What’s the Effective Urban Transport Policy in Shanghai?

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1. Introduction

- Total area of 6,340.5 km²
- Population of around
  - 17 million (2003)
  - 18.6 million (2007)
  - 24 million (2012)
- 18 Districts and one County

Location & Region

- 8 million
- 4. million
- 12 million
Land Use Change in Shanghai, 1979 - 2010
Potential in Rapid growth of motor vehicles
Shanghai %Transport Co2/%Incoem

Elasticity T-Co2/Income

2006 2007 2008 2009 2010 2011
1. Transport management mechanism

Top Down + Bottom-up community planning has appeared, Municipal Government + District Government

Centralized to Decentralized

Community Bus, Public Bike, Company Bus
2. Control on motorized vehicle license auction

2000~2013 comparing of private cars by Beijing and Shanghai

Shanghai            Beijing
Population  >  
GDP          >  
Car        <<<  3 Millions Less
Car Ownership Control Introduced in More and More City

Beijing 2011, 1
Guangzhou 2013, 7
Guiyang
Shijiazhuang
Tianjing 2014, 1
Hangzhou
Shenzhen 2014, 12, 29
Higher Parking Fee Policies

On-street parking fee management in Shanghai

<table>
<thead>
<tr>
<th>Area</th>
<th>Daytime</th>
<th>Night (Yuan)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>First hour (Yuan)</td>
<td>Extra half hour (Yuan)</td>
</tr>
<tr>
<td>Key area in inner city</td>
<td>15</td>
<td>10</td>
</tr>
<tr>
<td>Other area in inner city</td>
<td>10</td>
<td>6</td>
</tr>
<tr>
<td>Area between inner/outer ring</td>
<td>7</td>
<td>4</td>
</tr>
</tbody>
</table>

Parking Space Requirement: from Bottom limits to Upper Limits
Problems:

1. Park fee doesn’t increase with the CPI, so the effect of this policy gradually failed.

2. Park fee has no difference between cars with different emission of CO2, so this policy can’t encourage people use the cars with low-carbon emission.
No More Road in History Area
from more road for car
to shift the mode of travel
3. Strengthen public transport

Achievement

Extend Bus Service from City to Suburban, 20,000 Bus

High Quality Taxi Service

Large Scale Metro Construction, 14 Metro lines, > 500km

1000km Metro, 1000km Tramway, 500km Suburban railway in Planning
Metro Increased Each Year

Shanghai EXPO

MagLev
## 4. Land Use Control

### Density Control

<table>
<thead>
<tr>
<th>Area</th>
<th>Area (Km²)</th>
<th>Population (10⁳)</th>
<th>Density (10³ Persons/Km²)</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Wide</td>
<td>6340</td>
<td>24500</td>
<td>3.9</td>
<td>City Wide</td>
</tr>
<tr>
<td>Central City</td>
<td>660</td>
<td>12000</td>
<td>18.3</td>
<td>Outer Ring</td>
</tr>
<tr>
<td>City Core</td>
<td>108</td>
<td>4080</td>
<td>37.8</td>
<td>Inner Ring</td>
</tr>
</tbody>
</table>
Emphasize the idea of neighborhood unit, strictly regulate to provide residential area with all kinds of public service facilities.
Office Building mixed with shopping center, Higher rent, less car dependent
5. multi-mode urban transport system—Bike, E-bike

Bicycle is still the most sustainable mode of urban transport.

The government has become to protect proper activity space for slow transport.

And e-bike is becoming more important and popular in daily life with the development of urban scale.

modal split of slow transport

Registered number of non-motor vehicles

Source: The fourth comprehensive travel survey of Shanghai, 2009
6. Transport Without Constrain — Pudong
8. Comments.

Better Use the Opportunity of Land Value

Improve the Attractiveness /Value of City

Do it Early and Quickly, Fast Development also High Opportunity to Change

Integration of Land Use and Transport

Accept Challenge, Constrains—Consensus, Cross Border

Thanks!