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南京城市与交通规划简介

Brief Introduction on Nanjing Urban and Traffic Planning

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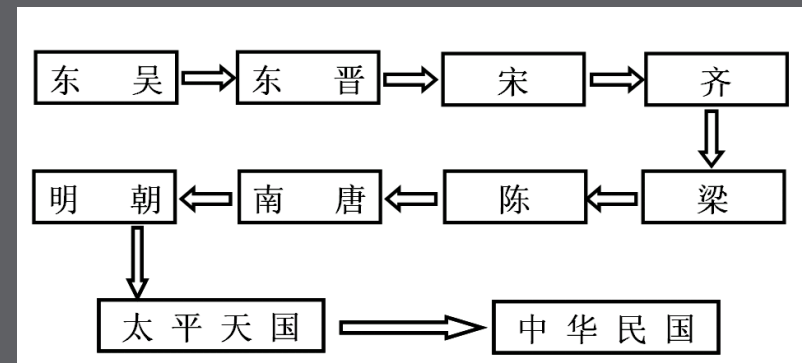
1 历史回顾：南京都城历史变迁

Historical Evolvemnt of Nanjing

- 孙中山：“六朝金粉地，金陵帝王州”。
“A Land of Gold for Dynasties and a Province For Emperors” - Sun Yat-Sen, a world-renowned revolutionary who devoted his entire life to overthrowing the Qing Dynasty and setting up the Republic of China

- 6000多年文明史，2400多年建城史；与北京、西安、洛阳并称为“中国四大古都”；“六朝古都、十朝都会”

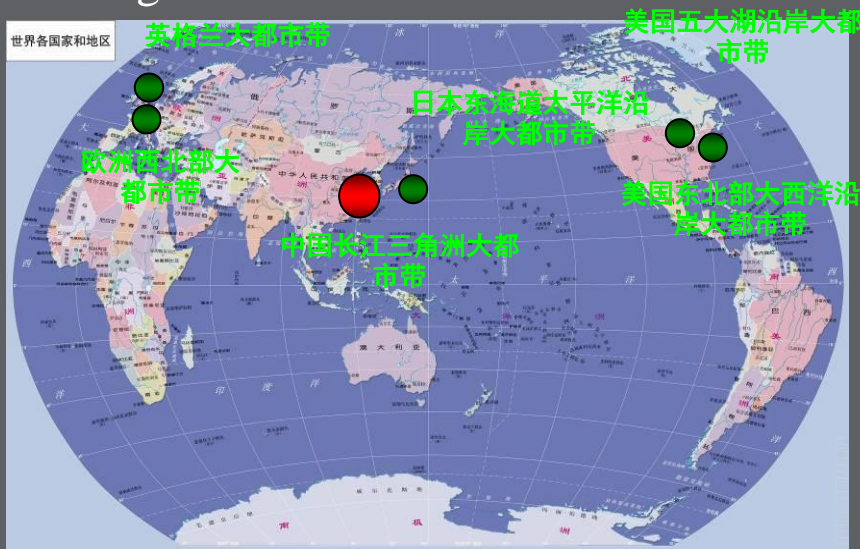
One of the four great ancient capitals in China (on par with Xi'an, Luoyang, Beijing), with over 6,000 years history of civilization and 2,500 years record of urban construction, being praised as "a metropolis of ten dynasties", including Eastern Wu of the Three Kingdoms, Eastern Jin, Song, Qi, Liang and Chen, Southern Tang, Ming, Taiping Heavenly Kingdom and the Republic of China.



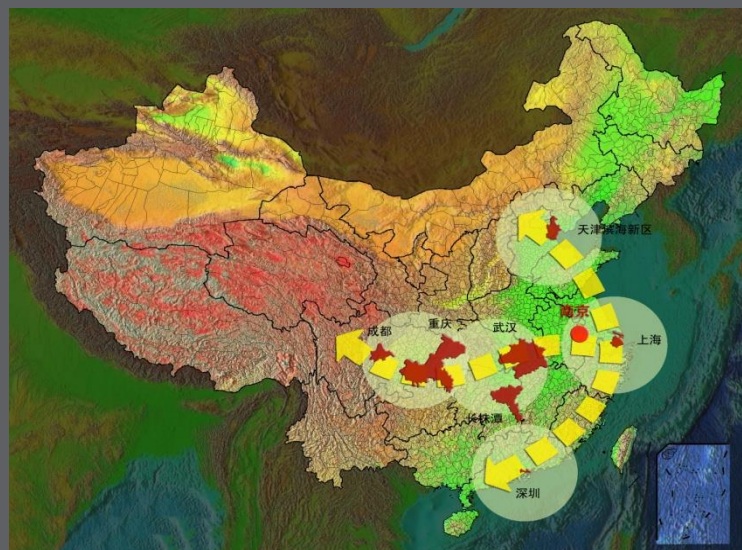
2 城市地位：长三角承东启西的中心城

Core City in Yangtze River Delta Region, Interconnecting the East with the West

- 长三角成为世界六大城市群之一。长三角成为国家区域战略的重要板块，我国综合实力最强的区域。
As one of the six metropolis clusters in the world, Yangtze River Delta Region is an integral component of regional development strategy of China with highest level of economical and social development.
- 南京市江苏省省会，地处江苏、安徽两省交界。
Nanjing is the capital of Jiangsu Province, geographically situated at the juncture of Jiangsu Province and Anhui Province.



