



BMW Next Mobility
Youth Camp

2017



Sheer
Driving Pleasure

2017 BMW 未来出行青年实践营 2017 BMW Next Mobility Youth Camp

任务书
TASK BRIEF

2017 BMW 未来出行青年实践营

2017 BMW Next Mobility Youth Camp

任务书

Task Brief

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技术支持伙伴 Technical Partners



任务书大纲

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活动介绍 Introduction

“宝马未来出行青年实践营”是宝马中国与中国人民对外友好协会合作，面向大学生与青年设计师、规划师推出的全新项目，于2016年9月正式启动，为期三年。

该项目旨在利用宝马在可持续个人出行方面的核心优势与资源，为未来的社会中流砥柱搭建一个学习、交流、实践的平台，引导青年精英关注交通出行议题，启发灵感，运用前沿技术与理念，展现对未来城市可持续出行的大胆构想和愿景。

2017年实践营将围绕“创新·新城”这一主题，面向青年才俊征集关于新城的创新出行概念方案，旨在为此类区域的创新发展提供启发和参考。

实践营选择位于杭州城西地区的“杭州未来科技城”作为背景场地。杭州未来科技城于2011年被确定为全国四大人才基地之一，是浙江省“十三五”期间实施创新驱动发展重大战略平台——杭州城西科创大走廊的主要功能板块，是杭州市城市副中心之一。该地区现已汇集海内外诸多顶尖人才，科技创新和以“互联网+”为代表的新兴产业蓬勃发展，已成为中国创新发展的新区代表。近几年来，该地区呈现了人才快速聚集，产业超预期发展的态势，对未来科技城的交通出行供给和公共服务配套提出了更高要求。

此次实践营正值未来科技城发展的关键阶段，其综合交通系统正处于规划和建设中，城市服务功能也在逐步完善。因此本次实践营探索的未来出行方案将为区域的发展提供重要参考，帮助其成为“宜居、宜业、宜文、宜游”的城市副中心。

2017年的实践营也将更加开放和国际化，在中国人民对外友好协会及杭州市政府大力支持下，作为“一带一路地方合作委员会”的第一个项目，除来自全国高校和各专业机构的青年才俊还将引入多个不同国家的国际营员，共同参与杭州未来科技城的未来出行畅想。

“BMW Next Mobility Youth Camp” is a three-year project aiming at college students and young designers and planners, launched by BMW China Automotive Trading Ltd. together with the Chinese People's Association for Friendship with Foreign Countries (CPAFFC) in September 2016.

It aims to use BMW's core strengths and resources in sustainable personal travel to build a platform for learning, communication and practice for future pillars of society, and to guide young elites to pay attention to traffic issues and inspire them to demonstrate bold vision for sustainable urban travel in the future with cutting-edge technology and ideas.

Themed with “Innovation · New City”, 2017 “BMW Next Mobility Youth Camp” is launched to collect innovative travel concept programs on new city from young talents, aiming to provide inspiration and reference for the innovative development of such areas.

The activity will take place at Hangzhou Future Sci-tech City in the northwest of Hangzhou urban area. Identified as one of China's four talent bases in 2011, Hangzhou Future Sci-tech City has brought together many top talents at home and abroad and become a region labeled with technology innovation. It has witnessed the booming development of emerging industries represented by “Internet Plus” businesses, becoming an icon of innovative development in China. In recent years, a trend of rapid gathering of talents and over-expected development of industries has arisen in the region, raising higher requirements for local traffic supply and public services.

The activity comes at a crucial stage in the development of Hangzhou Future Sci-tech City, whose integrated transport system is in the process of planning and construction and urban service functions are also gradually improving. Therefore, the future travel program that this activity explores will provide an important reference to the future development of the region and help grow it into a livable, cultural, business-friendly, and tourist-friendly auxiliary city center.

In 2017, “BMW Next Mobility Youth Camp” will be more open and international. Supported by CPAFFC and Hangzhou municipal government, the activity is the first project of the Belt and Road Local Cooperation Committee. In addition to young talents from colleges, universities and professional institutions nationwide, players from many other countries will also participate in the design of future mobility in Hangzhou Future Sci-tech City.

实践营概览 Program Overview

第一阶段 初步方案提交

Phase One
Submission of Preliminary
Proposals

Online

-2017.7.20



第二阶段 五天实践营

Phase Two
Five-day On-site Youth Camp

Hangzhou

2017.9.20-24



第三阶段 方案展示

Phase Three
Display of Proposals

Beijing, Hangzhou

2017.10



第四阶段 获奖团队赴海外交流

Phase Four
Overseas Visit for
Champion Team

Overseas

2017.12



设计任务 Design Task

2017年实践营以“创新·新城”为主题，以杭州未来科技城这一新城为背景场地，探索新城的创新未来出行方案。

杭州未来科技城作为新城的代表，在以科技创新和“互联网+”为代表的新兴产业的带动下，在短时期内吸引汇聚了大量海内外人才。目前未来科技城的人口构成呈现年轻化、知识化、国际化等特点。对外联系需求的强度和广度超越了普通的新城和新区。但由于该地区的交通系统仍处在规划和建设中，现状出行方式仍显单一，出行供需的矛盾也较突出。

本次实践营旨在从出行的角度出发，探索如何通过创新应对区域现有及未来的发展需求，并在未来出行理念及技术发展趋势下，通过创新的未来出行概念方案，帮助和引导杭州未来科技城成为产城融合，宜居、可持续的新城典范。运用前沿技术与理念，提升其作为创新枢纽的功能和竞争力，促进人群交流，融合生态优势，彰显本地特色。

参加青年实践营的团队可通过出行相关的产品与技术设计、出行相关的商业模式设计，或影响出行的城市设计等多种形式，来构思和创作概念设计方案。所提交概念方案的关注点可大可小，适用于杭州未来科技城即可。提交的概念方案须结合未来出行的理念与技术，在具有前瞻性的同时，兼顾新城的发展现状，具有一定的可实施性。可结合以下参考议题进行设计。

Themed with “Innovation • New Town”, 2017 “BMW Next Mobility Youth Camp” will take place in Hangzhou Future Sci-tech City to explore innovative future mobility ideas for Chinese new cities.

As a representative of new cities, Hangzhou Future Sci-tech City is home to emerging industries featuring technology innovation and “Internet+”, and has attracted a large number of well-educated young talents at home and abroad in a short period of time, so its demand for external links is more than ordinary new cities and areas in terms of intensity and width. However, as the transportation system in the area is still under planning and construction, the available modes of transportation are still limited, and the imbalance between travel supply and demand is prominent.

From the perspective of mobility, “BMW Next Mobility Youth Camp” aims to explore how to respond to the region’s current and future development needs through innovation. The goal is to help and guide Hangzhou Future Sci-tech City to become a showcase of livable, and sustainable New Town with innovative future mobility conceptual plan, and enhance its role and competitiveness as an innovation hub with cutting-edge technology and ideas, to promote communication among people, integrate ecological strengthes, and highlight local characteristics.

Conceptual plans of various types are accepted as deliverables, including mobility products and technology design, mobility-related business model development, and/or urban design that affects mobility choices. The target of the design can be either large or small. All conceptual plans shall be forward-thinking, and integrated with future mobility concepts and technology, and at the same time, take consideration of the current development of the New Town so that it is balanced with feasibility. The following are topics as reference.

参考议题：

► 产城融合

产城融合发展：如何围绕城市副中心功能要求，提升完善公共服务和基础设施配套，改善区域职住平衡关系，构建“15分钟工作圈”和“15分钟生活圈”？

► 对外交通

杭州火车西站选址布局及功能定位：评估目前的选址方案，按照西站重点服务大走廊商务出行需求特点，未来科技城需要怎样功能定位的火车站？如何布局？与周边区域的交通如何衔接？

快速路网：研究区范围内，目前没有正式建成的城市快速路网，下一步，怎样建设城市快速路系统？如何处理快速路与城市功能、城市景观、城市用地之间的关系？

► 智慧交通

智慧交通：如何应用“互联网+交通”模式，以及强大的民营经济环境，构建智慧交通体系，提升城市交通运行与管理的效率和水平？

► 静态交通

静态交通：如何优化完善停车场等静态交通设施规划，提高其服务效率？如何解决路侧违章停车及占道停车的管理难题？

Reference Topics

► Industry-city integration

Industry-city integrated development: How to improve the provision of public services and infrastructure, improve the regional jobs-housing balance, and build a “15-minute work circle” and a “15-minute life circle” to build the area into a sub-center of Hangzhou?

► External Transportation

Location and function of Hangzhou West Railway Station: Evaluate the current site selection proposal. With the features and needs of business travels, think about what kind of railway station Hangzhou Future Sci-tech City needs? How to organize the space? How to connect with the transportation system in the area?

Expressway network: There is currently no officially built urban expressway network within the study area, so how to build urban expressway system next? How to deal with the relationship between expressway and urban function, urban landscape and land use?

► Intelligent Transportation

Intelligent transport: How to use the “Internet + transportation” model as well as the strong private sector to build an intelligent transportation system to enhance the efficiency, operation, and management of urban transport?

► Parking

Parking: How to optimize the planning of parking facilities and improve their service efficiency? How to solve the illegal on-street parking and parking on sidewalks?

► 城市街道与慢行交通

城市街道网络：研究范围内，除框架性道路，其他次支路，都存在加密、优化、调整的可能，特别是项目未确定的区域或片区，如何形成密路网、小街区规划，构建宜人的街道？

绿色慢行交通：如何充分利用独特的生态环境优势，构建特色慢行系统（包括步行、公共自行车、共享单车等），提升“公交+慢行”出行环境？

► 轨道交通与公共交通

轨道交通：目前，地铁3、5号线和杭临城际线已基本确定，但轨道线网密度还比较低，轨道交通是否需要加密？如何增强与机场、火车站、市中心等重要枢纽和区域的联系？站点周边区域如何规划与控制使其能更符合TOD的要求？轨道交通如何与其他交通方式进行有效衔接？

公共交通：研究范围内，小汽车出行的比例是十分高的，跟许多城市新区一样，局部地区仍然存在着大地块、大街区，不利用公共交通出行和组织的问题，如何进行修补和调整？大街区内出行需求的解决？如何利用丰富的水系水网，构建水上公共交通系统，通达京杭大运河、西溪湿地等目的地？

► Urban Street and Non-motorized Transportation

City street network: In addition to arterial road network, other sub-arterial roads and local streets can also be densified, optimized and adjusted. Especially in the undefined areas or sections of the project, how to build pleasant streets by planning dense road network and small street blocks?

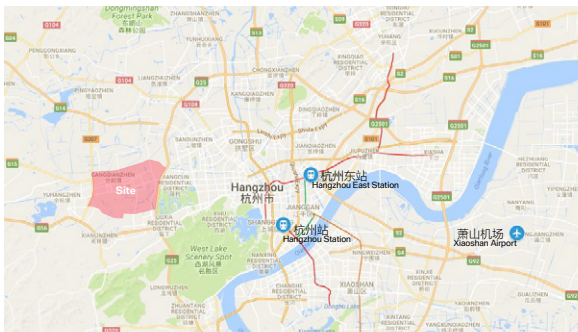
Green, non-motorized transport system: How to make full use of the unique advantages of the ecological environment to build a characteristic slow transport system (including walk, public bicycles, sharing bicycles, etc.) to enhance a travel environment featuring “public buses + slow transport”?

► Rail Transit and Public Transit

Rail transit: At present, Hangzhou Subway Line 3 and Line 5 and the Hangzhou-Lin'an railway has been planned, but the density of rail transit network is still low. Is it necessary to densify the rail transit network? How to strengthen its connection with airports, railway stations, downtown and other important hubs and regions? How to plan the surrounding area of the rail transit station so that it meet the requirements of TOD? How to connect the rail transit with other type of transportation modes?

Public transport: The proportion of car travel is very high within the study area. Like many new areas in other cities, Hangzhou Future Sci-tech City still has some large plots and superblocks where no public transport is available, so how to fix this and retrofit these blocks? How to develop a solution to the travel needs within the superblocks? How to use the extensive stream network to build water-based public transport system connecting to the Beijing-Hangzhou Grand Canal, Xixi National Wetland Park, etc.?

背景场地 Context Site



杭州未来科技城

2017年实践营选择杭州未来科技城核心区35km²重点地区作为背景场地。范围北至杭宣铁路，西至东西大道，东至长深高速，南至南至和睦路和绿汀路。

科技城位于杭州城西北余杭区、杭州城西科创大走廊中段，2011年成为全国四个“未来科技城”之一，是浙江省、杭州市和余杭区三级重点打造的高端人才集聚区、体制改革试验区和自主创新示范区。科技城已经不仅仅是一个新城，杭州2016版的总规将未来科技城定位为城市副中心，其发展目标是基于可持续、智慧、人本理念，发展为面向世界的国际创新人才特区、辐射全国的可持续活力创业基地、引领未来的高端品质生态宜居新城。

未来科技城自管委会2011年正式挂牌成立至今，经过6年建设，文一西路以北的大部分地块已经建成。核心区内打造了海创园、梦想小镇等创业平台，并吸引了阿里巴巴等多家知名企业，杭州师范大学等数所高校院所入驻。科技城会持续按规划建设高品质的商业和居住项目，如西溪金融岛、欧美金融城、人工智能小镇、国际学校和公立学校、国际医院等。

科技城坚持“人才是第一资源”的核心理念、“人才引领、创新驱动”的发展战略。已累计引进海外高层次人才近2400名，其中“国千”110名，“省千”144名；累计培育科技型中小微企业3200家，市级高新技术企业77家，国家高新技术企业109家。科技城的财税收入迅速攀升，2011年到2016年，工贸总收入从203亿元上升到2378亿元，税收从11.7亿元上升到148.4亿元。

科技城距离市中心直线距离约18公里，总面积113平方公里，核心区35平方公里，核心区规划人口26.82万人。科技城核心区功能定位包括：科技研发、商务服务、公共服务、高尚

Hangzhou Future Sci-Tech City

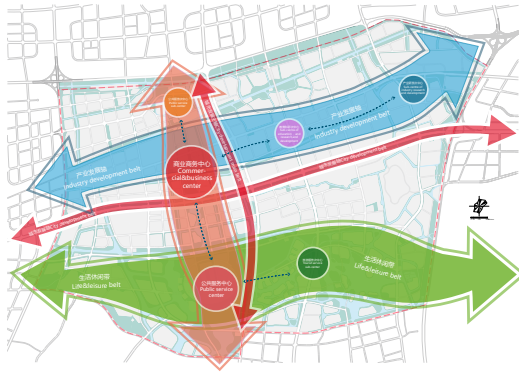
The 2017 “BMW Next Mobility Youth Camp” will take place in the core area of 35 km² in Hangzhou Future Sci-tech City, reaching to Hangzhou-Xuancheng Railway in the north, Dongxi Avenue in the west, Changchun-Shenzhen Expressway in the east, and Hemu Road and Luting Road in the south.

