Shanghai’s Urban Development and the issue of emerging city-region

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1. The historic structure of downtown Shanghai

- Shanghai in Qing Dynasty
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- The nationalists’ development plan since 1928
Shanghai in Qing Dynasty
Walled City of Shanghai in Qing Dynasty
City of concession period
City of concession period
The nationalist city development plan in 1929
2. City of working unit from 1949-1978

Working unit became the basic unit of social and economic organization, and the building block of sovereign in urban China.

The socialist perspective on production and consumption – the endeavor to transform Shanghai from a capitalist consumer city to a socialist producer city.

--- a very compact urban development mode, with large industrial block distributed at the edge of the city.
3. Shanghai’s urban development strategy since 1990s

Four stages:
1) 1992 – 1997, Pudong’s opening up
2) 1997 - 2000, Inner city redevelopment and urban expansion
3) 2000 – 2004, Decentralization strategy – “one city nine town”
4) 2004 to present, Regional integration - new city and town planning:
   “1966: One city, nine new cities, 60 new towns, 600 new villages”
Stage 1: 1992 - 1997, Pudong’s opening up
Lujiazui International Financial District

Century Avenue

Century Park
**Stage 2: 1997 - 2000, Inner city redevelopment and urban expansion**

Shanghai renovated 3.65 million sq m dilapidated residential buildings, all the manufacturing industries were moved out of inner city area.
Shanghai land use pattern in 1997
Stage 3: decentralization process 2000-2004

Decentralization strategy:
One city, nine town
Songjiang New City
Luodian
Anting
Zhujiajiao
Fengjing
Fengcheng
Luchaogang
Pujiang
Gaojiao
Baozhen
Outer ring green space
Control urban expansion
Stage 4: regional integrated development

new metropolitan area city system plan – “1966: One city, nine new cities, 60 new towns, 600 new villages”

1 inner city: the area within outer ring of 600 sq km
9 new cities: with the total population of 5.4 million
60 new towns: with a population of 50,000 to 150,000 each
600 new villages: with centralized public facilities

--- the new metropolitan spatial plan is consistent with the industrial development plan
上海市城市总体规划图

城镇体系

城桥

嘉定

宝山

青浦

松江

闵行

南桥

金山新城

临港新城

中心城
Layout of central city
9 new cities

“New City” is where the district Government is located, or based on development of important industries and urban major infrastructures.

The planed population of each new city is supposed to be more than 300-500 thousands.
**60 new towns**

“New town” means a small-sized town developed from rural towns with favorable geographic and good economic development condition.

Population of each new town is supposed to be 50-100 thousands.
Central villages

“Central village” is a new type of modernized rural village coordinating with the principle of effectively utilizing the land and concentration of industry and population.

A central villages is normally merged by several natural villages, population of which is supposed as around 2 thousands.
重点发展六大产业基地
Six Major Industrial Bases

浦东微电子产业基地
Pudong Micro-electronic Industrial Base

安亭汽车产业基地
Anting Automobile Industrial Base

上海石化产业基地
Shanghai Petro-chemical Industrial Base

宝钢精品钢基地
Baoshan Precise Steel Industrial Base

临港装备产业基地
Lingang Equipment Industrial Base

上海船舶产业基地
Shanghai Ship-building Industrial Base
Expressway system

以高速公路为骨干，与外环线构成“两环十射”。

“15–30–60” project

“15” 重要工业区、重要城镇、交通枢纽、客货运主要集散地15分钟可进入高速公路；

“30” 中心城与新城（省界）30分钟互通；

“60” 高速公路网上任意两点60分钟可达。
Airport, regional highway, rapid railway, and waterway system
4. The emerging city-regions: dynamics, pattern and tendencies
Geographic location of LYD mega-city

Source: made by Wenhui Shan of data from National Geometrics Center of China, 2005
轨道交通
Metro railway system

17条线路，全长976公里，2012年约完成450km。

Total 19 lines/ 976km, will complete 13 lines/450km in 2012.
In 2003, Yangtze River Delta has an area of 109,600 square kilometers, which is 1.1% of China’s territorial area, and a population of 81.61 million, which is 6.3% of China’s whole population.
CITY AREA IN LOWER YANGTZE DELTA
population density of PMSA, CMSA and MA in 2000

Legend
- province capital cities
- prefectural level cities
- major regional high way
- major regional railway
- all other values

population density in 2000
- 768
- 935
- 2358
- Hydrology

Source: made by Wenhui Shan of data from National Geometrics Center of China, 2005
Mega-city of Pearl Delta planning

Guangzhou

Shenzhen

Hong Kong

Zhuhai
How do we interpret China’s current urban development?

The visible changes: mass in scale and fast in speed – time and space compression

- Driving force 1: the synergy of globalization and marketization/privatization
  China’s economic reform and integration with global economy
- Driving force 2: the national policy plays very important role
  After 1990s, urbanization became a national development policy
- Driving force 3: the heightened competition between city government
  City making is an important tool to attract investment and promote city competitiveness
Tendencies

- City-regions are the most favorite place for the immigrants to seek economic opportunities or better education. This probably lead to the further concentration of the contemporary mega cities and megalopolis. And it will put greater pressure on the existing urban social and physical infrastructure, and will bring big challenges for urban management.

- How do we manage the mass urban growth, mass migration,
Challenges: are we heading for the right direction?

• Immigration and over-stressed urban social and physical infrastructure
• The increasing environmental stress: arable land, natural resort, pollution etc..
• Increasing social and economic gaps between regions and within cities
• Socio-psychological tensions: identities, heritage, and life texture
Reframing planning and enhancing governance for the emerging city-regions

• Incompatibility between economic and administrative territory
  - The increasing tension between economic integration and administrative fragmentation: If top-down national planning for mega-cities is a good solution? What’s the feasible mode of national level government intervention into regional level development - “Lassie faire” or “hand-off”?

• Contingency and mobility
  – The challenge to formulate and implement a regional development objective under increasing fluidity and mobility: How to develop a flexible planning and governance framework to address these issues?
New ways of thinking: new possibilities, new opportunities?

• **New economy**: Possibility to nurture a vibrant creative economy and new ways of life stimulated by high density and high mobility.

• **New spaces**: Opportunities for designing new model of urban development, building new urban space to nurture new compact ways of city life.

• **New governance**: The possibility to create new path on metropolitan governance during the process of socio-economic restructuring
Practice cases: what planner and designer can do?

• **Case one**: urban design highly appreciates the preservation of human and environmental assets;

• **Case two**: focal point for creative industries – nurturing diversity, new business, new ways of life (new relation of working, living and playing)
Thanks for your comments!