世界六大城市群
Six Metropolis Clusters in the World



国家经济带、城市群示意图
Economic Zones and City Clusters



3 城市总体规划回顾

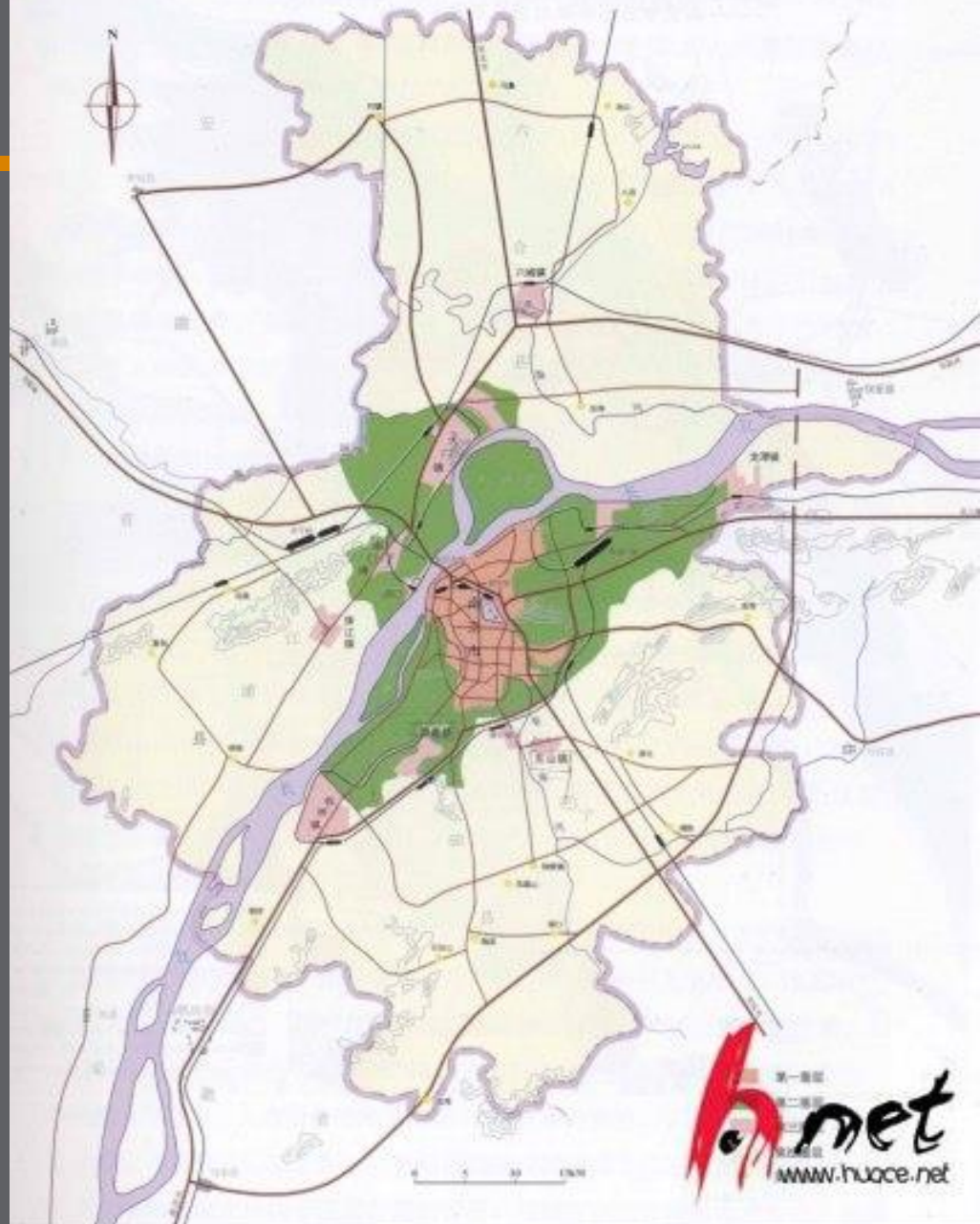
Overview of City Master Planning

1980版城市总体规划 Version of Year 1980

- 规划人口：120万城市人口
Planned population: 1.2 million urban population
- 规划建成区面积：120平方公里
Planned built-up area: 120 km²
- 圈层式空间布局
Spatial layout characterized by multiple circles and peripheral expansion

南京市城市总体规划(1981-2000)