Situated in Yuhang District in the northwest of Hangzhou and the middle section of Hangzhou West High-tech Innovation Corridor, Hangzhou Future Sci-tech City became one of the four future sci-tech cities in China in 2011. It is a high-end talent gathering area, institutional reform pilot area and independent innovation demonstration area gaining support from Zhejiang Province, Hangzhou City, and Yuhang District. It is not only a new city, but positioned as auxiliary city center in the map of Hangzhou 2016. It aims to become an international special zone of creative talents, a sustainable and vibrant start-up base that reaches to every corner of the country and a leader of high-end quality livable eco-city in the future.

Hangzhou Future Sci-tech City was launched in 2011. After six years of construction, most of the buildings in the plot to the north of Wenxi West Road have been erected. The core area locates start-up platforms such as Overseas High-level Talents Innovation Park and Dream Village, and has attracted many famous enterprises such as Alibaba Group and universities such as Hangzhou Normal University. In addition, high-quality commercial and residential projects including Xixi Financial Island, Euro-America Financial City, AI Town, international school and public school, and international hospital will settle in Hangzhou Future Sci-tech City.

Talents are the most valuable resources and development is driven by technology innovation, which is the core concept and development strategy upheld in Hangzhou Future Sci-tech City. To date, the city has introduced nearly 2,400 overseas high-level talents, including 110 ones at national level and 144 at provincial level; and has cultivated 3,200 micro, small and medium technology enterprises, including 77 municipal-level high-tech enterprises and 109 national high-tech enterprises. The city has also witnessed rapidly rising fiscal and tax revenue. From 2011 to 2016, the city's industry and trade revenue rose from 20.3 billion yuan to 237.8 billion yuan, and taxes rose from 1.17 billion yuan to 14.84 billion yuan.

居住和休闲旅游，规划了“两心、两轴、三带、四区、四节点”的空间架构：



“两心”：即城市商业商务中心、城市公共服务中心。

“两轴”：以文一西路为东西向城市发展轴，以良睦路为南北向发展轴。

“三带”：北部产业发展带、南部生活休闲带、中部公共服带。

“四区”：以文一西路和良睦路两条城市发展轴为界形成四大功能片区，包括西北部综合区、西南部综合区、东北部科研功能区、东南生活区。

“四节点”：北部仓前街道服务中心、东部两个科研中心、南部旅游服务中心。

► 生态优势：宜居宜业

科技城闻名遐迩的自然生态环境成为吸引国内外人才安居、创业的重要吸引力：科技城内部有原生态的五常湿地，东部毗邻“城市绿肺”之称的中国最大城市湿地——西溪国家湿地公园西溪国家湿地公园，此外周边还有和睦水乡、南湖及青山湖国家水上森林公园，这些共同培育了堪比天然氧吧的自然环境。科技城坚定走“产城人融合发展”的发展建设路径，即坚持引绿入城、引水润城，在良好的生态本底上精心嵌入城市功能，紧紧围绕人的需求建设城市，以丰富的城市功能吸引产业集聚，以深厚的产业集聚提升城市价值，打造“三生融合、四宜兼具”（先生态、再生活、后生产，宜居、宜业、宜文、宜游）的田园城市升级版。

► 海创园：高端人才基地

海外高层次人才创新创业基地于2010年7月挂牌，定位为按全新机制运行的人才改革发展试验区，集聚海内外高层次人才创业创新高地。海创园的启动区域是面积约为1.6公顷，是科技城内主要面向海归人员的高端创业空间。

Hangzhou Future Sci-tech City is about 18 kilometers away from Hangzhou downtown, covering a total area of 113 square kilometers. Its core area covers 35 square kilometers, with a planned population of 268,200 and functions including technology research and development, business services, public services, high-level housing, leisure and travel. Spatial structure of the core area features “two centers, two axes, three zones, four sections, and four nodes”.

-“Two centers”: City commercial and business center, city public service center

- “Two axes: Wen Yi West Road as the E-W city development axis and Liangmu Road as the S-N city development axis

-“Three zones”: Northern industrial development zone, southern life and leisure zone, central public service zone

-“Four sections”: Four functional sections divided by Wen Yi West Road and Liangmu Road, the two city development axes, including northwest section, southwest section, northeast R&D section, and southeast life section.

-“Four nodes”: Northern Cangqian street service center, two eastern R&D centers, and southern travel service center

► Ecological advantages: livable and business-friendly

The famous natural ecological environment of Hangzhou Future Sci-tech City is an important attraction for domestic and foreign talents to settle down and start an undertaking, such as Wuchang wetland in original ecology. The city borders Xixi National Wetland Park - China's largest urban wetland park which is known as “City Green Lung” in the east, and is surrounded by Harmony Water Village wetland, Nanhu lake, and Qingshan Lake National Water Forest Park, which together cultivates a natural environment comparable to “natural oxygen bar”. The city takes a new path of development featuring integration of industries, city and dwellers, aiming to become a green city with abundant functions catering to urban dwellers.

► Overseas High-level Talents Innovation Park: High-level talents base

July 2010, Overseas High-level Talents Innovation Park is positioned as a talent reform development experimental area whose operation is subject to a new mechanism, and it is a start-up and innovation highland gathering high-level talents at home and abroad. The initial area of the park is about 1.6 hectares, a high-end start-up space for overseas returnees in Hangzhou Future Sci-tech City.





► 梦想小镇：放飞梦想的创业天堂

特色小镇是未来科技城创业创新示范区的重要平台和载体，按科技城规划会陆续建成多个特色小镇。梦想小镇是科技城最早建成的小镇之一，已经发展成为国内著名的众创平台，是浙江省“大众创业、大众创新”的先行区、示范区，目前已成为全国特色小镇的标杆。梦想小镇位于科技城腹地，2014年8月启动建设，目的是打造环境良好的平台，吸引海内外高端人才留在未来科技城创业，创办成为中国的硅谷、互联网创业小镇和天使投资小镇。

梦想小镇建在余杭的仓前街道，仓前街道坐落在杭州城西的古运河畔，是一个有800余年历史的古镇，有“江南粮仓、丝绸之府、鱼米之乡”的美誉。这里不但地灵，人更杰，著名的国学大师章太炎先生是仓前人的杰出代表。梦想小镇就建在仓前镇上，880多年历史的仓前老街变身创业大街，互联网村12栋粮仓变身创业孵化器，使这个曾经喧嚣的小镇成为有梦想的年轻人创业的天堂。小镇良好的将在地居民与新城市空间及新经济形态融合，核心公共空间为周边居民服务，周边居民聚集的兴仓路为小镇服务。

小镇核心区3平方公里，创业办公空间、精神文化空间、世俗生活空间各占1/3。镇内生态环境质朴自然，融河流、水系、绿地、古街古建、公共空间于一体，移步异景，构筑了良好的办公和休闲环境。真正实现了“先生态、再生活、再生产”理念，并且得到了很多企业共鸣。

小镇除了得天独厚的自然生态优势，还有诸多创业扶持政策、落户和子女教育政策、以及资金扶持政策等，因此创新创业势头良好，目前集聚了创业项目990余个、创业人才近9400名；有110余个项目获得百万元以上融资，融资总额达38.9亿元；集聚金融机构680余家，管理资本1500亿元。镇内创业氛围日益浓厚，吸引了国内外多家媒体的密集报道，小镇创业氛围和品牌形象不断提升。

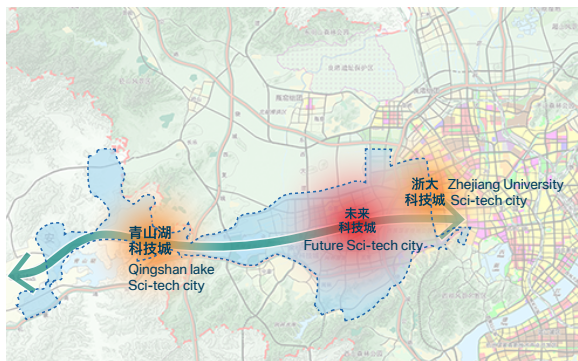
► Dream Town: A Heaven for Startups

Characteristic towns act as a crucial platform and supporter for the entrepreneurship and innovation demonstration area in the Hangzhou Future Sci-tech City. In line with the planning, multiple characteristic towns will be built in the City. As one of the earliest developed towns in the Hangzhou Future Sci-tech City, the Dream Town has become a renowned makerspace in China. This town is a pilot and demonstrative area for the “Mass Entrepreneurship and Mass Innovation” campaign in Zhejiang Province, which now has turned into a model for science and technological parks nationwide. Lying in the core area in the Hangzhou Future Sci-tech City, the Dream Town launched in August 2014 aims to create a platform with sound environment and attracts elites both at home and abroad to the city for entrepreneurship, so as to achieve a Silicon-Valley-like area in China, and a town for internet-based entrepreneurship, as well as angel investments.

The Dream Town lies in Cangqian Town of Yuhang City. Located in the bank of the ancient canal in the west of Hangzhou, Cangqian is an 800-year-old town with a good reputation for its prosperous agriculture and silk industry. As an outstanding man gives an air of sanctity to his birthplace, Zhang Taiyan, a renowned Chinese culture expert is an honorary representative for people living in Cangqian. Lying in Cangqian, the Dream Town brings a new area for young people's entrepreneurship by transforming these 800-year streets in this ancient town into business districts, with the 12 granaries in the internet town transformed into entrepreneurship incubators. By adapting residents to the new urban space and new economic forms, the Dream Town offers core public space for residents, and the Xingcang Road with local residents serves the town in return.

Dream Town covers three square kilometers, with the business area, the area for culture activities, and the area for daily life therein sharing equal space. This town features a natural eco-environment by integrating river systems, green land, ancient towns and public space in a harmonious manner, which offers satisfying environments for both business and recreation. Its idea of “eco-environment prior to life and production” has been recognized by many companies.

Thanks to its superior natural environment, various supporting policies for entrepreneurship, settlement, and education of children, as well as policies on funding, the Dream Town is characterized by a sound entrepreneurship momentum, which now has seen over 990 entrepreneurial projects and roughly 9,400 entrepreneurs. Besides, there are over 110 projects here financed by over a million yuan respectively, with the total financing amount reaching RMB3.89 billion.



杭州城西科创大走廊

杭州城西科创大走廊位于杭州市城西地区，是杭州创新资源主要集聚地、浙江省实施科技创新驱动发展的重要载体和核心引擎，发展目标定位全球领先的信息经济科创中心，成为具有国际水准的创新共同体、国家级科技创新的策源地和浙江省创新发展的引擎。设有三大科技城组团，入驻了浙江大学、香港大学浙江研究院等近百所知名高校和科研院所，阿里巴巴等知名企业。大走廊长33公里，宽6.8公里，总面积224平方公里，距离杭州东站和杭州萧山机场均为一小时左右车程。大走廊位于长三角经济圈和城市群核心地带，规划有杭州西高铁站，通车后将把大走廊和周边城市群紧密联系起来。

区域生产力水平居全省前列，近年来产业增加值、服务业营收、财政收入等主要经济指标增速是全市2倍以上，经济总量连续四年位居全省各产业集聚区之首。区域科研经费和人才数量均居全国前列。区域以发展高科技创新行业为目标，重点发展未来网络、云计算、大数据、电子商务、物联网、人工智能、生命科学、新能源汽车、新材料等领域产业。

►城西科创大走廊规划“一带、三城、多镇”的空间结构：

“一带”，即东西向联结主要科创节点的科技创新带、快速交通带、科创产业带、品质生活带和绿色生态带。“一带”是空间联结、产业联动、功能贯穿的主要轴线，也是创新节点功能溢出、生活服务共享的主要联系通道。

“三城”，即浙大科技城、未来科技城、青山湖科技城。浙大科技城位于科创大走廊的东首，是国内顶尖的科研教学平台，打造科创大走廊科技研发核心功能板块。未来科技城位于科创大走廊的中东部、杭宣铁路以南，是产业研发、生活配套融合的区域，打造产城融合的科技新城，建设“大服务”功能板块。青山湖科技城位于科创大走廊西部，包含青山湖和横畈两个片区，其中青山湖片区主要提供科技研发、生活配套服务，横畈片区定位是科技成果产业化基地。

Hangzhou West Science & Technology Innovation Zone

Located in the west of Hangzhou, the Hangzhou West Science & Technology Innovation Zone is a major cluster of innovation resources, and is also a crucial supporter and driver for the reform towards the development pattern driven by high-tech innovation in Zhejiang Province. This corridor is formed by three high-tech clusters, with nearly a hundred famous universities and research institutes including Zhejiang University and the institute of the School of Engineering, Peking University. The corridor is 33 kilometers long and 6.8 kilometers wide, covering 224 square kilometers in total, and it costs an hour to drive from the corridor to the Hangzhou East Railway Station and Hangzhou Xiaoshan Airport respectively. As this corridor is in the core zone of the Yangtze River Delta Economic Area as well as the city cluster here, after the planned Hangzhou West High-speed Railway Station is put into operation, it will be linked up with local city clusters.

The regional productivity here is ranked the top in Zhejiang. In 2015, the gross regional production of the corridor hit RMB57.9 billion, accounting for 5.7% of the gross production of Hangzhou. Besides, its growth rate is twice as much as the average of Hangzhou City, of which the economic aggregate has been topping the list of industrial clusters of Zhejiang for four years in a row. What's more, scientific research funds and talents here are also ranked the top nationwide. Aiming at high-tech innovation industries, this area focuses on fields and industries including future networks, cloud computing, Big Data, e-commerce, the internet of things, artificial intelligence, bioscience, new-energy vehicles, and new materials.

