武汉市旅游景区的空间结构变化与轨道交通可达性关系的探究

摘要

随着国家经济结构的不断转变,旅游产业逐渐成为国家经济发展的一大支柱。武汉市是湖北省省会，是其政治、经济、文化中心，武汉市的旅游业发展水平在全省都占有重要地位,无论是旅游收入还是旅游接待海内外人数都位于全省第一位。为了更好的发展武汉的旅游业，本文探究了 2002 年与 2019 年武汉市 3A 级及以上的旅游景区的空间结构变化,并分析了 2019 年武汉市 3A 级及以上景区的轨道交通可达性[1]。尝试着将武汉市旅游景区的空间结构变化和武汉城市轨道交通联系起来，找出发达的城市轨道交通对其景区发展有何影响。本文的探究结果显示：

1）武汉市得景区空间结构，由 2012 年的“两点双星式”格局，逐渐向复杂演化，在 2019 年，武汉市的景区分布已经不再单一只存在于中心城区，在郊区也建设了一些旅游景区。但是差异依然存在，武汉市郊区的旅游景区游客很少，甚至一些景区大部分游客都没有听说过。

2）武汉市的景区轨道交通可达性由中心城区向外逐渐降低。在本文规定的起点处，武汉市景区的可达性极差为 295。可达性最高的是武昌区，交通可达性为 18，最低的是黄陂区，交通可达性是 313。[2]

根据本文的探究结果发现了一些问题，并尝试着提出了解决办法：其一，将武汉市轨道交通向郊区延伸，为发展郊区旅游创造条件；其二，大力建设市郊旅游景区，开发新的旅游资源。

关键字：武汉市、旅游景区、空间结构变化、城市轨道交通、可达性

Abstract

With the continuous transformation of the country's economic structure, the tourism industry has gradually become a major pillar of the country's economic development. Wuhan, capital of Hubei Province, is the political, economic and cultural center, the level of tourism development of Wuhan City in the province occupies an important p osition, whether it is tourism revenues or the number of tourist reception at home and abroad are located in the province first. In order to better develop the tourism industry in Wuhan, this paper explores the spatial structure changes of the tourist attractions of Grade 3A and above in Wuhan in 2002 and 2019, and analyzes the accessibility of the rail transit in the 3A and above scenic spots in Wuhan in 2019. . Try to change the spatial structure of tourist attractions in Wuhan and the Wuhan urban rail transit link to find out what impact their well-developed urban rail transit development of scenic spots. The findings of this paper show that:

1) Wuhan have scenic space structure, consisting of two binary 2012 type pattern, and gradually to the complex evolution, in 2019, Wuhan scenic single distribution no longer exists only in the central city, in the suburbs but also the construction of a number of tourism area. However, the differences still exist. There are very few tourist attractions in the suburbs of Wuhan, and even some tourists in some scenic spots have not heard of them.

2) The accessibility of rail transit in scenic spots in Wuhan is gradually decreasing from the central city. At the starting point specified in this paper, the accessibility of the Wuhan scenic area is extremely poor at 295. The highest accessibility is Wuchang District, the traffic accessibility is 18, the lowest is Huangpi District, and the traffic accessibility is 313.

According to the research results of this paper, some problems were found and tried to propose solutions: First, the Wuhan rail transit will be extended to the suburbs to create conditions for the development of suburban tourism; second, vigorously build suburban tourist attractions and develop new tourism resources.

Key Words：Wuhan、Tourist attractions、Tourism spatial structure change、Urban rail transit、Traffic accessibility

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