— 南京地区圈层式城镇群体规划布局

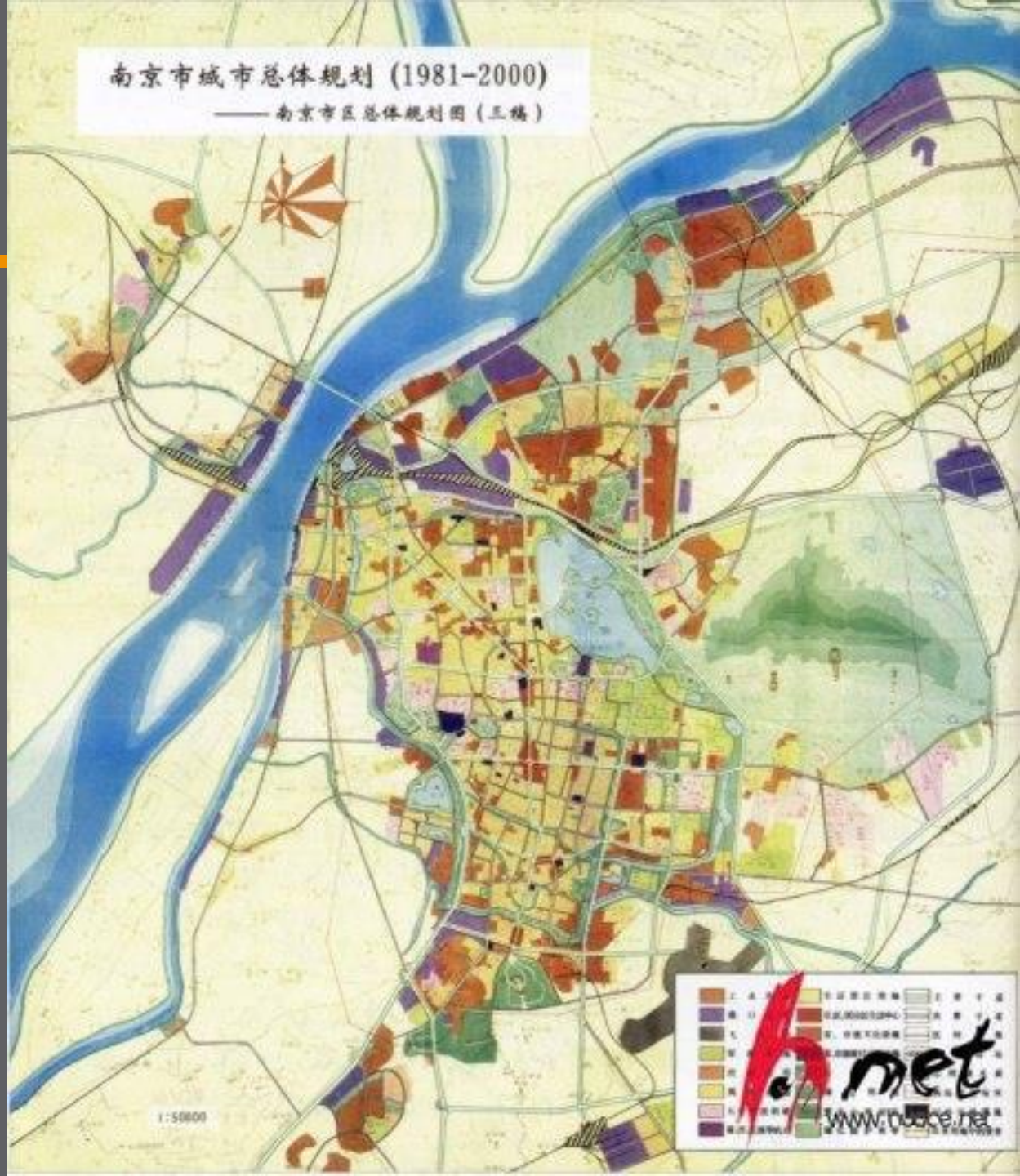




1980版城市总体规划

Version of Year 1980

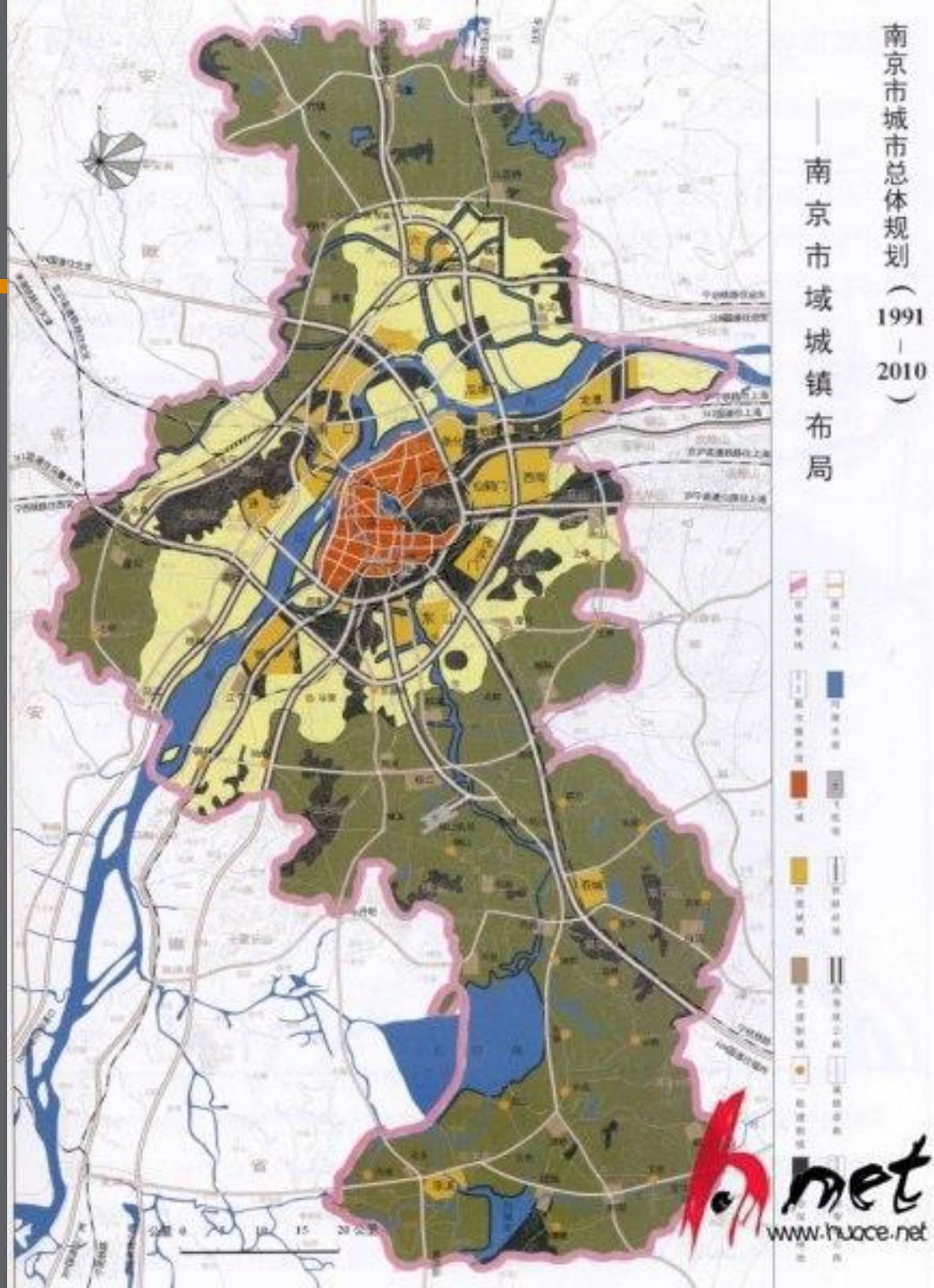
经三纬五干道网
Urban thoroughfare network made up of by 3 longitude trunk roads and 5 latitude truck roads





1990版城市总体规划 Version of Year 1990

- 规划主城区：300万人口（2010）、**260万**（远景），243平方公里。
Planned Main Urban Area: 3 million population (2010), **XXX** million (long-term), 243 km².
- 规划都市圈：530万人口（2010年）、800万（远景），2947平方公里。
Planned City Cluster: 5.3 million population (2010), 8 million population (long-term), 2,947 km².
- 多中心、开敞式空间布局
Open spatial layout with multi-centers