► The Space Structure of “One Zone, Three Cities and Multiple Towns” in the Corridor

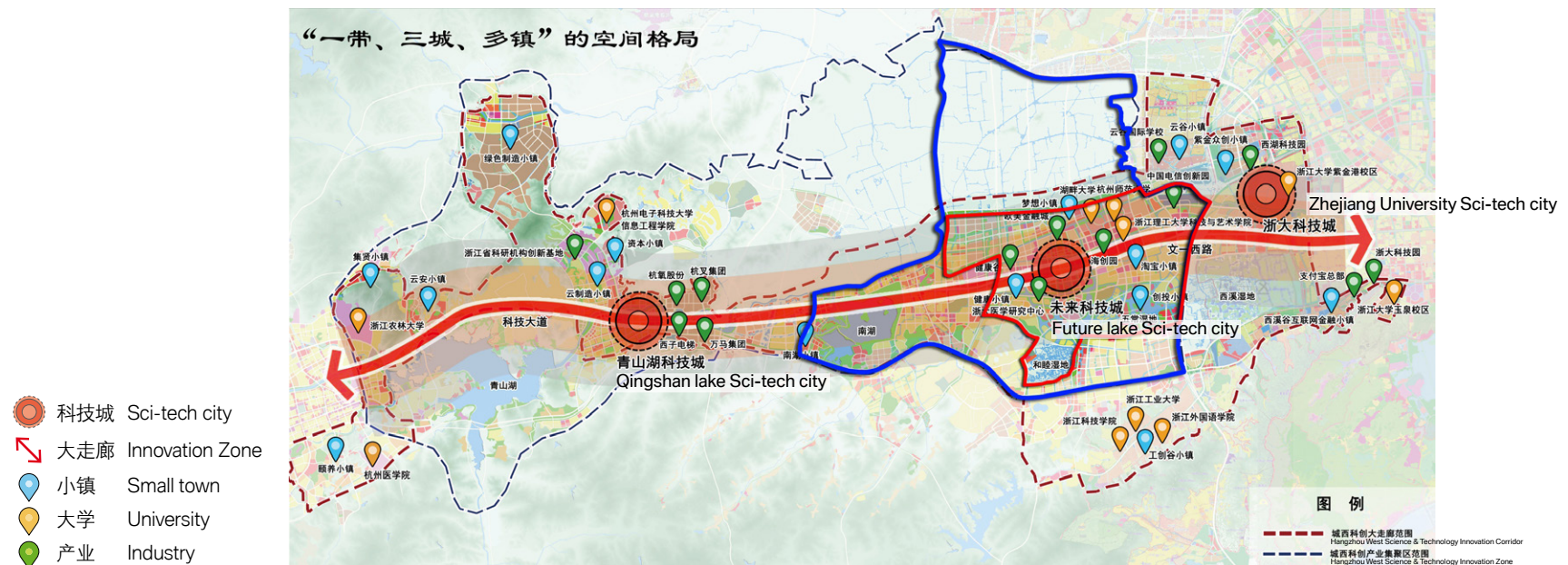
One zone refers to the east-west high-tech innovation sub-zone, fast traffic sub-zone, technological innovation industry sub-zone, quality life style sub-zone, and green ecological sub-zone linking up major high-tech innovative businesses. This zone acts as a major line running through business areas, industries, and urban functions, as well as a major connection for innovative businesses and life-sharing services.

Three Cities here refers to the Zhejiang University Science City, the Hangzhou Future Sci-tech City, and the Qingshanhu Science City. In the east of the Hangzhou West High-tech Innovation Corridor, the Zhejiang University Science City is a top research and teaching platform in China, which functions as the core business of science research and development (R & D) in this corridor. The Hangzhou Future Sci-

“多镇”，即科创大走廊沿线分布的具备不同功能的特色小镇和创新区块。重点推进梦想小镇、云制造小镇加快发展，着重提升西溪谷互联网金融小镇、颐养小镇创建水平，积极谋划建设淘宝小镇及海创园等重要创新创业载体。展，着重提升西溪谷互联网金融小镇、颐养小镇创建水平，积极谋划建设淘宝小镇及海创园等重要创新创业载体。

tech City is in the mid-east area of the corridor and the south of the Hangzhou-Xuancheng Railway, which functions as a district integrating industrial R & D and life services, aiming to create a new science city for both industries and urban functions, and meantime form the business called “Big Data-like urban services”. On the other hand, the Qingshanhu Science City comprising two districts of Qingshanhu and Hengfan is located in the west of the corridor. The Qingshanhu District mainly offers science R & D and life services, while the Hengfan District is defined as a base for the industrialization of research findings.

Multiple Towns refers to those characteristic towns and innovative business areas alongside the corridor that feature various functions. The priority is attached to the advancement of the Dream Town and the Cloud Manufacturing Town, and the significance has also been attached to the improvement for the construction of the Xixigu Internet Finance Town and the Aged Care Town. Furthermore, during the construction, developers are also actively planning important innovation and entrepreneurship supporters like the Taobao Town and Overseas Entrepreneurship Town.





杭州市简介

杭州是中国东南沿海长三角经济圈和城市群中的核心城市之一、浙江省省会。市域面积1.66万平方公里，人口901万。2015年，杭州地区生产总值10053.58亿元，常住人口人均生产总值18025美元。杭州的城市人文精神为“精致和谐、大气开放”，既充满浓郁的中华文化韵味，也拥有面向世界的宽广视野。

► 历史悠久，文化之都

杭州是中国的古都之一，考古发现了距今8000年前的跨湖桥文化、5000年前的良渚文化，也曾经是五代吴越国、南宋王朝的都城。

杭州有中国丝绸博物馆、中国茶叶博物馆等54座著名的博物馆，有灵隐寺等38处中国国家级历史文化保护建筑，有3项非物质文化遗产被列入《人类非物质文化遗产代表作名录》，有浙江大学、中国美术学院等中国知名高等院校。1200年前，中国唐代诗人白居易曾担任过杭州“市长”，离开杭州后，写下了“江南忆，最忆是杭州”的诗句。700多年前，意大利旅行家马可·波罗称赞杭州为“世界上最美丽华贵的天城”。

► 景点密布，旅游之都

杭州市森林覆盖率达65%，市区建成区人均公园绿地面积15.1平方米，被授予联合国人居奖、国际花园城市，被评为中国国家森林城市、国家环保模范城市。

杭州有中国家喻户晓的西湖、世界知名的钱江潮涌、国家级自然保护区天目山、世界上岛屿最多的千岛湖、中国面积最大的城市湿地西溪湿地，市区保留有清河坊、南宋御街、拱宸桥西等27个中国传统文化街区。杭州被联合国世界旅游组织、中国国家旅游局共同授予“中国最佳旅游城市”称号，被世界休闲组织评为“东方休闲之都”，入选《纽约时报》“世界上52个最值得到访的旅游目的地”。

Profile of Hangzhou

Hangzhou is one of the core cities in the Yangtze River Delta Economic Zone and city clusters in the southeast coastal region in China, acting as the capital of Zhejiang Province. The administrative area of Hangzhou City covers 16.6 thousand square kilometers with a population of 9.01 million. In 2015, the gross regional production of Hangzhou reached RMB1.0053 trillion, with the per capita GDP of permanent residents as USD18,025. The humanistic spirit of Hangzhou is defined as being harmonious and open, indicating both profound Chinese cultures as well as an internationalized view in this city.

► A City with Profound History and Culture

As one of the ancient capitals in China, archaeologists have discovered the culture of Kuahu Bridge 8,000 years ago, and the Liangzhu Culture 5,000 year ago in Hangzhou. What's more, Hangzhou was once the capital of the State of Wuyue (AD907-978) and the Southern Song Dynasty (AD1127-1279).

Hangzhou owns 54 famous museums including China Silk Museum and China National Tea Museum, 38 buildings within the national-level protection for history and culture, three intangible culture heritages listed in the UNESCO Intangible Cultural Heritage Lists, and many renowned institutions of higher education like Zhejiang University and China Academy of Art. Bai Juyi, a prominent poet in Tang Dynasty once served as the Mayor of Hangzhou 1,200 years ago. After leaving the office, he once created lines in his poem praising the beauty of this city. Additionally, Italian traveler Marco Polo living over 700 years ago also expressed much admiration for Hangzhou, remarking it as the most splendid and prosperous city in the world.

► A Travel Destination with Various Scenic Spots

The forest coverage rate in Hangzhou is as high as 65%, with the per capita green area in built-up downtown districts covering 15.1 square meters. Thanks to this feature, Hangzhou is awarded the UN Habitat Award as well as the title of an international garden city. What's more, Hangzhou is also awarded honorary titles like China National Forest City and the National Model City for Environmental Protection.

Hangzhou is famous for its widely recognized scenic spots including the West Lake, the Qiantang River, the Tianmu Mountain that is a national reserve area, the Thousand-island Lake with most islands worldwide, and the Xixi Wetland, the widest urban wetland in China. In its downtown area, there are 27 traditional culture blocks like Qinghefang, outhern Song Imperial Street, and Gong-chen Bridge. Owing to



► 理念先进，现代之都

杭州市城市管理和建设水平位于中国前列。2002年著名的西湖就成为免费开放的市民和游客休闲中心。近年来，杭州还建成了世界上规模最大的城市公共自行车系统。2015年，杭州率先成为无钢铁生产企业、无燃煤火电机组、无黄标车的城市，新能源汽车拥有量居全国第三。2016年9月杭州成功举办了G20峰会，也是G20峰会首次在中国举办。峰会促进了杭州的市政交通基础设施建设和道路与街容环境提升，给世界人民留下了整洁、干净、美丽的城市印象，提升了城市品牌形象。

► 人才聚集，创新之都

杭州是中国国家自主创新示范区、中国十大创新生态城市之一。信息产业规模在中国处于领先地位，文化创意产业规模列中国城市第三。杭州城西的科创大走廊，正逐渐成为海内外人才创业创新基地，是多家世界知名企业的总部所在地。杭州是中国国家首个跨境电子商务综合试验区，集聚了中国三分之一以上的综合性电子商务企业，是中国“网上丝绸之路”的重要枢纽，连续多年被世界银行评为“中国城市总体投资环境最佳城市”。



these splendid scenic spots, Hangzhou was once awarded the honorary title of the Best Tourist City in China jointly by World Tourism Organization and the China National Tourism Administration, and called the City of Leisure in Orient by the World Leisure Organization. Additionally, Hangzhou was even ranked in the List of 52 Most Valuable Travel Destinations Worldwide by the New York Times.

► A Modern City with Advanced Ideas

The urban management and construction of Hangzhou top the list in China. In 2002, the West Lake, a well-known scenic spot became a visit leisure center accessible to citizens for free. In recent years, Hangzhou built up the world's largest urban public bicycle system. In 2015, Hangzhou took the lead in achieving iron-business-free, coal-fired-unit-free, and heavy-polluting-vehicle-free cities, with local possession of new-energy vehicles ranked the third nationwide. In September 2016, Hangzhou successfully held the G20 Summit, which marks the first conference of G20 held in China. Apart from boosting the construction of municipal traffic infrastructures and urban environment, this summit also gives people around the world the image of neatness and grace for Hangzhou, which significantly contributes to Hangzhou's international reputation.

► A City of Talents and Innovation

Hangzhou is one of the National Independent Innovation Demonstrative Zones as well as the top ten cities for innovation ecosystems. Its IT industries are leading nationwide, with its cultural and creativity industries ranked the third. The Hangzhou West High-tech Innovation Corridor is turning into an entrepreneurial and innovation base for talents both at home and abroad, which gathers many famous enterprises' headquarters. As the first comprehensive cross-border e-commerce pilot area in China, Hangzhou is the base for over one third of comprehensive e-commerce companies nationwide, serving as a key hub for the Online Silk Road of China. Owing to these features, Hangzhou has been awarded the honorary title of the City with the Best Overall Investment Environment of China by the World Bank for several years in a row.

参与资格 Qualification

► 国内营员

基本要求：高等院校交通、城市规划、汽车、设计等专业学生，以及相关领域，35岁以下（1982年1月1日以后出生）青年工作者，具有较好的英文书面及口语交流能力，以3人团队形式参加，鼓励跨专业组队。

► 国际营员

基本要求：高等院校交通、城市规划、汽车、设计等专业三年级以上学生，以及相关领域，35岁以下（1982年1月1日以后出生）青年工作者，具有较好的英文书面及口语交流能力，对未来出行有独特的见解，对中国文化兴趣浓厚。

► Domestic Participants

Basic requirements: students from colleges and universities majoring in Transportation, Urban Planning, Automotive Engineering, Design or other relevant fields, and young professionals below the age of 35 (born after January 1, 1982), with fluent written and oral English. Chinese participants submit preliminary proposals as 3-member teams, and teams of interdisciplinary members are encouraged.

► International Participants

Basic requirements: students in the junior year or higher from colleges and universities majoring in Transportation, Urban Planning, Automotive Engineering, Design or other relevant fields, and young professional below 35 years old (born after January 1, 1982), with fluent written and oral English, a distinctive insight into future travel and strong interest in Chinese cultures.

参与形式 Team Setup

第一阶段，国内营员将以团队形式提交初步概念方案，提交的概念方案将由专家进行评审，选出十组进入第二阶段的团队。

国际营员以个人形式提交初步概念方案，提交的概念方案将由专家进行评审，选出十组进入第二阶段的团队。

在选出进入实践营第二阶段的十组国内营员后，每组国内营员将与一名国际营员配对，形成进入实践营第二轮的最终团队，并在入营前通过线上、邮件、视频等方式沟通，实现方案的融合与完善。

In Phase One, domestic participants shall submit the preliminary concept proposal as deliverables of the team, which will be reviewed by experts before ten teams are selected to join the camp in Phase Two.

International participants shall submit the preliminary concept proposal as an individual achievement, which will be reviewed by experts before ten teams are selected to form new teams in Phase Two.

Upon selection of campers of ten teams to take part in the second phase of the camp, domestic campers of one team will be combined with one international camper to co-establish the final team as a group, whose members will, through online communication, email, video and other means and by banking on cooperation in the virtual team, deepen, integrate and improve their proposals before entering the camp.

成果形式 Deliverables

成果形式可包括但不限于出行相关的产品与技术设计、出行相关的商业模式设计，或影响出行的城市设计等不同类型的概念设计方案。作为成果提交的概念方案应有一明确理念作为主题，方案应包含背景分析、概念阐释、影响与效果等主要组成部分。

实践营前两阶段的成果要求如下：

—第一阶段：

国内团队提交至少5页A4中英文图文概念方案，
国际个人提交至少2页英文图文概念方案

—第二阶段：

每团队提交2个A1中英展板 + 10分钟Presentation材料

The deliverables should be submitted in the form of conceptual design proposals, including but not limited as mobility-related product and technology design, mobility-related business model design, and urban design that affects the mobility pattern. The conceptual proposal to be presented shall has a clear theme, contain primary parts, namely, background analysis, concept explanation, and influence & effect.

