

On the problem of promoting the communication network between the central city and the new main city of Chongqing

Hejia Chu

School of Transportation, Chongqing Jiaotong University, Chongqing 400000, China;

837235753@qq.com

Abstract

In order to promote the supporting role of Chongqing Municipality in the development of western China in the new era, and to promote the economic strength, development vitality and international influence of the twin-city economic circle in the Chengdu-Chongqing region to be greatly enhanced. On the basis of analyzing the bottlenecks in the transportation development of Chongqing's central city and the main city's new districts, we systematically give a path for Chongqing to build the same transportation network, and give better play to the driving role of Chongqing in the construction of the "One Belt, One Road".

Keywords

Transportation Optimization, hubs, paths.

1. Introduction

The Outline of Chongqing's 14th Five-Year Plan and 2035 Vision:

During the "14th Five-Year Plan" period, Chongqing will take building a new paradigm of high-quality development and high-quality life as the guiding principle, realize new and greater development on the basis of building a moderately prosperous society in an all-round way, and make efforts to play a supportive role in promoting the development of the western part of the country in the new era, and play a leading role in the construction of the "One Belt and One Road". It will play a leading role in promoting the development of western China in the new era, play a leading role in building the "Belt and Road", and play a model role in promoting the green development of the Yangtze River Economic Belt. The economic strength, development vitality and international influence of the Chengdu-Chongqing Twin Cities Economic Circle will be greatly enhanced, and its role in supporting the nation's high-quality development will be significantly strengthened.

On this basis, Chongqing to further expand the scale of the city, to accommodate the township population to the urban areas, the scope of the central urban area should be further expanded. To this end, Chongqing put forward the concept of the main city metropolitan area, the periphery of the central city of 12 districts into the formation of a 21 districts consisting of the main city metropolitan area, become the leader of Chongqing's development, the core of the Chengdu-Chongqing Economic Circle.[1-3] To successfully form a huge urban center containing 21 districts, it is necessary to make the central city and the main city of the new area of the traffic closely linked, but the central city and the main city of the new area of the traffic with the network there are still many problems.

2. Transportation issues

2.1. Mismatch of road networks leading to congestion

Chongqing as a mountain city, the development of mature old urban areas, narrow roads, mostly two-way 1\2 lanes, in the development of mature old commercial urban areas to widen the lanes is basically difficult to achieve, and most of the new roads are two-way 4/6 lanes, high throughput, once docked with the old urban areas of the various old routes, "big pipe set small pipe", encountered in the peak commuting period, the Diversion extremely slow, doomed to abnormal congestion, spreading directly to the whole after the construction of spacious roads up.[4-5] Resulting in part of the multi-lane roads connected with the old city had to implement a car a light situation to control the squeeze vehicles. In addition, this phenomenon is particularly pronounced in the case of road speed limits.

When we consider the central city and the main city of the new area of the traffic with the network, has been building for many years in the central city of the old road network can withstand from the new road network in the city of the new traffic pressure is worth thinking about the problem.

2.2. Insufficient amount of rail transit

At this stage, only Bishan District, one of the 12 districts in the main new city, has rail transportation that has been put into operation. The insufficient number of rail transit has made it difficult to realize the transportation network between the main new city and the central city. At present, the central city of Chongqing external ray highway, the average daily maximum cross-section flow of more than 20,000 vehicles on five, are basically saturated or seriously saturated. According to "China's urban commuting monitoring report" shows that in 2020, Chongqing more than 60 minutes commuting proportion of 17%, commuting space radius of 40 km, second only to Beijing, and Shanghai tied for second in the country.

Easing traffic congestion through new highways? Difficult. From the topographical features, the main city metropolitan area within the distribution of a number of mountain ranges, through the mountains and holes, not to mention the high cost of construction, overloaded vehicle traffic, but also contrary to the "carbon peak", "carbon neutral" in the context of intensive and efficient, green travel requirements. With what kind of transportation mode, the central city of Chongqing and the main city of new areas more efficiently connected? The answer, undoubtedly, is rail transit.