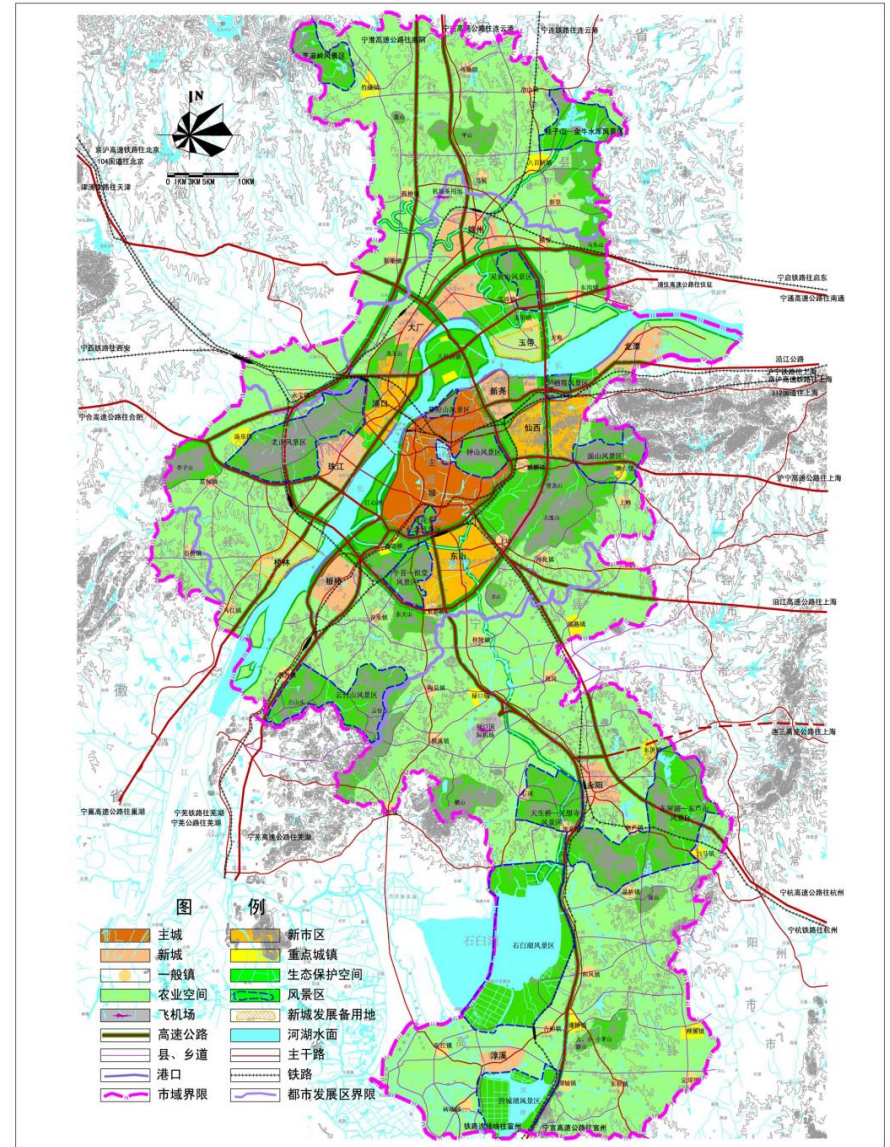




2000版城市总体规划 Version of Year 2000

- 规划主城区：380万人口，274平方公里
Planned Main Urban Area: 3.8 million population, 274 km².
- 都市发展区：形成“以长江为主轴，以主城为核心，结构多元，间隔分布，多中心、开敞式的现代化大都市空间格局”构想。
Metropolitan Development Area: the conceptualization of a modern metropolitan spatial layout with multi-centers and openness achieved through defining Yangtze River as the principle axis, making downtown area the development core, and realizing structurally diversified functions with reasonable spacing and zoning across the city.

南京市城市总体规划调整 ——市域空间利用规划图





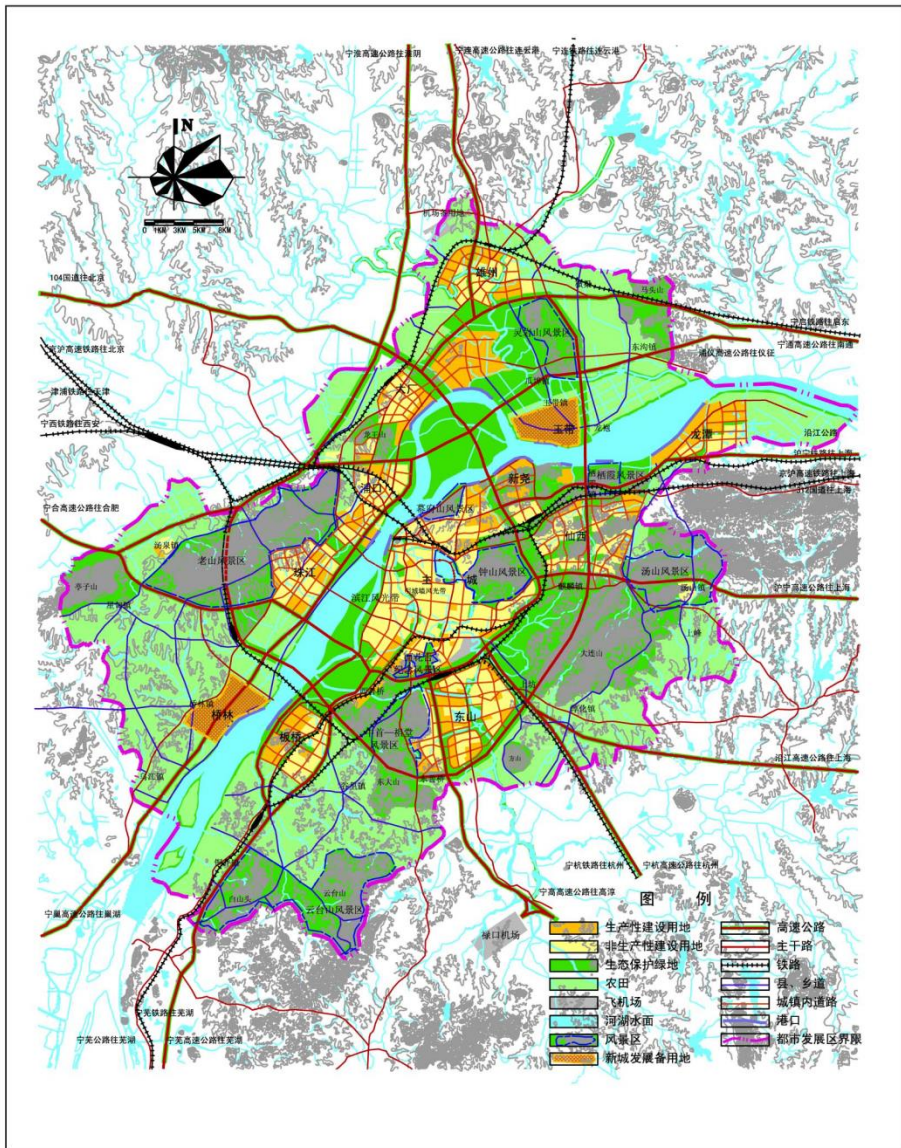
2000版城市总体规划 Version of Year 2000

两环十二射高速公路
2 circular and 11 radial
expressways

增加2条城市过江通道
Addition of 2 cross-river
channel

经六纬九干道网
Urban thoroughfare network
consisting of 5 longitude trunk
roads and 8 latitude truck roads