Requirements for deliverables in the first two phases of the camp are as follows:

Phase One:

Domestic team should submit at least five A4 pages of image-and-text conceptual proposals in both Chinese and English
International individual should submit at least two A4 pages of image-and-text conceptual proposals

Phase Two:

Each team should submit two A1-sized exhibition boards in both Chinese and English + 10-min Presentation materials

提交方式 Submission

第一阶段方案请于2017年7月20日前以邮件方式提交至 submit@netxtmobilitycamp.com。邮件中请注明参赛成员名单，所属院校或机构信息，以及能够证明符合参与资格的身份信息（学生请提交学生证扫描件，青年工作者请提交身份证号码）。概念方案成果请以PDF形式作为附件提交，以匿名形式体现，方案中不得出现作者信息。

Please send the proposal for Phase One to submit@netxtmobilitycamp.com by email prior to July 20, 2017. In the email, please note the list of the participating members, information about respective colleges, universities or institutions, as well as the identity information which suffices to prove satisfying qualifications (a scan of student ID for students and identity card number for youth workers). Please submit the concept proposal achievement as an appendix in the form of PDF, in which the name or information of the author shall not appear.

第二阶段方案提交方式将在第二阶段活动期间公布。

Detail submission channel in Phase Two will be announced later.

重要日期 Key Dates

- ▶ 2017年7月20日提交第一阶段概念方案
- ▶ 2017年7月25日—9月10日国内营员与国际营员组成团队合作深化方案
- ▶ 2017年9月20日—9月24日（暂定）2017青年实践营（杭州）
- ▶ 2017年10月24日（暂定）2017青年实践营颁奖典礼（北京）

- ▶ July 20, 2017, deadline to submit Phase One conceptual proposal
- ▶ July 25 to September 10, 2017, merged teams develop proposals
- ▶ September 10 to 24, 2017 (tentative), on-site Camp in Hangzhou
- ▶ October 24, 2017 (tentative), awarding ceremony for 2017 Youth Camp in Beijing

评审标准 Judging Criteria

设计方案按以下五方面由评委进行评分，各占20%。

- ▶ 原创性，创意新颖突出；
- ▶ 关注现有问题与需求，结合杭州本地特点，有针对性地回应；
- ▶ 可移植性，方案可被运用至类似场景；
- ▶ 产生社会效益，促进环境、经济、社会的可持续发展；
- ▶ 作品能体现设计者逻辑推理深化过程，表达严谨美观。

The design proposal will be evaluated in terms of the following five criteria, with each accounting for 20% of the total grade.

- Originality, novelty in ideas;
- Understand existing issues and demands, and response accordingly in combination with local features of Hangzhou;
- Transferability, the conceptual plan can be transferred to sites with similar conditions;
- Generate social benefits to promote environmental, economic, and social sustainability.
- Well-reasoned and well presented.

奖项设置 Submission

本次青年实践营将从第二阶段提交的最终方案中评选出：

- ▶ “BMW未来出行青年实践大奖”一名，获胜团队将获得由宝马及中国城市规划学会城市交通规划学术委员会所颁发的证书，以及短期海外交流访问。
- ▶ 单项奖三名，分别为“最佳创意理念奖”，“最佳设计呈现奖”，“最佳社会责任奖”。获奖团队成员每人都将获得由宝马及中国城市规划学会城市交通规划学术委员会所颁发的证书以及人民币一万元奖学金。
- ▶ 梦想小镇金钥匙奖一名，获奖团队将获得梦想小镇创业孵化优先入驻权。

除获大奖和单项奖的团队外，所有进入第二阶段的团队都将获得由宝马及中国城市规划学会城市交通规划学术委员会颁发的证书，整个团队也将获得人民币五千元奖学金。

This youth camp will end up with the following awards for the selected final proposals submitted in Phase Two:

- The “BMW Next Mobility Youth Camp Award” for one team. The award-winning team will receive the certificate issued by BMW and the Urban Transport Planning Academic Commission of Urban Planning Society of China (UPSC), and an one-week visit overseas.
- Three single awards, i.e., “Best Creativity Idea Award”, “Best Design Presentation Award” and “Best Social Responsibility Award”. Each member of the award-winning team will receive the certificated issued by BMW, Urban Transport Planning Academic Commission of UPSC, and CNY 10,000 in cash.
- Dream Town Golden Key Award for one team. The award-winning team will obtain the priority access to the dream town entrepreneurship incubator.

Besides the top award and single awards, all teams entering the Phase Two will receive the certificate issued by BMW and the Urban Transport Planning Academic Commission of Urban Planning Society of China, and the team will receive CNY 5,000 in cash.

专家团队 Expert Panel

王江燕博士
实践营总导师
宇恒可持续交通研究中心 主任

Dr. Wang, Jiangyan
Mastercoach of Next Mobility Youth Camp
Director, China Sustainable Transportation Center

郑德高教授
中国城市规划设计研究院 上海分院院长

Prof. Zheng, Degao
President of Shanghai Institute,
China Academy of Urban Planning & Design

赵一新教授
中国城市规划设计研究院 城市交通研究院院长

Prof. Zhao, Yixin
Director of Urban Transportation Institute,
China Academy of Urban Planning & Design

武雅斌教授
对外经贸大学全球价值链研究院 院长、
中华股权投资协会 首席经济学家

Prof. Wu, Yabin
Dean of University of International Business and Economics,
Chief Economist, China Venture Capital and Private Equity Association

姜青青先生
杭州日报报业集团新闻研究所高级编辑

Mr. Jiang, Qingqing
Senior Editor, Hangzhou Daily

... And more top-level experts will be joining this Camp

... 还有更多国内及国际顶级专家将参与此次实践营

联系方式 Contact

关于活动的更多动态，请关注活动的官方网站
www.nextmobilitycamp.com

For more updates of the Camp, please refer to our website:
www.nextmobilitycamp.com

如果有任何问题，请发邮件至
contact@nextmobilitycamp.com

If you have any questions, please email:
contact@nextmobilitycamp.com

第一阶段概念方案提交，请邮件发送至
submit@nextmobilitycamp.com

To submit the conceptual plan for Phase One, please send it to
submit@nextmobilitycamp.com

活动相关方介绍

Introduction to Related Organizations

主办方



宝马（中国）汽车贸易有限公司

宝马集团是全世界最成功的汽车和摩托车制造商之一，旗下拥有BMW、MINI和Rolls-Royce三大品牌。作为一家全球性公司，宝马集团在14个国家拥有31家生产和组装厂，销售网络遍及140多个国家和地区。目前，BMW旗下几乎所有汽油发动机车型均已引入中国市场，包括BMW1系、2系、3系、4系、5系、6系、7系、X系列、M系列和Z系列车型，以及MINI和Rolls-Royce品牌汽车。在新能源汽车领域，宝马目前在中国市场提供5个系列共9款车型，是中国市场豪华汽车品牌中最壮大的产品阵列。BMW一直在践行可持续发展战略和企业社会责任道路上矢志不渝，凭借创新的可持续发展理念和先进技术，将可持续发展理念贯穿整个价值链。宝马中国企业社会责任系列活动是BMW对中国市场和中国社会的长期承诺。

BMW China Automotive Trading Ltd.

With its three brands BMW, MINI and Rolls-Royce, the BMW Group is the world's leading premium manufacturer of automobiles and motorcycles. As a global company, the BMW Group operates 31 production and assembly facilities in 14 countries and has a global sales network in more than 140 countries. Currently almost all of the BMW petrol engine product ranging from 1, 2, 3, 4, 5, 6, and 7 Series, X, M and Z models are available in the Chinese market along with MINI and Rolls-Royce brands. BMW is also one of the premium automaker brands that provide the most intensive NEV product models in China, offering up to 9 models in five series in the Chinese market. BMW always adheres to sustainable development strategy and the practices of corporate social responsibility. With constant innovation and advanced technology, BMW has integrated the sustainable development with its entire value chain. With series of Corporate Social Responsibility (CSR) programs in China, BMW shows its long-term commitment to the Chinese society.



中国人民对外友好协会

中国人民对外友好协会（简称“全国友协”）是中华人民共和国从事民间外交事业的全国性人民团体，以增进人民友谊、推动国际合作、维护世界和平、促进共同发展为工作宗旨，代表中国人民在国际社会 and 世界各国广交深交朋友，奠定和扩大中国与世界各国友好关系的社会基础，致力于全人类团结进步的事业。全国友协贯彻执行中国独立自主的和平外交政策，遵循和平共处五项原则，开展全方位、多层次、宽领域的民间友好工作，为实现中国的和平发展与和平统一大业服务，为建设持久和平、共同繁荣的和谐世界而努力奋斗。全国友协的各项活动得到中国政府的支持和社会各界的赞助，已设立46个中外地区、国别友好协会，与世界上157个国家的近500个民间团体和组织机构建立了友好合作关系。

The Chinese People's Association for Friendship with Foreign Countries

The Chinese People's Association for Friendship with Foreign Countries (CPAFFC) is a national people's organization engaged in people-to-people diplomacy of China. The aims of the Association are to enhance people's friendship, further international cooperation, safeguard world peace and promote common development. On behalf of the Chinese people, it makes friends and deepens friendship in the international community and various countries around the world, lays and expands the social basis of friendly relations between China and other countries, and works for the cause of human progress and solidarity. It implements China's independent foreign policy of peace, observing the Five Principles of Peaceful Coexistence, while carrying out all-directional, multi-level and broad-area people-to-people friendship work to serve the great cause of China's peaceful development and reunification and contribute to the building of a harmonious world of lasting peace and common prosperity. In launching its activities, it has support from the government and assistance from all sectors of the society.



杭州市人民政府

杭州市政府致力于建设服务型政府，提出五星级“店小二”式服务新模式，以建设美丽中国先行区为目标，充分发挥历史文化、山水旅游资源优势，发展科教事业，建设高技术产业基地和国际重要的旅游休闲中心、国际电子商务中心、全国文化创意中心、区域性金融服务中心，努力打造文明生态美丽的城市环境、创建具有世界吸引力的“创新创业之都”。

杭州城西科创大走廊规划建设领导小组办公室

落实领导小组决策部署，统筹协调推进城西科创大走廊规划建设的工作机构。

技术合作伙伴



中国城市规划学会城市交通规划学术委员会

1979年3月成立，现为中国城市规划学会的二级学术机构。学委会的宗旨是团结广大城市交通工作者，积极开展城市交通领域跨学科的学术交流、城市交通重大问题的调查研究及专题论证等学术活动，加强与国内外相关学术团体的合作，传播、宣传、普及城市交通科学知识。30多年来，学委会一直紧密结合我国城市交通发展的重大问题开展学术研讨与交流，致力于城市交通规划建设管理新理念、新技术、新方法的推广应用，致力于城市交通理论研究与应用实践的互动融合，致力于城市与交通协同创新发展。



宇恒可持续交通研究中心

宇恒可持续交通研究中心于2005年创建于北京，并注册为非营利机构，业务方面的主管单位为朝阳区科委。中心作为可持续城市和可持续交通领域的专业技术团队，从事城市和交通领域的全国性示范项目、政策标准研究及技术培训。中心引进具有先进理念的国际团队，与中国相关机构密切合作，共同构建合理的城市空间和交通布局，推动土地集约化和以公共交通为先导的开发模式，缓解交通拥堵、实现节能减排，建设低碳、可持续发展的宜居城市。

Hangzhou Municipal Government

Hangzhou Municipal Government is committed to building a service-oriented government, with a five-star “waiter-like” service model. The City aims to become the pilot of Beautiful China Initiative. Hangzhou government takes adventure of the history and culture, landscape tourism resources, development of science and education to develop Hangzhou as a high-tech industry base, international tourism and leisure center, international e-commerce center, national cultural and creative center, and regional financial services center. With excellent ecological environment, beautiful urban landscape, and civilized society, Hangzhou is creating a world-class “innovative business capital.”

Planning and Construction Leading Committee Office of Technological Innovation Industry Cluster District of Hangzhou West Area

The Office implements the leading committee’s decision, coordinates and facilitates the planning and construction of the area.

Technical Partners

Urban Transport Planning Committee, Urban Planning Society of China

Founded in March 1979, the Urban Transport Planning Committee is the secondary academic organization under the Urban Planning Society of China. The goal is to provide a platform for academic exchange among transportation professionals in China, conducting researches on key transportation issues, strengthening domestic and international cooperation, and communicating urban transportation planning knowledge. In the past 30 years, the Committee is devoted to organizing symposiums and exchanges on key transportation issues in China, promoting new knowledge and technologies on urban transportation planning, integrating planning theory and practice, and boosting coordinated development of transportation system and urban space.

China Sustainable Transportation Center

China Sustainable Transportation Center (CSTC) is a nonprofit organization that engages in sustainable city planning, sustainable transportation design, and research on relevant policies. CSTC is committed to promoting the intensive land use and the transit-oriented urban development and advancing walking, cycling and the development of public transportation systems through reasonable layout of urban space and roadways, so as to help China’s cities from the beginning of urban planning to effectively reduce energy consumption and air pollution, construct human-centered communities and transportation systems, take preemptive opportunity in energy-saving and emission reduction, and create a low-carbon, sustainable future.

