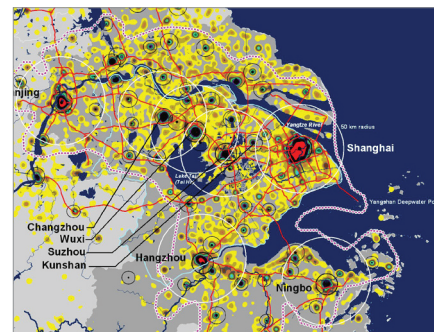


Metropolitan Dynamics in Shanghai and the Yangtze Delta



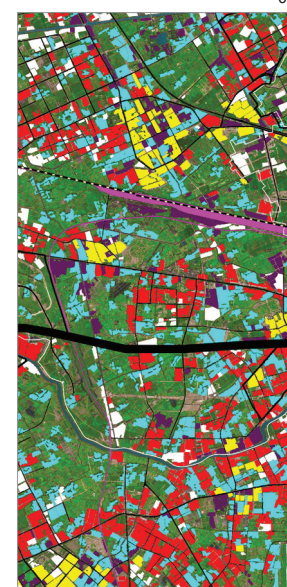
China
World Bank

Issues The World Bank has been working with China on urban development issues for two decades, both through lending and economic sector work. Reflecting a gradual shift to more metropolitan-wide assistance, in 2007 a sector study explored the linkages between land consumption, land use, and public transport in China's metropolitan regions using Shanghai, Tianjin and Zhengzhou as case cities. Chreod was commissioned to conduct the Shanghai case study.



01

Approach Metropolitan regions are relatively new phenomena in China's urban landscape. Historically, cities were tightly bounded within single jurisdictions, and urban and rural areas were distinct. Rapid industrialization has led to explosive, uncontrolled growth of suburbs, and of smaller cities and towns within metropolitan market areas. The result has been inefficiencies in metropolitan structure and form that constrain productivity and undermine environmental quality. We therefore explored how the management of land and transport in Shanghai is affecting potentials for attaining the agglomeration economies that are inherent to metropolitan regions, including how negative externalities are being addressed.



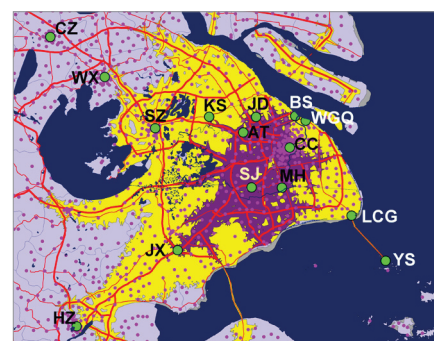
02

We analyzed economic trends and their spatial manifestations in the Yangtze Delta Region as a whole with particular attention to the dynamics of industrial location, reasons for these spatial dynamics (region-wide transport improvements and resulting effects on accessibility of land), and Shanghai's position in these changes.

We then analyzed metropolitan development trends in Shanghai, focusing on economic shifts in its transition to a post-industrial metropolis within the context of the YDR, and how the management of land and transport are affecting agglomeration economies that will strongly influence how – and how quickly – that transition occurs.

- 01 Shanghai anchors the Yangtze Delta Megalopolis of 77 million people
- 02 Over 70% of factories in Shanghai's key suburban corridor are not located on industrial-zoned land
- 03 Major expressway construction since 1990 has significantly expanded accessibility in the Yangtze Delta

Results Our final report outlined key policy changes that governments need to consider, including: attitudinal shifts to recognize functional metropolitan regions; reforms to functional responsibilities and fiscal relations; improvements in metropolitan policy impact assessment; reforms to China's land conversion quota system; focusing planning on metropolitan corridors; improvement of public transport along strategic corridors; and reforms to land management practices in suburban areas.



03

2007

Client:
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Project Team:
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**Project Area
Population:**

19.6 mn