南京市城市总体规划调整 ——都市发展区远景规划图



2010版城市总体规划

Version of 2010

主城区：380万 Main Urban Area: 3.8 million population

市域：人口1200万 City-wide Jurisdiction: 12 million population

“多心开敞、轴向组团、跨江发展”的现代都市区空间格局。
Modern metropolitan spatial layout featuring “openness with multi-centers, axial clustering of function zones, and cross-river development”

交通响应与反馈 Transportation Support

- 构建千万人口级超大城市综合交通体系

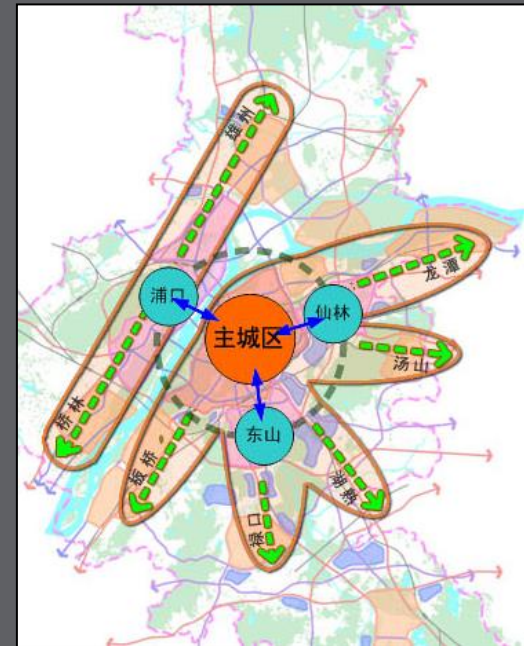
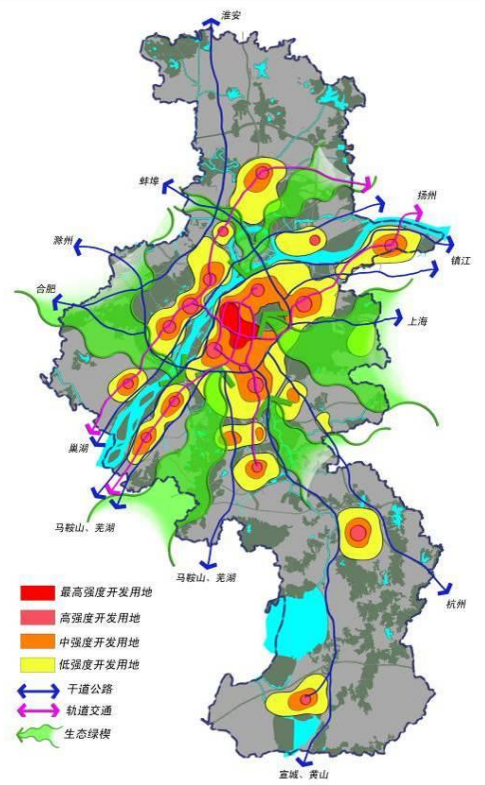
Establishment of comprehensive transportation system serving mega-scale city with 10 million population

- 实行轨道主导、枢纽支撑、“三快”引领、复合走廊、公交优先、交通减量

Development of urban rail-based public transport and hub integrated corridor, bus prioritization, traffic decrement

“一带五轴”空间格局

Spatial layout featuring “1 belt + 5 axes”





4 南京综合交通规划与交通发展白皮书摘要

Summary of Nanjing Comprehensive Traffic Planning and Development White Paper

发展愿景

Development Vision

畅达、绿色、和谐的现代化交通体系
A modern transportation system featuring **mobility**,
accessibility, **environmental-friendliness**,
sustainability, **reconciliation** and **harmonization**.



交通发展目标 Targets and Objectives

枢纽都市：构建陆港、空港、水港、信息港“四港”合一，轨道主导、模式多元、层次清晰的综合型枢纽都市，支撑城市地位提升、城市规模扩大。

Traffic hub: developing Nanjing into an traffic hub integrating land port, airport, river port and information port, with rail-based transport playing a lead role supported by multiple transport modes.

公交都市：构建国铁、城轨、地面公交等多级公交网络合一，高效率、高品质、高适应性的一体化公交都市，引领城市布局、交通结构优化。

Pubic Transport Oriented: developing Nanjing into a public transport oriented city integrating intercity railway, intracity MRT/LRT, and bus system to achieve high efficiency, high quality and high adaptability of public transport service.

畅达都市：构建以“3133、3155”为畅达目标、高机动性与高可达性的畅达都市，适应排堵保畅、节能减排、公平和谐的发展要求。

Accessibility: developing Nanjing into a city with high mobility and high accessibility. Specific targets denoted by “3133 and 3155” have been set up.



“3133, 3155”目标 Targets of “3133 and 3155”

长三角大城市3小时内通达；南京都市圈1小时通达；都市发展区通勤交通3刻钟（45分钟）到达；主城85%单程出行的时间控制在30分钟以内；15分钟上快速路、15分钟上高速公路，市域所有自然村15分钟内能通达干线公路网。城市居民步行5分钟内可达公交、地铁车站。