附录：参考资料与信息索引

Appendix: Reference Materials

参考资料清单

1. 杭州未来科技城出行现状数据
2. 杭州未来科技城现有出行挑战总结
3. 杭州未来科技城区位
4. 杭州未来科技城空间结构
5. 杭州未来科技城用地规划
6. 杭州未来科技城城市设计概念方案
7. 杭州未来科技城现状建设情况
8. 杭州未来科技城现状主要项目分布图
9. 杭州未来科技城用地强度规划
10. 杭州未来科技城绿地系统规划
11. 杭州未来科技城道路结构规划
12. 杭州未来科技城轨道交通规划
13. 杭州未来科技城公交场站与停车设施规划
14. 相关网站链接

List of Reference Materials

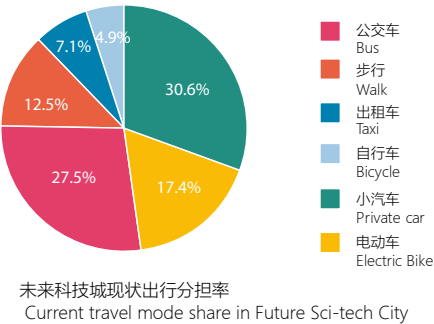
1. Existing travel pattern data
2. Summary of existing mobility-related challenges
3. Location of Hangzhou Future Sci-Tech City
4. Spatial Structure
5. Land Use Plan
6. Urban Design Conceptual Plan
7. Existing development
8. Location of key projects
9. Land Use Intensity Map
10. Green Space System
11. Hierarchy of Roads
12. Rail Transit Plan
13. Bus Depot and Parking Facilities Plan
14. Relevant Website

1 杭州未来科技城出行现状数据

Existing travel pattern data

未来科技城到枢纽的出行所需时间（分钟）
Needed travel time from Future Sci-tech City to traffic hubs (Min)

枢纽Traffic hubs	公交/机场巴士Bus/airport shuttle bus	小汽车Private car
杭州东站 Hangzhou Railway East Station	>70	>50
萧山机场 Hangzhou International Airport	>80	>70



► 未来科技城对外交通需求强但出行不便

未来科技城以高端商务和高新科创产业为主，集聚高层次创新创业人才，商务出行比例高，对外出行需求量大，对出行服务的品质要求高。因此与铁路、航空枢纽的交通联系需求较大。

未来科技城地区与火车东站、萧山机场和杭州城站的交通联系最强，日平均交通联系总量分别为4000人次、4700人次和1900人次，日交通联系量总量达10600人次。未来科技城至三个枢纽的日均出行率约为341次/万人，与拱墅区（315次/万人）和下城区（346次/万人）的出行率相当。

未来科技城地区缺乏对外客运主枢纽，对外交通出行必须依赖于主城区的杭州东站、杭州城站以及萧山机场。而未来科技城与现有区域主枢纽间的集散组织距离较长，出行方式只能采用道路交通，交通联系方式单一，且需经主城交通供需矛盾尖锐地区，导致出行耗时较长。

► 与主城区的交通联系非常密切但联系通道服务能力有限，联系方式较单一

未来科技城与主城区的联系紧密，按交通需求的联系强度（每日跨区联系交通量与地区人口比值）进行对比，现状未来科技城与主城区的联系强度达到0.46（未来科技城现状人口约为30.6万，与主城区全天联系量约为14万人次）。

与主城区联系通道上，受西溪湿地、五常湿地等天然生态屏障阻隔，未来科技城与杭州市区之间联系通道仅有文一路、文二西路、02省道—五常大道三条，道路交通容量受到一定限制。

根据调查，未来科技城范围内的众多创业者、管理人员、研发人员等中高收入人群，他们的主要居住地仍然位于杭

► Future Sci-tech City is featured by strong demand for outward traffic and inconvenient travel

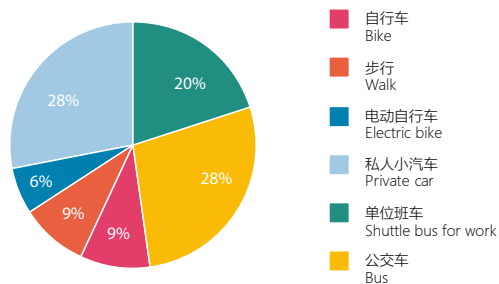
Dominated by high-end business and high-tech scientific innovative industries, the Future Sci-tech City pulls together high-level innovative and entrepreneurial talents, with a high proportion of business travel, a huge demand for outward travel and a requirement for high-quality travel services. Therefore, there is a huge demand for traffic connections with the railway and aviation hubs.

Future Sci-tech City has the strongest connections with the Railway East Station, Hangzhou International Airport and Hangzhou Railway Station, with a daily average traffic connection volume of 4,000 person-time, 4,700 person-time and 1,900 person-time, respectively, and an aggregate daily traffic connection volume of 10,600 person-time accordingly. The daily average trip rate from Future Sci-tech City to the above three traffic hubs stands at around 341 times/ten thousand, basically on par with that in the Gongshu District (315 times/ten thousand) and Xiacheng District (346 times/ten thousand).

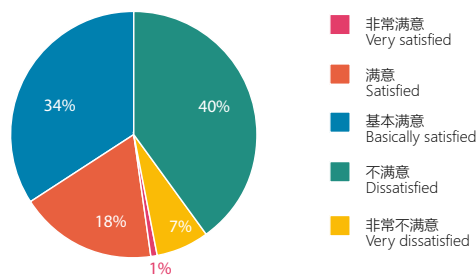
The Future Sci-tech City area is short of major out-of-city passenger traffic hubs, as a result of which such travel has to rely on the Hangzhou Railway East Station, Hangzhou Railway Station and Hangzhou International Airport situated at the central downtown. Moreover, since the Future Sci-tech City has a long travel distance from the existing major regional hubs, road traffic is the only available travel mode. Such traffic connection modes void of diversity, coupled with exposure to areas in the central downtown highlighting sharp contradictions in traffic supply and demand, render a long trip duration.

► Connection passage service abilities are limited despite close traffic connections with the central downtown, restricted by insufficient connection modes

Amid a close connection between the Future Sci-tech City and the central downtown, if calculated by the connection intensity of traffic demand (ratio of daily cross-regional connected traffic volume to the regional population), the corresponding connection intensity between the two regions can reach 0.46 (the current Future Sci-tech City has a population of 306,000 or so, showing a traffic connection volume of around 140,000 person-time with the central downtown in the whole day.)



科技人才通勤方式选择
Commute mode choices for tech talents



城西公交现状满意度调查
Survey on the degree of satisfaction concerning the

州主城区。这种职住空间分离的现象导致员工早晚通勤居民出行距离较长，对行驶速度快、机动灵活、能实现门到门服务的机动化方式依赖性较强。根据调查，早高峰居民平均出行距离约在10公里以上。在长距离的通勤交通背景下，为减少通勤时间，机动化出行成为员工出行的必然选择。尤其是在早高峰时段，主城区至未来科技城的机动化出行比例达78%。

► 未来科技城内公共交通服务尚待完善

根据规划区居民出行抽样调查结果，现状公交出行比例达到27.5%，而从科技人才通勤方式选择来看，有28%的人才在通勤方式中愿意乘坐公交。可见未来科技城发展公共交通工具具备良好的需求基础。

但从居民公交现状满意度调查来看，未来科技城的公交满意度仅为53%。有高达47%的居民对现状公交的服务不满意，主要体现在公交速度慢、站点覆盖率不高、到主城区的线路少、缺少快速公交服务等方面。

In terms of connection passage to the central downtown, blocked by natural ecological barriers including Xixi Wetland and Wuchang Wetland, the Future Sci-tech City can only be connected to the downtown area of Hangzhou through three passages, namely, Wenyi West Road, Wener West Road and 02 Provincial Road-Wucheng Avenue. In that case, certain restrictions are imposed on the road traffic capacity.

The survey indicated that large numbers of entrepreneurs, personnel engaged in administration and R & D and other medium-to-high income earners within the Future Sci-tech City still largely live in the central downtown of Hangzhou. Such a separation of job-housing space has resulted in a long trip distance for residents demanding morning and evening commuting travel, and consequently, these residents are strongly dependent on motorized travel modes that are characterized by rapid driving speed, flexible mobility and available door-to-door services. Based on the survey, residents post an estimated trip distance of more than 10 kilometers on average during morning and evening rush hours. Against the backdrop of long-distance commute travel, motorized travel comes as an inevitable choice of employees within the City so as to reduce the commute time, which appears even more pronounced during the morning and evening rush hours, when the proportion of motorized travel from the central downtown to the Future Sci-tech City amounts to 78%.

► Public traffic services within Future Sci-tech City are yet to be perfected

According to sample survey on travel of residents in the planning area, the current proportion of travel by public traffic reaches 27.5%, while judging by the commute mode choices for tech talents, 28% talents are willing to take the bus as their commute mode, which can serve as an indication of the satisfying foundation regarding demand for developing public traffic in the Future Sci-tech City.

However, seen from the survey on the degree of satisfaction of residents concerning the current public traffic, only 53% residents feel satisfied in this regard, while a whopping 47% of them are dissatisfied with the existing public traffic services, primarily embodied by slow speed of buses, low coverage rate of stops, insufficient lines to the central downtown and lack of bus rapid transit (BRT) services.

2 杭州未来科技城现有出行挑战总结

Summary of existing mobility-related challenges

杭州未来科技城在人口快速聚集和产业快速发展的背景下，在出行方面目前存在以下挑战：

1、道路网络有待完善，同主城区通道建设需加强。未来科技城域道路框架尚未形成，规划明确的留石快速路西延、海曙路等联系主城区的主要通道建设尚未实现。

2、距现状交通枢纽较远，对外交通联系需加强。未来科技城内部没有大型交通枢纽，市外出行主要通过萧山机场、杭州火车东站及杭州火车站，未来科技城与这三个交通枢纽的日常平均交通联系较密切，利用公共交通一般耗时较长，对主城区交通造成一定压力，也影响了科技城对外交通效率。

3、潮汐交通显现，主要干道高峰期易呈现拥堵。未来科技城与主城区的联系强度较高。同时，因潮汐交通现象突出、机动化出行比例高，造成了早晚高峰时段文一西路等主要干道产生拥堵。

4、公交系统处于起步阶段，小汽车出行占主导。未来科技城公交系统处于起步阶段、服务能力不高，公交线路尚有优化空间，与主城区及重要公共设施公交联络线不足，快速公交尚未延伸至东西大道以西，地铁尚未建设完成，导致了小汽车出行占据主导，约占机动化出行结构比例的三分之二。

造成以上问题的主要成因包括：

1、城市发展策略的影响。过去十年，杭州城市发展明确了“沿江跨江”发展的策略，形成了“东动西静”的空间布局 and “东强西弱”的交通格局，城市西部的交通短板日益凸显。即使在近几年的交通规划中，也缺少对未来科技城交通体系的深入研究，特别是在交通枢纽、轨道线路规划布局等方面还存在不足。

Against the backdrop of rapid population growth and robust industry development, Hangzhou Future Sci-Tech City is now confronted with the following challenges in terms of travel:

1. The road network awaits improvement, and construction of the passage to the central downtown needs to be strengthened. The road framework within the Future Sci-Tech City is yet to be established, and the primary passages stipulated in the planning, such as the Liushi Expressway west extension and Haishu Road, are still not built for connections to the central downtown.

2. It is far away from the current traffic junctions, which requires stronger traffic connections to the outside. The internal Future Sci-Tech City is void of large traffic junctions, and out-of-city travel largely relies on Hangzhou International Airport, Hangzhou Railway East Station and Hangzhou Railway Station. As Future Sci-Tech City is featured by close daily average traffic connections with these three traffic junctions, traffic in central downtown is caught in some pressure and the outward traffic efficiency of the City is also affected considering that public traffic usually takes 90 minutes.

3. Tide traffic appears, with congestion in main trunk roads during rush hours. Future Sci-Tech City has a strong connection with the central downtown, coupled with prominent tide traffic and high proportion of motorized travel, as a result, such main trunk roads as Wenyi West Road are beset by traffic jam during morning and evening rush hours.

4. The public traffic system is in its infancy, and the traffic is predominated by car travel. The public traffic system of Future Sci-Tech City is in the initial stage with insufficient service abilities; optimization room exists for the public transit routes, whose connections with the central downtown and important public traffic facilities need to be supported by more public traffic lines; the Bus Rapid Transit(BRT) has yet to extend to the west of East-West Avenue; construction of subways is not finished yet. With those factors taken into account, the car travel dominates, accounting for about two thirds in the motorized travel.

Reasons behind the issues above mainly include:

1. The urban development strategies carries weight. Under the “along-river, cross-river” development strategy clarified in the Hangzhou urban development, the past ten years has witnessed the forma-

2、区域发展速度超出预期。近年来，以“互联网+”为代表的新兴产业发展迅猛，未来科技城发展异军突起。未来科技城的产业与人口集聚远远超出规划预期，随着多个产业平台的快速发展和居住小区的交付使用，交通需求必然呈现“量”的扩张和“质”的转变。

3、公共服务配套建设慢。现状公共服务设施以组团级、街道级为主，市级层面的公共服务设施不足，与城市副中心要求存在较大差距。同时，规划确定的教育、医疗等基本公共配套设施建设落后于产业与人口的快速集聚，造成职住分离现象突出，形成早晚高峰钟摆式交通。

4、交通设施建设周期长。相比于未来科技城领跑全省的经济增速，重大交通设施建设显得较为滞后，如地铁5号线与杭临城际铁路刚刚启动，绕城西复线、留石快速路西延等尚未开工，区域内部海曙路等部分断头路尚未打通等，同时道路网密度低、街区尺度大，都直接影响了当前的交通问题。

tion of the space layout of “Active East and Tactic West” and the traffic layout of “Strong East and Weak West”, increasingly highlighting the traffic shortcomings in the western city. Even the traffic planning for the recent several years came in short of in-depth research into the traffic system of Future Sci-Tech City, especially, there are still deficiencies in the planning layout of traffic junctions and rail transit lines.

