed to cross the river. Each square marked by four roads was called an insulae. Each insulae was 80 yards square.

The city was surrounded by a wall to protect it against invaders and to mark the city limits. Areas outside the city walls and limits were reserved for farmland. At the end of each main road there was a large gateway watchtower portcullis covering the opening when the city was under siege. Other watchtowers were built around the city walls. An aqueduct was built outside the city walls. This brought the water necessary for the city's functioning.

4 The City in the Middle Ages

The new center was often on high, defensible ground so the city took on an organic character. It followed the irregularities of elevation contours like the shapes that result from agricultural terracing. The typical Middle Age City was walled for defense. The typical European city of the Middle Ages was characterized by:

1. A wall
2. A city center around a square containing the center of political power, like a city hall, and the center of religious power, usually a cathedral.

The best example is the city of Siena, which has been called the most beautiful city in the world. It is a superb example of an ecological city in the Middle Ages.

Siena is the Sister City of Changsha. It is of special interest to us because it is a "sister city" of Changsha. It became a free city of commune of the Holy Roman Empire in 1186. It survived as a free city for nearly 400 years when it was conquered by Florence in league with the Spanish Empire. Since 1554 it has been part of the general region of Tuscany.

Giorgio Vasari the Younger's La Citta Ideale. Star-shaped city with a new cannon-resistant star fort.

The star-shaped fortification had an influence on the pattern of renaissance urban planning. The renaissance was hypnotized by the type for a century and a half. Radial streets extend outward from a defined center of military, communal or spiritual power.

In the renaissance the notion of the perfect city was the embodiment of the

perfect body. In the nineteenth century, the diseased body was a metaphor for the diseased city.

The notion of the diseased city today is manifested in problems of massive migration and congestion, waste and pollution that deplete natural resources, damage the environment and lower the quality of life.

Other waste disposal and pollutants resulting from incessant growth combined with diminishing returns from the use of hydrocarbons.

The history of walled cities is different from the history of cities without walls. Walls are enclosures that define a particular space. Walled cities have to be ecological or they wouldn't survive. Walls limit growth, forcing widening of the walls or suppression of growth.

When cities were fighting against one another they needed walls for protection. But when the political area became a security area (war-free zone) walls became redundant. As they became obsolete walls became decorative ornaments, coveted when it was feasible to keep them.

Three factors made walls obsolete.

1. Walls became less necessary when inter-city warfare was abolished by larger political units.
2. Dynamite made walls obsolete.
3. Walls took up a great deal of space and had high opportunity costs.

Most of the large cities of Europe took down their walls in the nineteenth century.

Vienna took down its historic wall in the 1850s and made it a great track for coaches, later to become a beltway around the city.

London, Paris, Berlin, Madrid, Rome all took down their historic walls.

Only smaller cities like Siena kept their walls intact, as historical monuments.

5 Walled Cities in China

Walls as Historical Monuments China's example is worth telling. Beijing took down its 50-meter wall in the late 1950s. Guangzhou destroyed theirs in the