



NINGBO: ACROSS THE BRIDGE FROM SHANGHAI

宁波



NINGBO: BASIC INFORMATION		World Rank	Similar To
Urban Area Population (2010)	1,920,000	201	Hamburg, Kitakyushu, Goiana
Projection (2025)	2,615,000	192	Rome, Fukuoka, Brasilia
Urban Land Area: Square Miles	220	174	Brasilia, Albuquerque, Manchester
Urban Land Area: Square Kilometers	570		
Density: Per Square Mile ¹	8,500	605	Paris, Brasilia, Glasgow
Density: Per Square Kilometer	3,300		
*Continuously built up area (Urban agglomeration) Land area & density rankings among the approximately 800 urban areas with 500,000+ population. Data from <i>Demographia World Urban Areas</i> (http://www.demographia.com/db-worldua.pdf)			

31 March 2010

Introduction

Ningbo is located on Hangzhou Bay in China’s Zhejiang province. Ningbo is 85 miles (140 kilometers) east of Hangzhou, the capital of the province. Ningbo is at the western edge of the semi-continuous band of urbanization referred to as the Yangtze Delta. The Yangtze Delta also includes [Shanghai](#), [Suzhou](#), Wuxi, Changzhou, [Nanjing](#), Jiaxing, Huzhou, [Hangzhou](#) and Shaoxing (Slides 2 & 3), which is located between Hangzhou and Ningbo.

Ningbo is approximately 135 miles (220 kilometers) from Shanghai, by expressway over the new Hangzhou Bay Bridge (Slides 79-80), which is the longest bridge over the sea in the world (22 miles/36 kilometers). The

¹ Density is calculated using the mid-point population between a base year estimate and the latest estimate as projected from the base year. See [Demographia World Urban Areas](#).

bridge opened in 2006 and reduced the driving distance between Ningbo and Shanghai by more than one-third.

Ningbo is located on a coastal plain. There are hills to the west, between the urban area and Shaoxing. The municipality (region) of Ningbo also includes another urban area of nearly 1,000,000 population, Cixi (accessed by the expressway to the Hangzhou Bay Bridge). Like other urban areas in the Yangtze River Delta, Ningbo has many canals (Slide 17), which were originally built for irrigation. The urban area also includes large, formal green spaces (Slides 43, 45 & 62).

Ningbo has the prosperous look of an east coast urban area, which is particularly evident if one has just come from less prosperous urban areas in southwestern China.

The Port of Ningbo

The port of Ningbo [is one of the largest in the world](#), ranking 3rd in tonnage and 12th in containers in 2007, according to the American Association of Port Authorities. The port of Ningbo handles 3.5 times as much tonnage as the combined ports of [Los Angeles](#) and Long Beach in California.

Ningbo's port is located only 50 miles (80 kilometers) across the mouth of Hangzhou Bay from the new mid-bay Port of Shanghai, which is the largest container port in the world and the second largest port in the world in tonnage (following Singapore). These two ports combined handle the most tonnage of any region in the world. However, the Pearl River Delta ports (Hong Kong, Shenzhen and Guangzhou) handle more containers. The two ports handle double the tonnage of the combined ports of [Rotterdam](#) and [Antwerp](#).

Population and Density

Ningbo is mainland China's 36th largest urban area, with a population of nearly 2,000,000. Ningbo is also the least dense urban area in China with more than 1,000,000 population. Ningbo has 8,500 persons per square mile (3,300 per square kilometer), with a density similar to that of the Paris urban area and 20% greater than that of the Los Angeles urban area.

Ningbo, however, will become much more dense. The core of the urban area, centered on the Yong River, is comparatively dense. However, the periphery contains considerable empty land, located between major residential and commercial developments. In the longer run, development of this empty land should substantially increase the urban area's density.

The Core

The commercial core of the urban area is located principally on the west bank of the Yong River. Like many Asian urban areas, the commercial development is spread over a relatively large area of 3 square miles (7.5 square kilometers), rather than being concentrated as in American, Canadian or Australian urban areas (many of which are less than one square mile). There are a number of high rise buildings, both office towers and residential towers in the area, along with the typical lower rise "bay window" apartment and condominium buildings that are found throughout China (Slides 5, 6, 13, 22 & 24). There are a number of high-rise condominium buildings along the Yong River (Slides 32 & 47), including the tallest building in Ningbo, the Lingjiang Mingting residential building, at 52 floors (Slide 36).

Ningbo has the wide virtual grid of streets that are typical of Chinese urban areas. The core of Ningbo, however, has an unusual treatment for bicycles and E-Bikes. Shade structures are provided at intersections (Slides 15 & 31).

The core also includes Yuhue Park, which covers 70 acres (30 hectares), much of which is a long lake (Slides 10-12). Yuhue Park stretches from the main commercial core, to the south side of the core near the railroad and bus station.