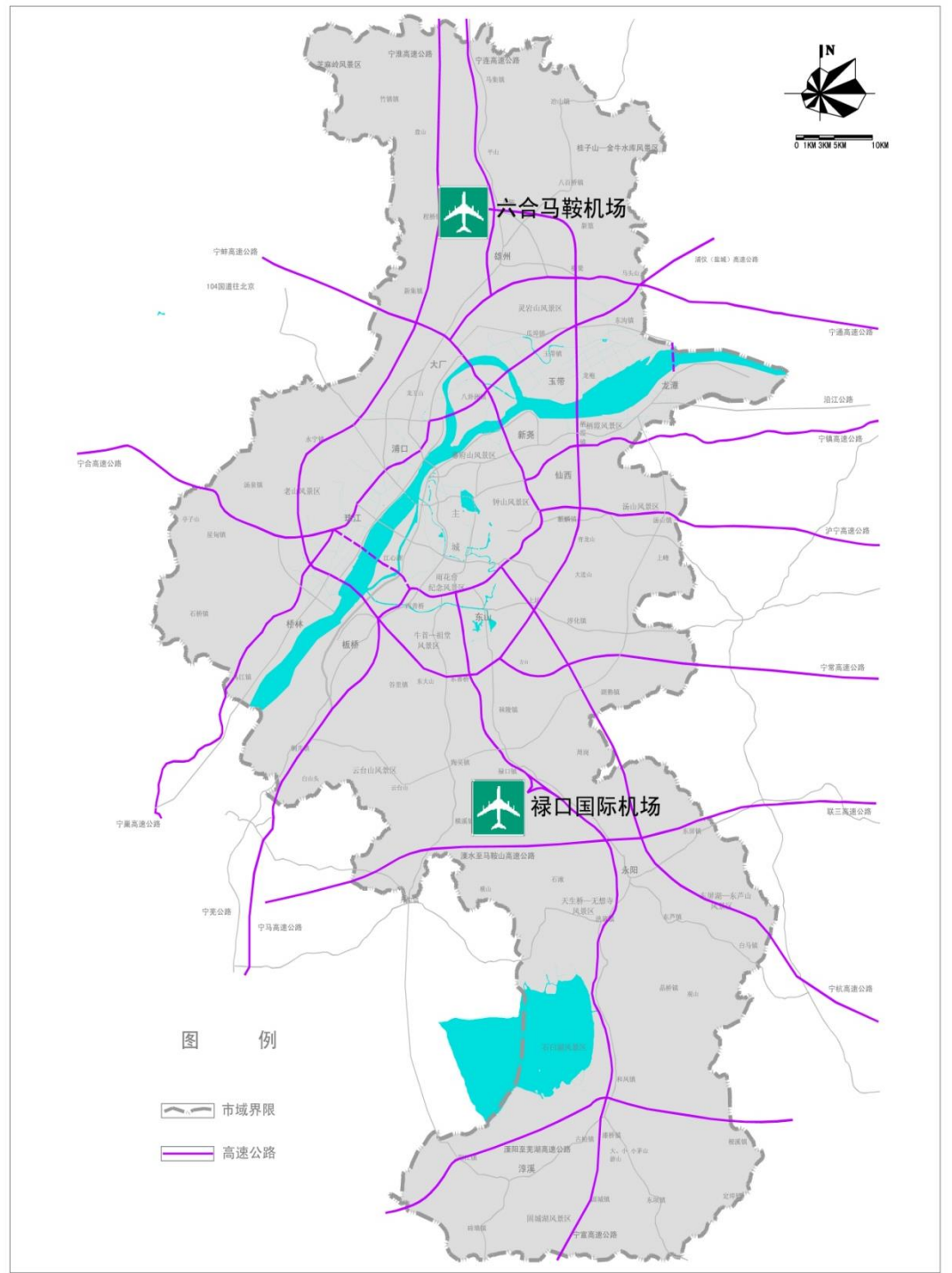
The targets denoted by “3133 and 3155” refer to:

- (a) No-more-than-3-hour accessibility amongst major cities across Yangtze River Delta Region;
- (b) No-more-than-1-hour accessibility within Nanjing City Cluster;
- (c) No-more-than-45-minute accessibility for commuting within urban development area;
- (d) No-more-than-30-minute for over 85% one-way trips within main urban area;
- (e) No-more-than-15-minute accessibility to intracity expressways and intercity expressways;
- (f) All villages across city-wide jurisdiction have no-more-than-15-minute accessibility to trunk road network;
- (g) Accessibility of bus station or MRT/LRT station is less than 5-minute walking distance for urban residents.



空港建设规划图

Airport Development Planning



“十线汇集” 铁路网

Railway Network Interconnecting 10 lines

京沪高速铁路
Beijing-Shanghai
(high-speed)

沪宁城际铁路
Shanghai-Nanjing
(intercity)

津浦铁路
Tianjin-Nanjing/Pukou

沪宁铁路
Shanghai-Nanjing

宁西铁路
Nanjing-Xi'an

宁杭铁路
Nanjing-Hangzhou

宁启铁路
Nanjing-Qidong

宁淮铁路
Nanjing-Huai'an

宁芜铁路
Nanjing-Wuhu

宁宣铁路
Nanjing-Xuancheng





市域高速公路网络规划图

Planning of Intra-city Expressways Network

- “两环”是指两个成环状的公路通道，“一环”（内环）指现有的绕城公路，“二环”（外环）指绕越公路。

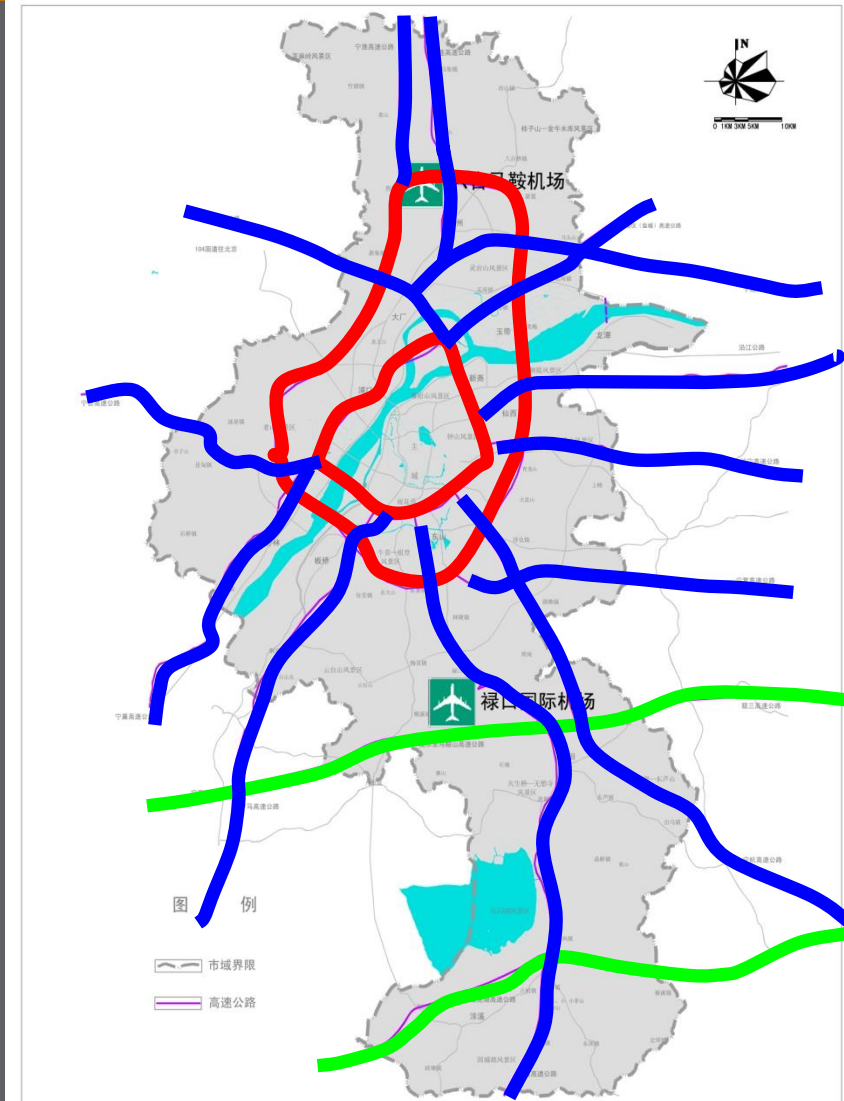
“Two rings”, respectively referring to “1st ring” as existing urban ring road and “2nd ring” as outer ring road

- “二横”是指宁常高速公路西延和溧阳至芜湖高速公路。

“Two horizontal roads”, respective referring to the westward extension of Nanjing-Changzhou Expressway and Liyang-Wuhu Expressway.

