

Foshan New City, Foshan Municipal People's Government, China

CitiesSHIFT project city profile

City description

Foshan City (佛山市) is a prefecture-level city in southern China's Guangdong Province. It is located at the hinterland of the Pearl River Delta (PRD), adjoining Guangzhou on the east and Hong Kong and Macao in the south. As a junction of PRD's transportation system, Foshan is well connected with other cities via air, rail, highways and water transport.

Due to its strategic location, Foshan New City (佛山新城) was established in 2003 in the south-central part of Foshan City, with demarcated zone known as the Foshan Sino-German Industrial Services Zone or previously known as Dongping New City. As a national cooperation platform, it has been acknowledged in the "Joint Declaration to Further Advance Two-way Investment" under the strategic partnership between China and Germany. Additionally, it is among the first batch of China-European Union Urbanization Cooperation Demonstration Areas, supported by the Chinese national government. Foshan New City is poised as a key economic development catalyst and has invested in physical developments to attract high value-added international investments. Its industry is based on three pillars: advanced manufacturing, convention and exhibition as well as pharmaceutical industry.



Land area

534 square kilometers (km²)

Municipal budget

60,149,836 Euro
(¥ 453,610,300 CNY)

District director

Qu Bangmin

Website

www.sino-german.gov.cn/English/

Sustainable profile

Foshan New City serves as a reference for other Chinese cities in urbanization and sustainable development. It takes a regionally integrated approach and places a strong emphasis on creating a green and livable city. One of the key interventions is to accelerate sustainability in the built environment sector. To date, Foshan New City has built approximately 1.16 square kilometers (km²) of green areas, 400 km² of green buildings have achieved environmental sustainability standards, and rooftop and vertical greenery are also test-bedded for a more pleasant living environment.

In addition, eight kilometers (km) of ecological corridors along riversides was created for residents to enjoy as public spaces. In particular, it features "cultural characteristics unique to the Lingnan region (岭南特色)" in its urban development. It won the Euro-China Green and Smart City Awards for its achievements in sustainable urban development in 2015 and 2016.

Thematic areas

Planning for integrated transport

In anticipation of a growing population and affluence, there is a need to build a comprehensive transport system that connects more destinations efficiently and comfortably. This includes expansion of the metro, high-speed intercity rail and bus system to cater to growing mobility needs guided by the Foshan Transportation Development Whitepaper (2013). To date, the Guangzhou-Foshan intercity metro line is operational, providing rapid linkage to Guangzhou. Being the first intercity metro line in China, it carries more than 330,000 passengers a day. It has three underground stations in the Foshan New City area, including Shijilian station, Dongping station and Xincheng Dong station. While Foshan Metro line 2, line 3 and the Guangzhou Metro line 7 are at an advanced stage of construction, the connectivity of Foshan New City to nearby cities will be enhanced upon its

completion.

Transit Community for optimized bus service

Before changes were made in Foshan, private bus companies operated only in profitable bus routes, while there were fewer buses at areas with less demand. Recognizing the need to balance its public service and market-oriented operations, Foshan Municipal Government introduced a "Transit Community" (TC) concept in 2008. Under this scheme, each district TC is structured into three entities: 1) public transport regulatory authority; 2) transport management company; and 3) transport operator. Each entity has its responsibilities: the regulatory authority provides strategic decisions; the bus management company collects fares, tenders and monitors transport operations, while the operator provides bus services and is paid by the management company based on a contract-based agreement. Such complementary role reduces competition while allows bus operators to improve their operational efficiency and optimize routes.

As of 2018, Foshan's bus network comprises 620 bus routes and 15.3 km dedicated bus lanes for express services. Eight express lines, including four vertical, two horizontal and two ring routes run at an average speed of 24 Kilometre per hour (km/h) during weekdays. It has a total of 6790 buses, among which 1714 buses are electric buses and 593 are hybrid buses, serving 1.90 million passengers daily. Foshan New City has 12 bus routes provided by various bus operators. As part of the city's efforts to improve innovation in public transport, the city plans to create a demonstration lane for hydrogen buses by 2020.

Integrated fare and passenger information

Using the bus services in Foshan is convenient. The WeChat electronic payment system can be used throughout the city's bus network, which facilitates secure, seamless and straightforward user experience. Passengers can also use rechargeable transportation cards, UnionPay credit cards and other cashless payments to pay for the fares. Real-time information improves bus service. Data reveals that more than 1.35 million passengers actively use the mobile application Che Lai Le ("车来了"), which informs them about the arrival time of buses, interchange possibilities and next departures. Timetable and schedules are well coordinated to ensure steady and smooth bus services. For instance, buses in Foshan New City usually run at 20-minute intervals and less than 10 minutes on main roads during peak hours.

A vision to be a regional transport hub

The city cleverly positions itself to be a strategic regional hub linking to the neighboring cities which are also economic powerhouse through the development of a transport hub with bus interchange, metro and intercity rail stations. Even within the city, the transport hub will also be connected to residential, commercial, recreational, and public amenities within this 700,000 square meters (m²) site to be developed. The goal is to make this vast city to be human-scaled, making areas attractive as places to live and work, and ultimately, to invest.



A transport hub will be built, integrating land use and transportation planning in the Foshan New City (Source: Foshan New City Development and Management Committee)