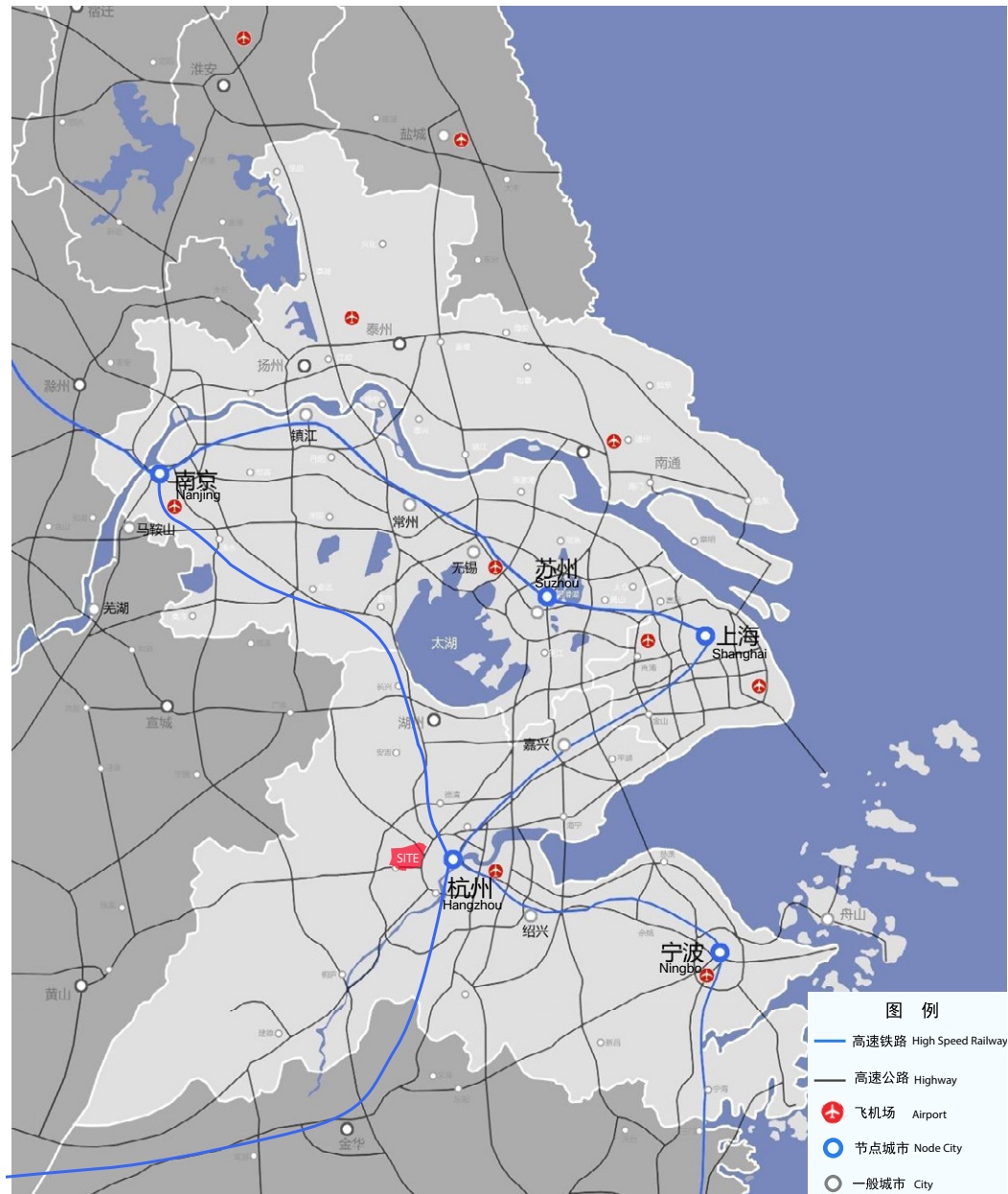
2. Speed of regional development exceeds the anticipation. Over the recent years, the vigorous development in emerging industries represented by “Internet+” has driven the rapid rise in Future Sci-Tech City. The integration of industries and population in the City has far surpassed the planned anticipation. Under this circumstance, with the speedy growth of multiple industry platforms and the residential communities put into use, the traffic demand is bound to present scale expansion and fundamental shift.

3. Construction of supporting public service facilities is at a slow pace. The current public service facilities are largely cluster-based and street-based, but those at the city level are insufficient, which shows a far cry from the requirement of the urban sub-center. At the same time, since the construction of basic supporting public facilities in terms of education and medical care that are clearly defined in the planning lagged behind the rapid gathering of population, the phenomenon of job-housing separation is pronounced, giving rise to pendulum-type traffic during the morning and evening rush hours.

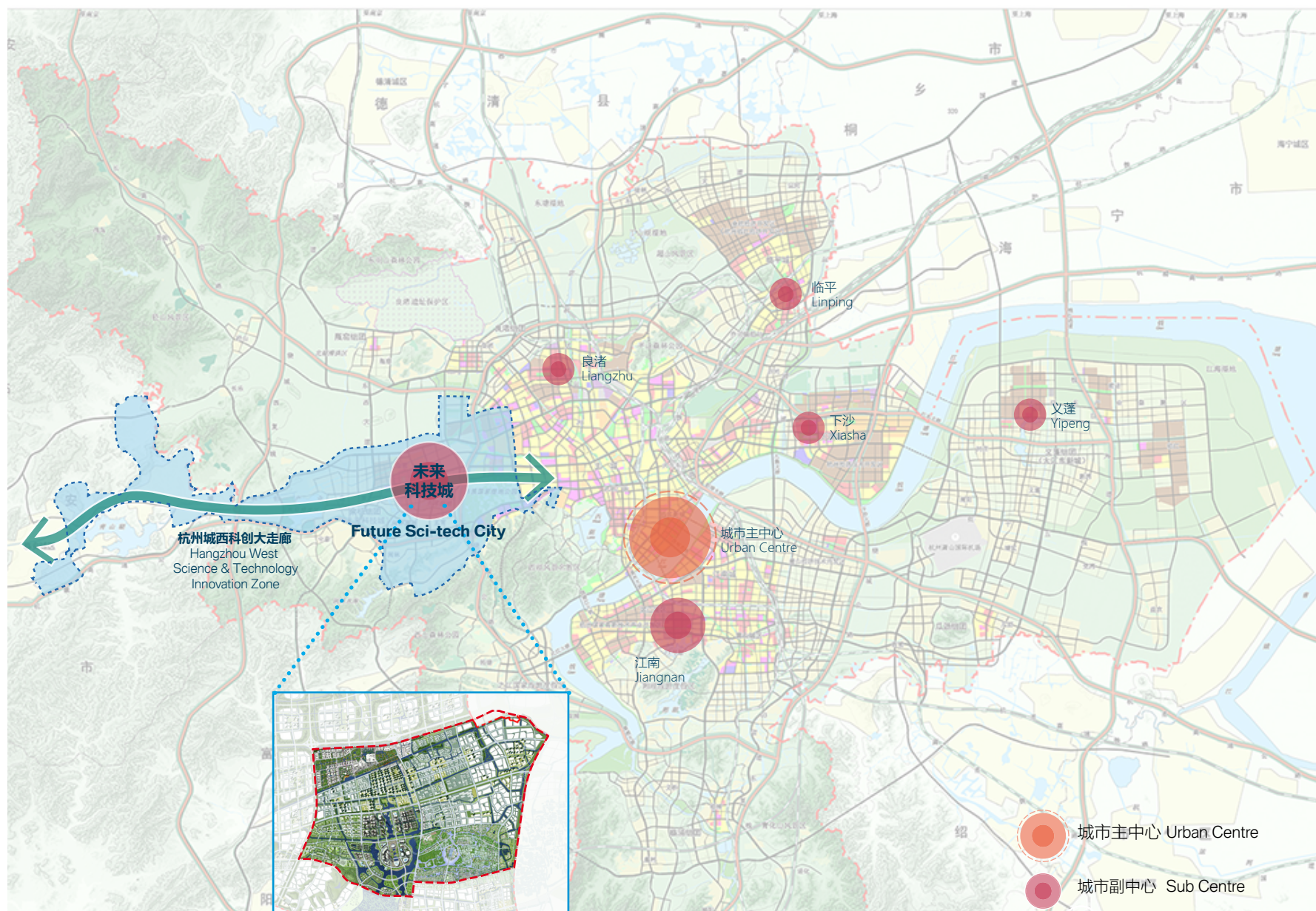
4. The construction cycle of traffic facilities is long. The construction of major traffic facilities has paled next to the economic growth of Future Sci-Tech City taking the lead across the province. For instance, the Subway Line 5 and Hangzhou-Linan inter-city railway have just seen initiation, Xifu Line around the city and Liushi Expressway west extension are yet to be started, and partial unconnected roads including Haishu Road inside the region are not opened up yet. Meanwhile, the road network density is low and the street blocks are large-sized. All these have exerted direct influences on the current traffic problems.

3 杭州未来科技城区位

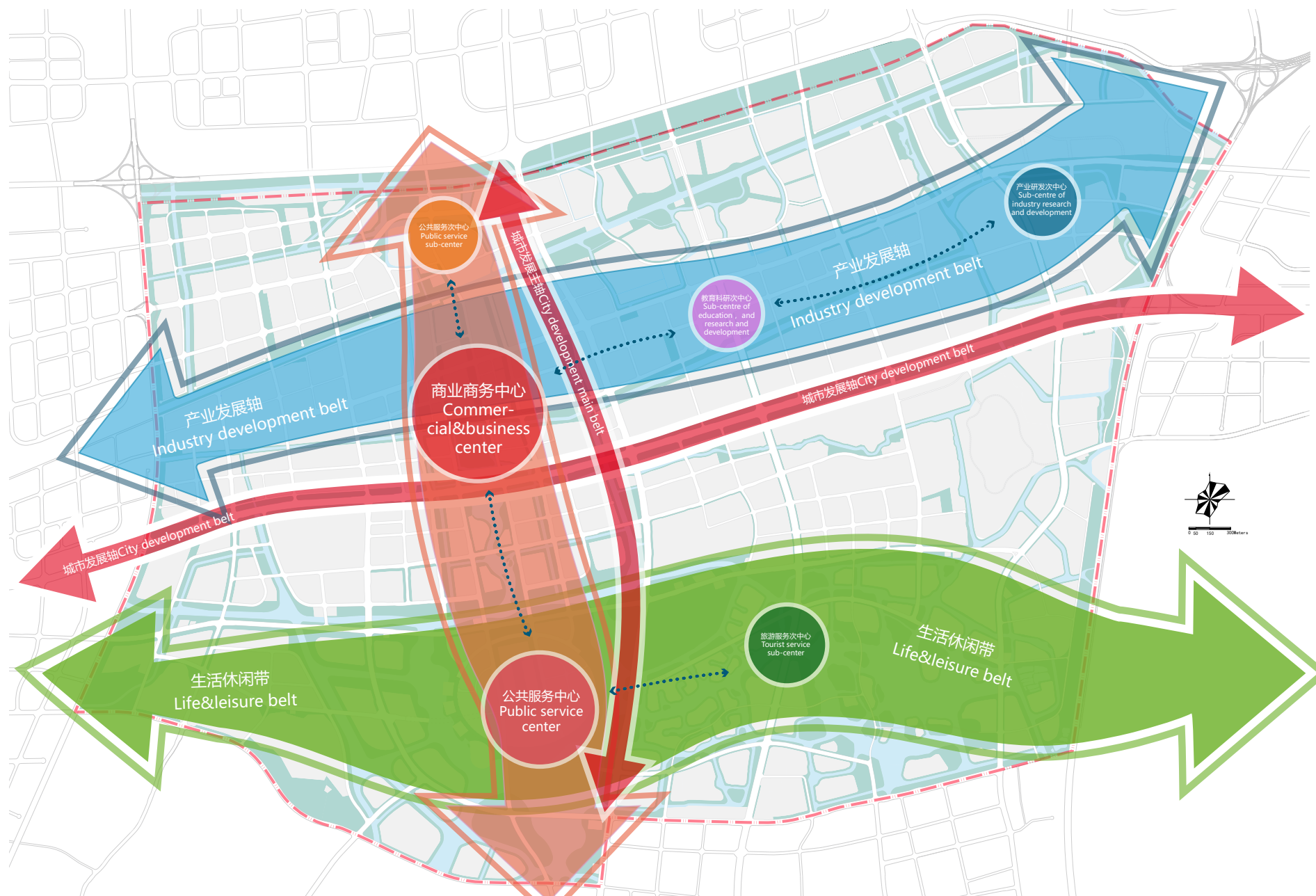
Location of Hangzhou Future Sci-Tech City



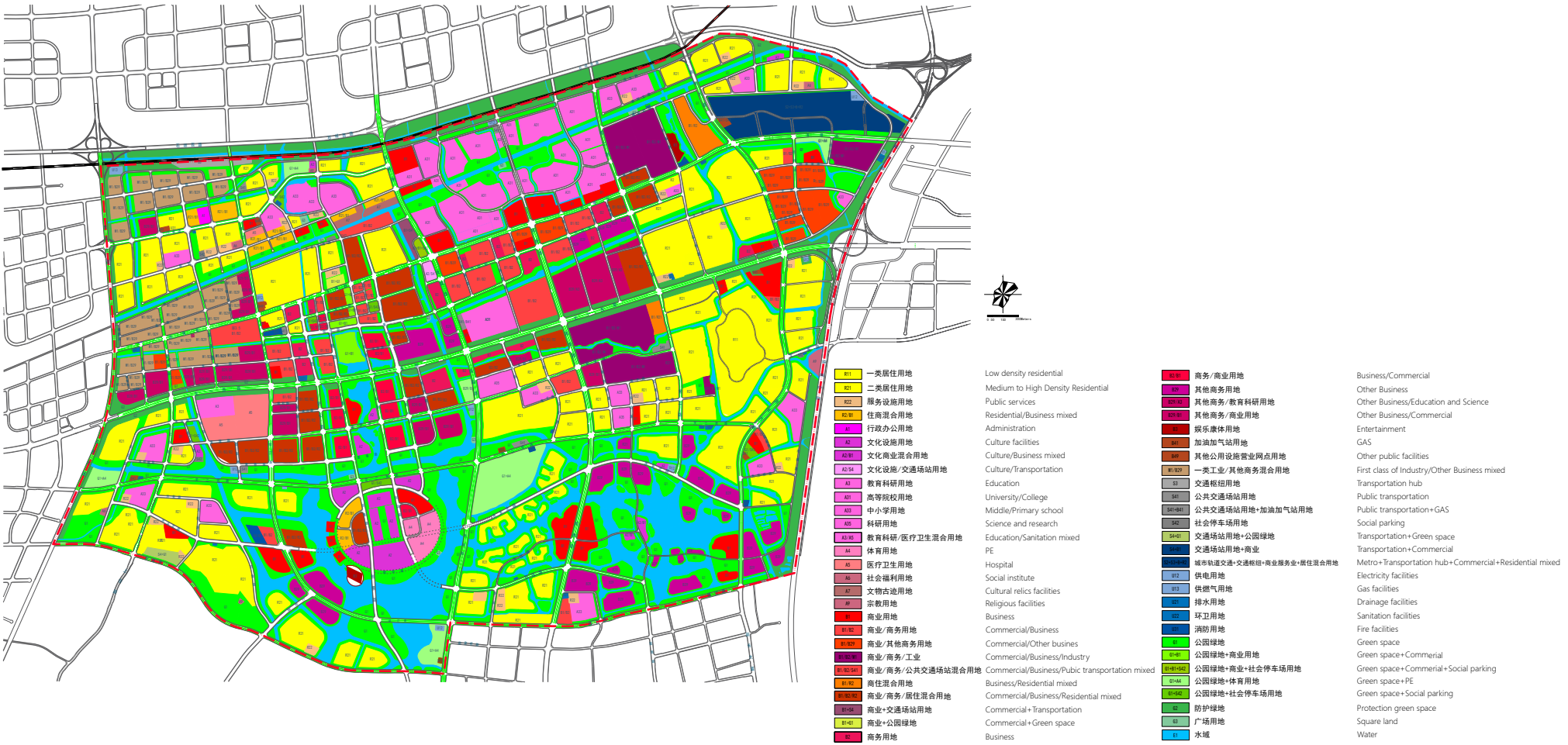
3 杭州未来科技城区位 Location of Hangzhou Future Sci-Tech City