2.3. Public transportation integration issues

Chongqing transportation card currently exists in different business entities: in the main city of nine districts and Yongchuan, Jiangjin, Rongchang, Wansheng, Dianjiang and other five districts and counties of the transportation card by the Chongqing Transportation Investment Group wholly owned subsidiary of the card payment company issued and operated in Fuling, Wanzhou and other districts and counties by the Chongqing Jiaotong City Card Technology Company Limited, in addition to a small number of districts and counties of the transportation card there are other operating entities. And the main city's transportation preferential part of the municipal financial purchase of public services, district and county preferential part of the district-level financial purchase of public services. Because the two financial subsidies are different, so can not be generalized. How to break through the regional restrictions is the two groups of companies need to think about the problem, but also to solve the problem of public transportation integration of the key.

3. Recommendations for countermeasures

3.1. Improvement of road infrastructure

Lagging road traffic infrastructure is an important factor restricting traffic in the central city. Want to speed up the traffic with the network, must speed up the road traffic infrastructure. First, the city's long-term road traffic planning and recent comprehensive traffic management plan into the city's overall planning, accelerate the construction of urban roads; Second, to speed up the pace of transformation of small streets and alleys in the old city, open up the broken road, the construction of large overpasses, easing the pressure of road traffic in the old city; Third, we should give due consideration to the expansion of the family sedan needs, increase the square, parking and other municipal engineering construction, especially in the new road, New buildings should be included in the planning and construction of parking lots; four is to continue to remove the unreasonable settings, causing congestion in the traffic interchanges, instead of setting up traffic lights for traffic management; five is to further improve the road traffic facilities, additional traffic barriers, increase and expand the traffic signage, increase the traffic lights on the sidewalks, repair the camera, refreshing, resetting the crosswalk and so on, and effectively improve the capacity of the road traffic.

3.2. Accelerating rail transit planning and construction

According to the "14th Five-Year Plan" development plan, adhere to the rail transit leading urban development pattern, accelerate the Tongliang, Jiangjin and other new areas of the main city to the central urban area of the municipal (suburban) railroad and rail express construction, to achieve smooth convergence with the central city rail transit, enhance the level of commuter traffic. Accelerate the construction of "ring shot + vertical and horizontal" integration of multi-level urban rail network, accelerate the formation of rail transit as the backbone of the traffic pattern, build the main skeleton of the urban development pattern, to achieve the main urban metropolitan area of 1 hour commuting, the whole area of Chongqing 2 hours to reach, Chongqing to the surrounding major cities covered in 3 hours.

3.3. Promoting public transit integration

It is suggested that Bishan can be the first to break the geographical barriers, according to the needs of the masses travel, encryption of the central city and Bishan direct bus lines, bus homogenization, "can take the lead in the opening of Bishan to the Jiangbei Airport, railway station and other transportation hubs and large business district bus, as well as the central city to the parks of the bus lines in Bishan. At the same time, the new areas of the main city and the central city should enjoy the same preferential ride subsidy policy, the real realization of a card. On this basis, a successful pilot in Bishan will enable the implementation of this approach and policy throughout the city. Eventually, the subsidy policy will be popularized from point to point, which will not only make travel more convenient for the citizens of the city, but also greatly reduce the congestion of the transportation network.

4. Conclusion

At present, the world's unprecedented changes, domestic and foreign factors surrounded by a variety of internal and external factors, and internal huge potential of the West has become an important part of the revitalization of the economy and to open up the depth of the strategy. The high-quality development of the west, as well as the high-quality development of Chongqing, Chengdu and other central cities in the west will inevitably be closely linked to the national strategic arrangements. Relieve traffic congestion in Chongqing Municipality, the realization of the central city and the main city of new traffic with the network, to enhance the quality of transportation is a systematic project and a long-term task. I believe that with the

economic and social development and the steady progress of the 14th Five-Year Plan, the transportation quality of Chongqing Municipality will be greatly improved, with the goal of building a new example of high-quality development and high-quality life.

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