- “十二射”包括了现有、即将建设的路网，主要是沪宁、宁杭、宁高（机场）、宁常、宁芜、宁巢、宁合、宁蚌、宁淮（连）、宁通、宁镇、浦仪（盐城）。

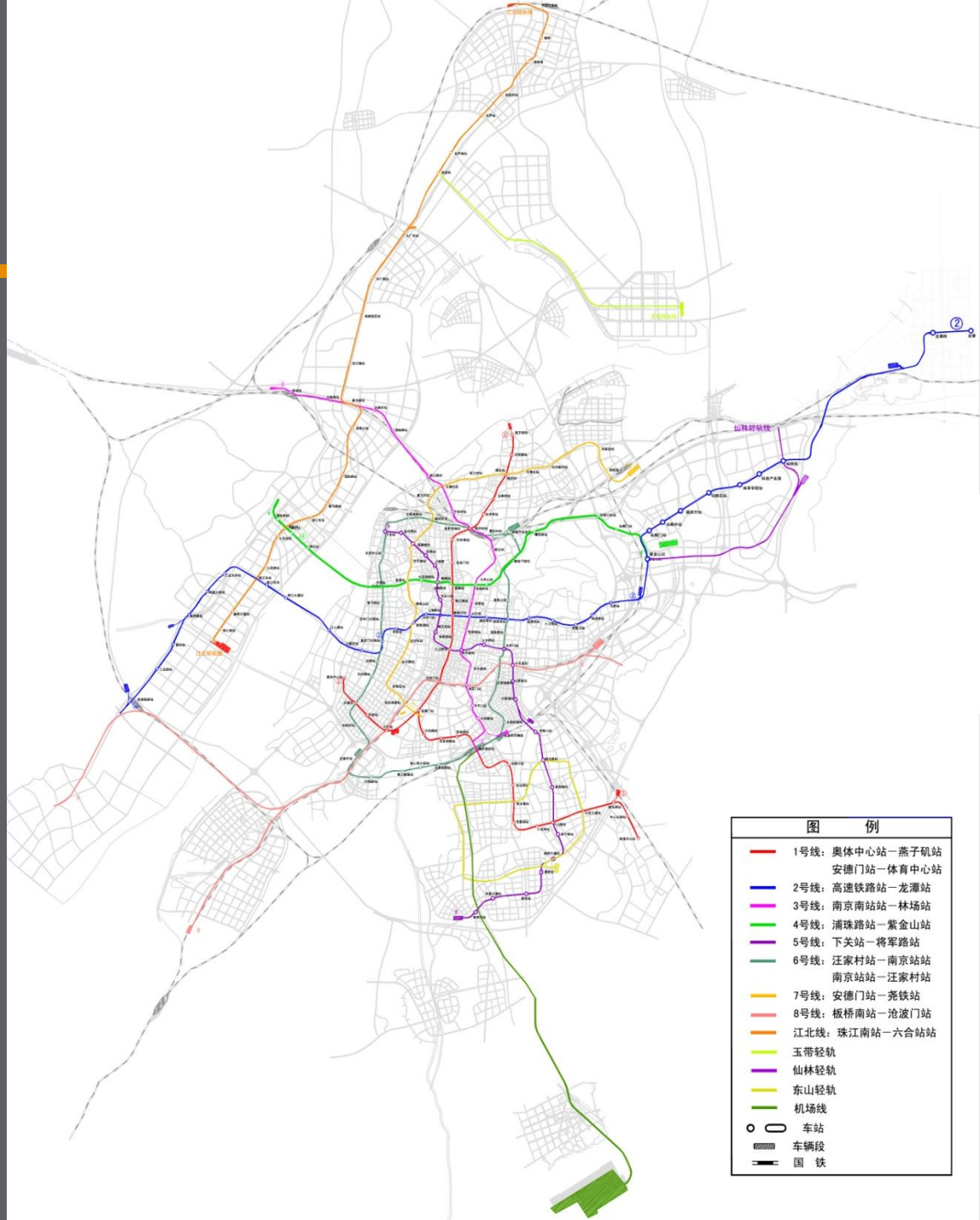
“12 radial roads” include the existing and to-be-constructed road network.