4 杭州未来科技城空间结构 Spatial Structure



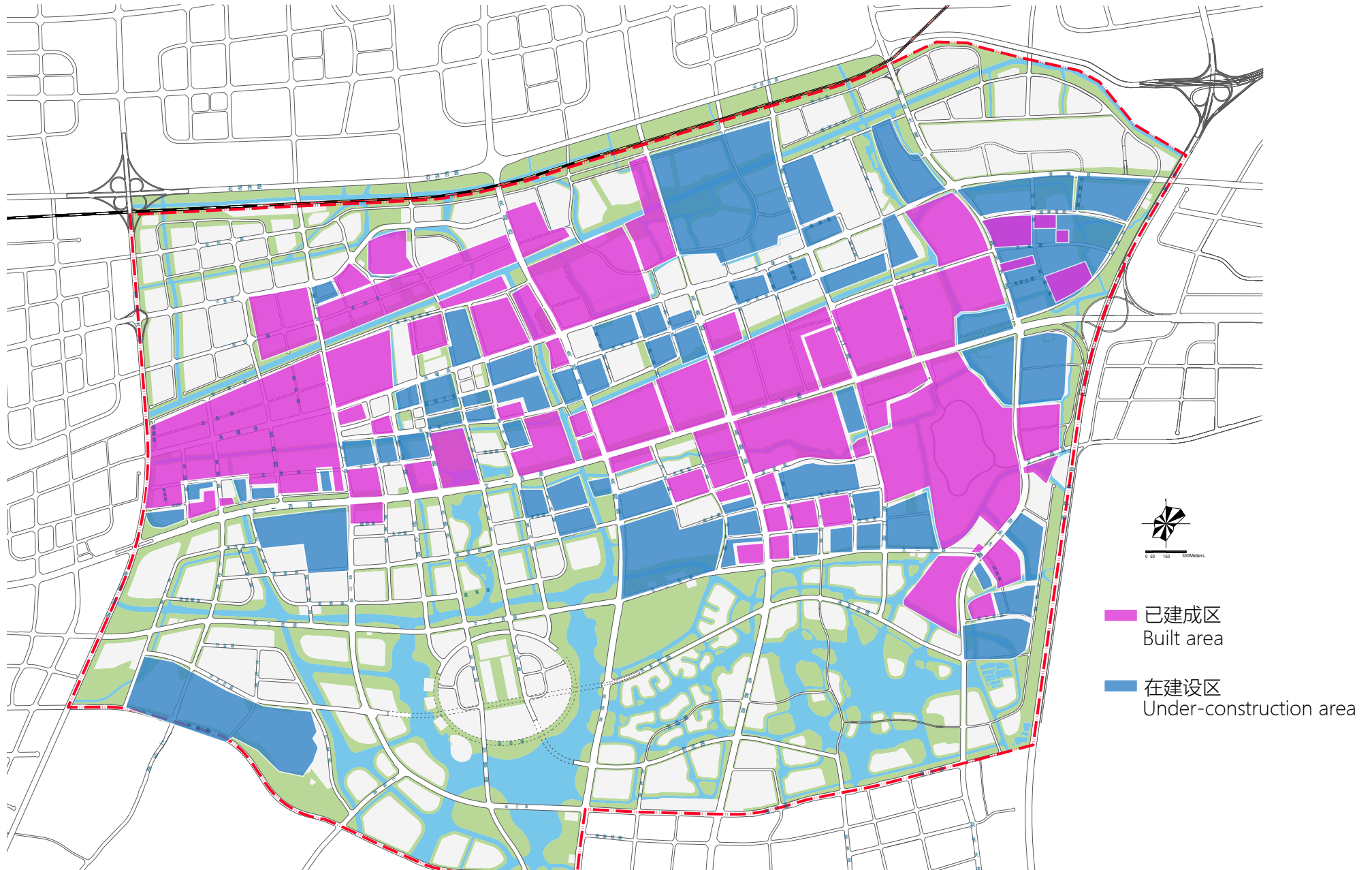
5 杭州未来科技城用地规划
Land Use Plan



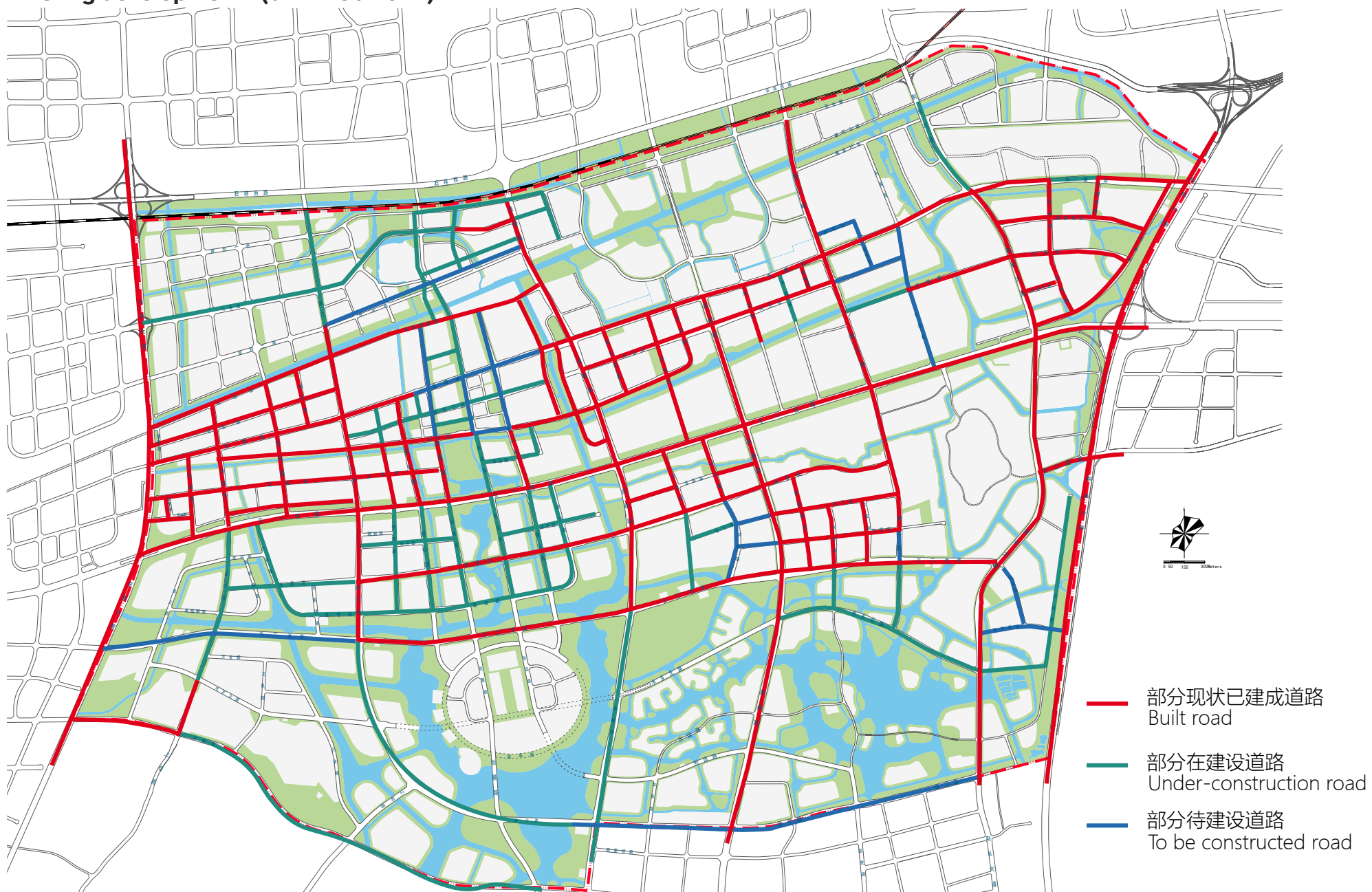
6 杭州未来科技城城市设计概念方案 Urban Design Conceptual Plan



7 杭州未来科技城现状建设情况 (2017.2) Existing development (until Feb.2017)



7 杭州未来科技城现状建设情况 (2017.2) Existing development (until Feb.2017)



8 杭州未来科技城现状主要项目分布图

Location of key projects



梦想小镇
Dream Town



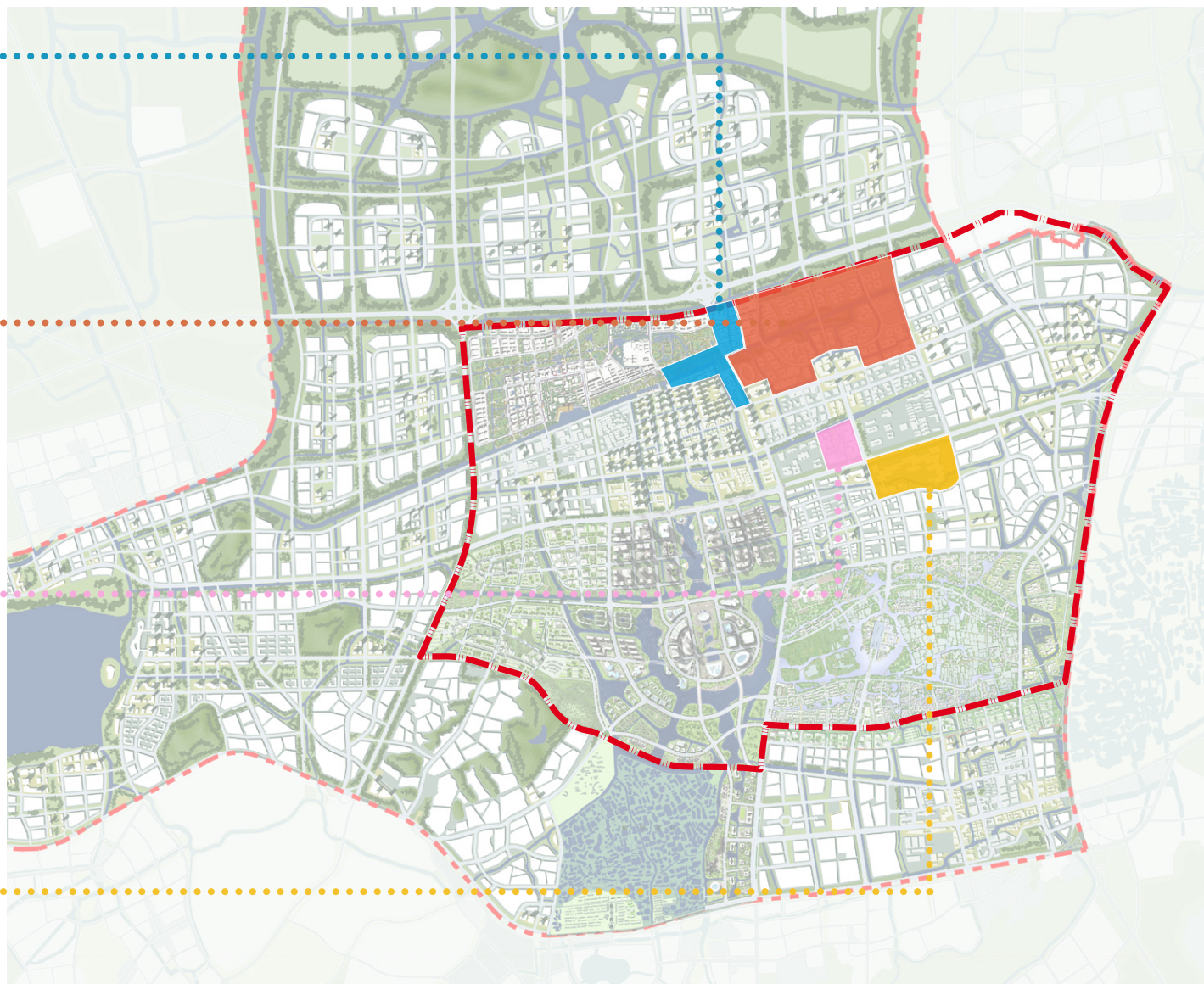
杭州师范大学
Hangzhou Normal University



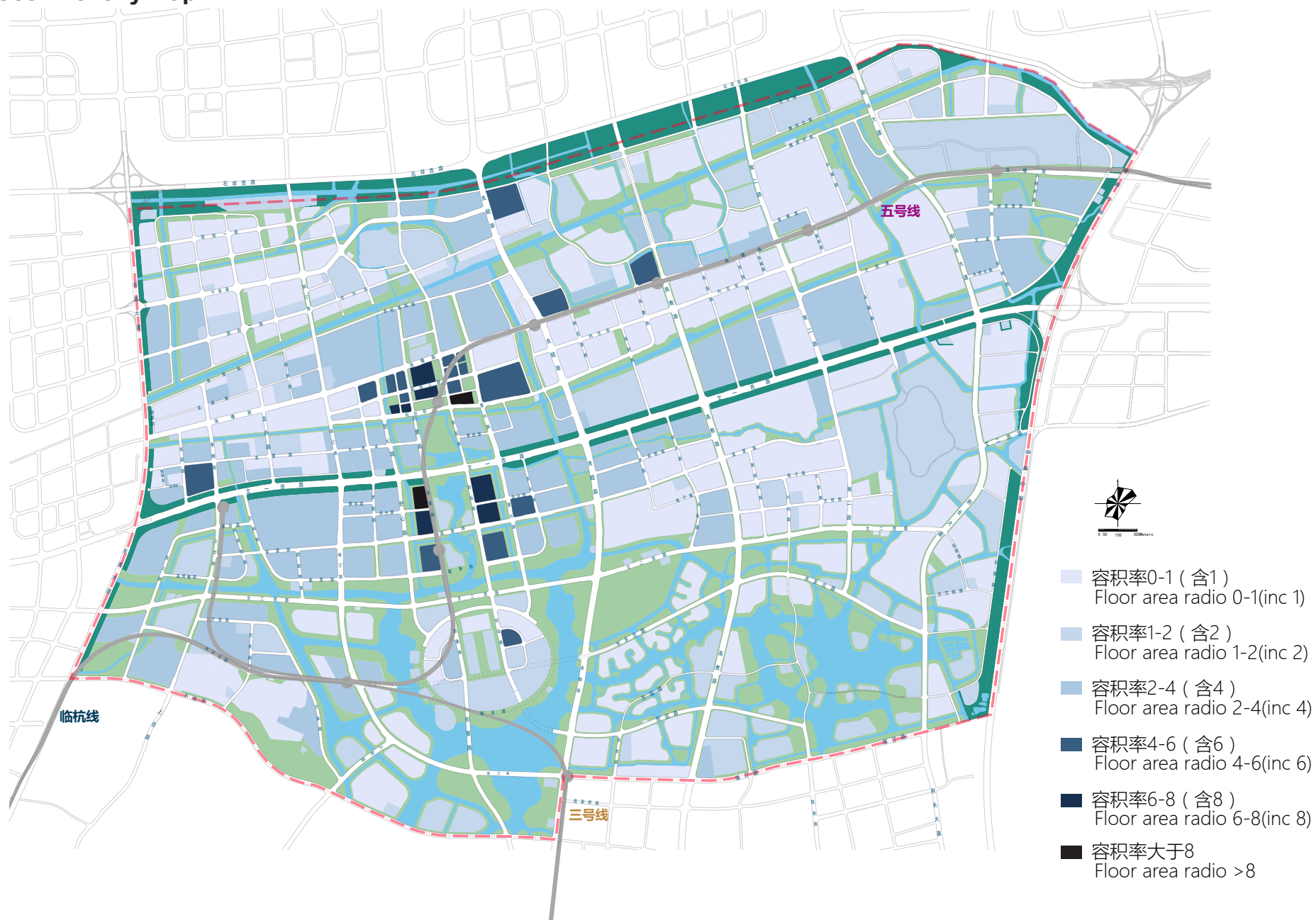
海创园
Overseas High-level Talents
Innovation Park