As is typical of Chinese urban area cores, many streets are lined with small shops, some of which provide quality local fare (Slide 19). The noodle shops of Ningbo are highly recommended (as they are also in [Chongqing](#), Shanghai, [Xi'an](#), [Shenyang](#), and so on and so on....)

There are a number of large high-rise condominium and office developments further out to the east of the Yong River (Slides 50-53, 60-64). There are also sizeable villa developments (Slides 54-56, 58-59).

Eastern Suburbs

The eastern suburbs of Ningbo are comparatively sparsely populated, with large condominium developments (Slides 70-76).

Traveling to Ningbo

Ningbo can be conveniently reached by both bus and train from the Shanghai South railroad and bus stations. The bus is by far the fastest, because of the shortcut over the new Hangzhou Bay Bridge. The Chinese intercity bus system is very well organized and surprisingly simple to use, despite the daunting crowds and large size of the bus stations. The bus is advertised to take 2.5 hours, nonstop, between Ningbo and Shanghai. However, Shanghai traffic can be very heavy and this is made worse by the narrow, 4-lane expressway crossing of the Huang Pu (river). The service is frequent, with an average of four departures per hour between 06:00 and 20:00.

The train takes at least four hours and operates quickly along the high speed rail right of way from Shanghai South station to the northern suburbs of Hangzhou. However, the train crosses turns east and crosses the Qiantang River at this point, continuing through eastern Hangzhou and through Shaoxing to Ningbo. The trip from Shaoxing to Ningbo is particularly slow.

The bus is recommended for this itinerary, both because of its speed and its frequency.

Cities in China ([Urban Definitions](#))

Analysts are often confused by the “city” terminology used in China. No “city” illustrates this more than the municipality of Chongqing, by virtue of its overwhelming size and population, the vast majority of which is rural (not urban). Cities in China are regions.

The following, from our article in *NewGeography.com* elaborates on the term “city” and misunderstandings surrounding it (Source: <http://www.newgeography.com/content/001076-on-cities-ghg-emissions-apples-oranges>).

Whenever someone starts talking about “cities,” it is best to ask what they mean. The word “cities” has so many meanings and is subject to such confusion that I generally avoid using it.

“Cities” might be municipalities, such as the city of [New York](#) or the ville de Paris.

Cities could be urban areas (urbanized areas or urban agglomerations), which are the urban footprints one observes from an airplane on a clear night.

- *“Cities” could be metropolitan areas, which are labor markets and are generally larger than urban areas, because people commute from rural areas (outside the urban footprint) to work in the urban area.*
- *In nearly the entire world, with the exception of China, urban areas and metropolitan areas are larger than municipalities.*

Or, “cities” could be used in the sense of Chinese prefectural, sub-provincial or provincial level cities, which tend to be far larger than any reasonable definition of a metropolitan area. Nearly all of China is divided into cities, in the same way that most of the United States is divided into counties.

These Chinese “cities” themselves often contain county level “cities” that are separate from the principal urban areas.

These differing definitions of municipalities make any international comparison of these entities difficult and often misleading. The ville de Paris represents barely 20 percent of the [Paris](#) region. The “city” of Atlanta represents barely 10 percent of its metropolitan area. The “city” of Melbourne represents only 5 percent of its metropolitan area. Yet, other “cities” are larger than their metropolitan areas, such as Chongqing, China, which has at least five times the population of its genuine metropolitan area (the “city” covers an area the size of Austria or Indiana). The city of San Antonio, with its vast stretches of suburbanization is surely not comparable to the city of Hartford, which is dominated by an urban core.

Any genuine comparison of “cities” must be at the metropolitan area or urban area level. These definitions both represent the city as the organism it is, rather than simply the happenstance of municipal boundaries. Of course, comparisons must be either between metropolitan areas or urban areas to be valid. It will not do to compare metropolitan areas with urban areas; they are as apples and oranges. Moreover, there are no international standards for delineation of metropolitan areas, which makes metropolitan comparisons more complex.

[Description of the Series](#)

[The Megacity Book](#)

[World Urban Areas: Population & Density of All Urban Areas over 500,000](#)

<http://www.rentalcartours.net>

<http://www.demographia.com>

<http://www.publicpurpose.com>



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A blue directional sign with a white border. On the left, there is a circular symbol with a red border and a diagonal slash, containing a black car icon with a left-pointing arrow, indicating a 'no left turn' restriction. To the right of this symbol, the sign is divided into two sections. The top section contains the Chinese characters '大戴街' (Dadai Street) and '华严街' (Huayan Street). Below these sections, a white rectangular box contains the time restriction '7:00-21:00'. A white arrow on the left side of the sign points towards the left.

请选择车道行驶

PLEASE DRIVE THE CORRECT WAY

A blue rectangular sign with a white border. It features three white arrows pointing upwards, separated by vertical dashed lines. The rightmost arrow has a white arrow pointing to the right. Below the arrows, the sign contains the Chinese text '请选择车道行驶' and the English text 'PLEASE DRIVE THE CORRECT WAY'.





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