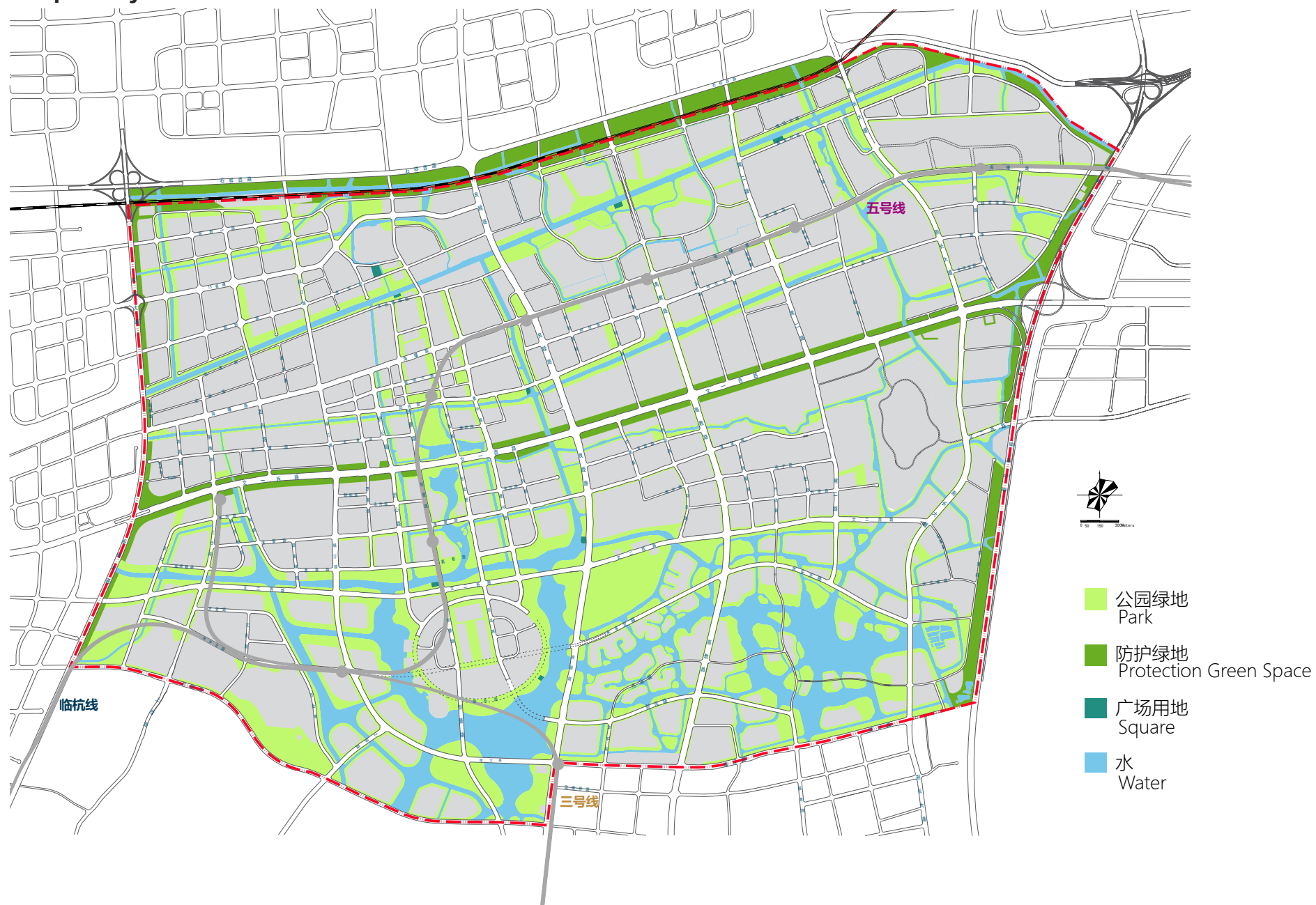
阿里总部
Alibaba Headquarter



9 杭州未来科技城用地强度 Land Use Intensity Map



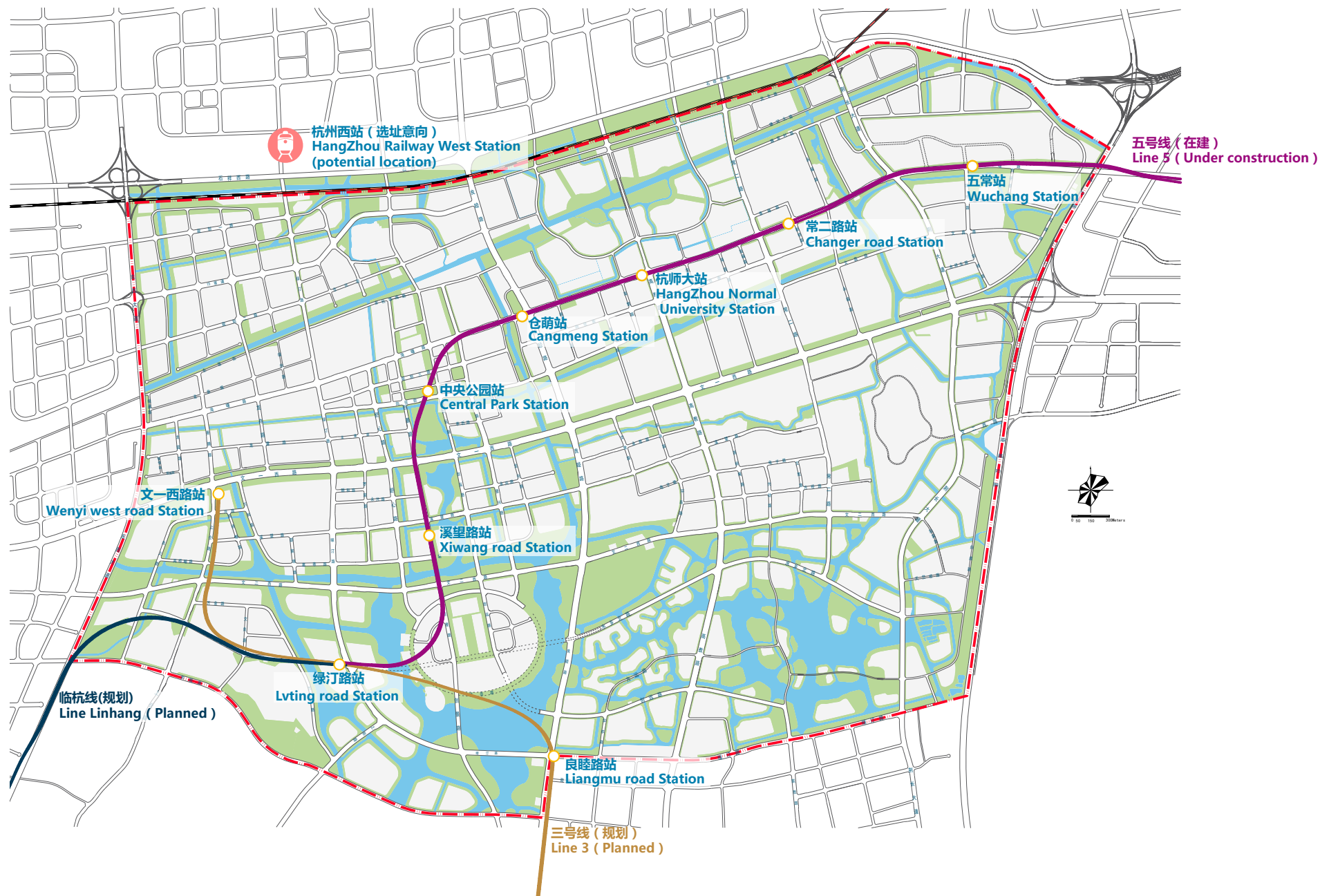
10 杭州未来科技城绿地系统规划 Green Space System



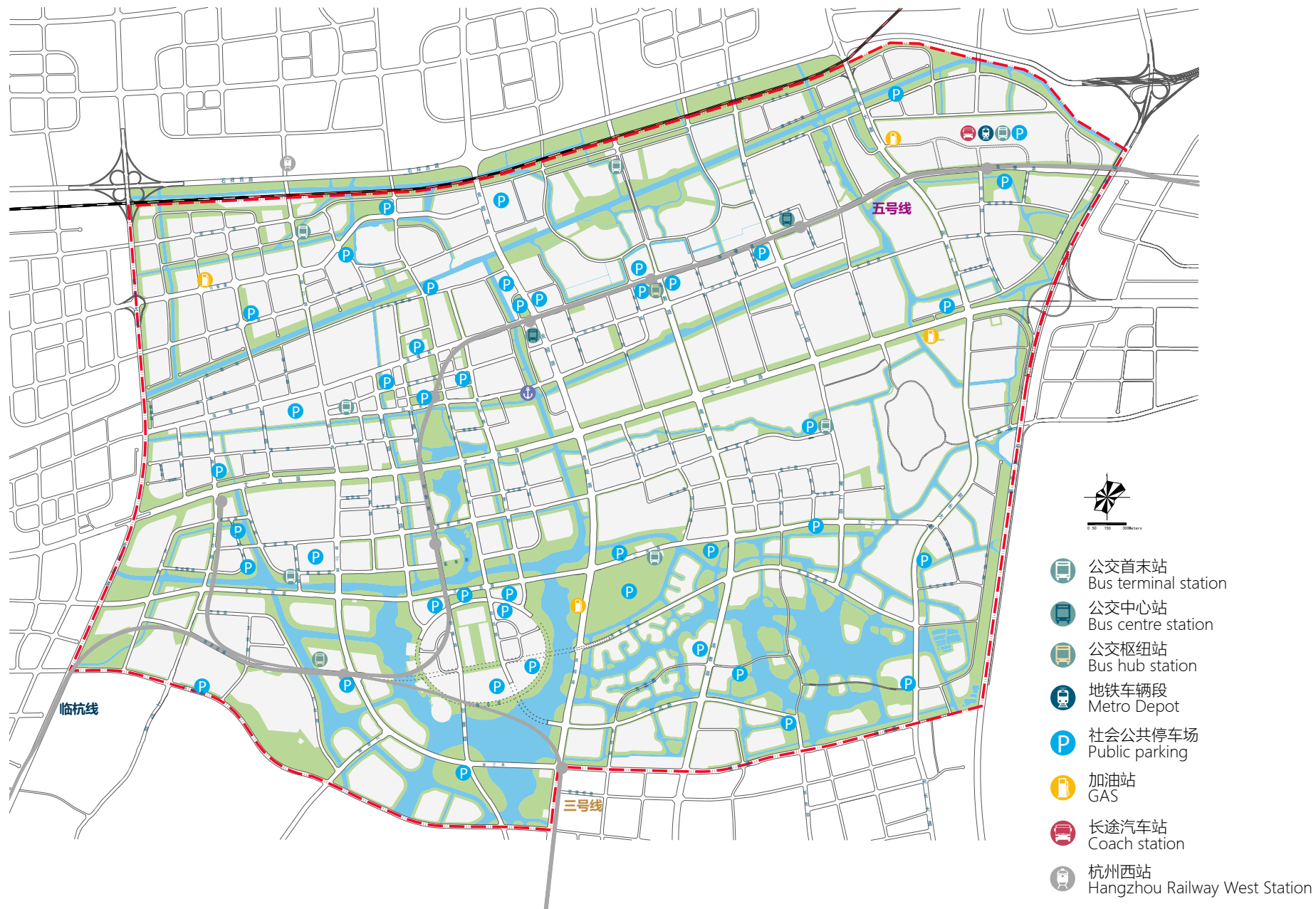
11 杭州未来科技城道路结构规划 Hierarchy of Roads



12 杭州未来科技城轨道交通规划 Rail Transit Plan



13 杭州未来科技城公交场站与停车设施规划 Bus Depot and Parking Facilities Plan



14 相关网站链接

Relevant Website (partially in Chinese only)

► 杭州未来科技城

<http://www.zjfuture.gov.cn/>

► 杭州城西科创产业集聚区

<http://www.hzcxc.gov.cn/>

► 杭州城西科创大走廊规划

http://www.hangzhou.gov.cn/art/2016/8/22/art_933538_2123664.html

► Hangzhou Future Sci-tech City

<http://www.zjfuture.gov.cn/>

► Hangzhou West Science & Technology Innovation Zone

<http://www.hzcxc.gov.cn/>

► Hangzhou West Science & Technology Innovation Zone Masterplan

http://www.hangzhou.gov.cn/art/2016/8/22/art_933538_2123664.html