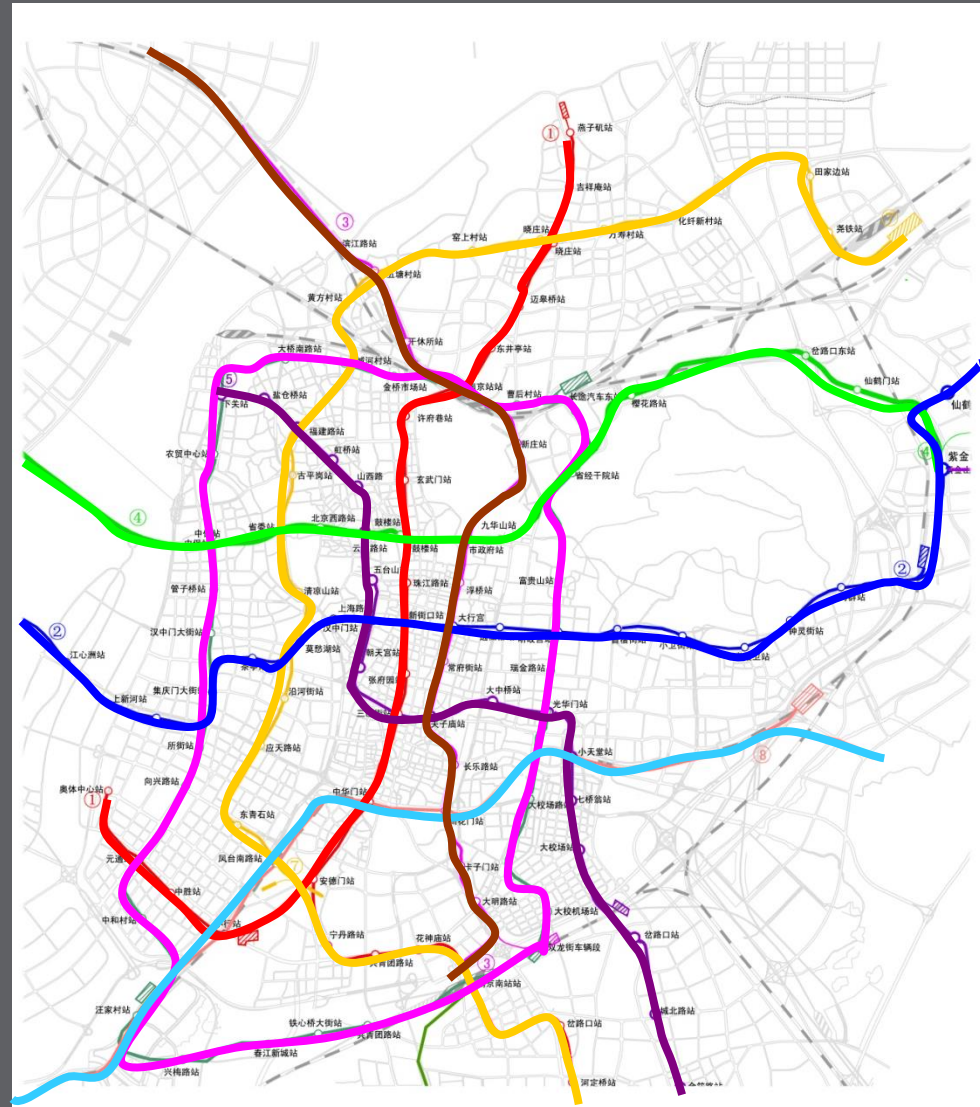
都市发展区轨道 线网规划图

Planning of Rail- based Public Transport (MRT/LRT) in Urban Development Area





主城轨道线网规划图 Planning of Rail-based Public Transport Network (MRT/LRT) in Main Urban Area





●“三环” 3 Rings

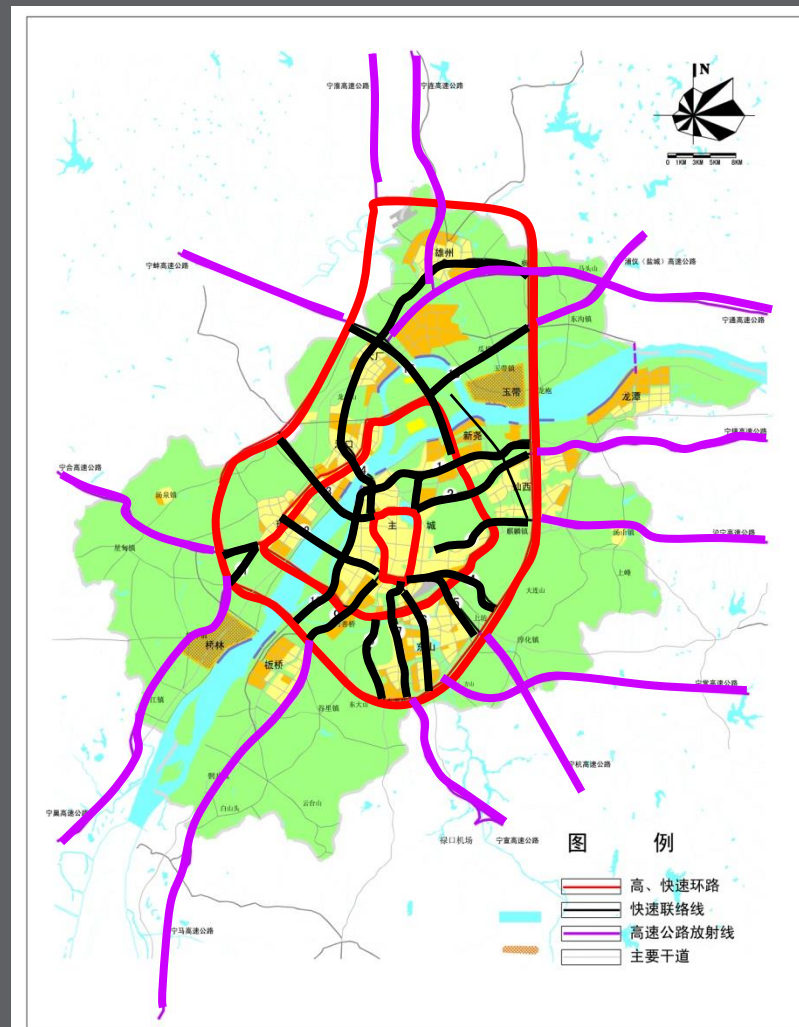
- ✓一环：由纬三路（玄武湖隧道、模范马路、中央路至古平岗）、纬七路（集合村路双桥门及赛虹桥）、经二路（虎踞南路、虎踞北路）、经三路（九华山及玄武湖隧道、龙蟠中路、龙蟠南路）构成。
- ✓二环：由绕城公路、长江二桥和浦珠路构成。
- ✓三环：绕越高速公路

●“十六连” 16 Connecting Lines

- (1)红山路、纬一路、栖霞大道；
- (2)玄武大道、312国道；
- (3)沪宁高速公路连接线；
- (4)纬七路及其东延线；
- (5)纬七路、宁杭高速公路连接线；
- (6)宁溧路；
- (7)机场高速；
- (8)宁丹公路；
- (9)凤台南路、宁马高速公路连接线；
- (10)滨江大道；
- (11)宁巢高速公路连接线；
- (12)纬七路、宁合高速公路连接线；
- (13)纬三路及其西延线；
- (14)长江大桥、江北大道；
- (15)长江二桥、宁蚌高速公路连接线；
- (16)浦仪公路连接线。

●“十二射” 12 Radial Expressways

- 包括了已建和规划待建的宁镇、沪宁、宁常、宁杭、宁宣、宁马、宁巢、宁合、宁蚌、宁淮（连）、宁通、浦仪（盐城）等高速公路。





战略方针 Strategic Guiding Principle

坚持以公共交通优先发展为统领的交通发展战略方针。

Keep the prioritization of public transport development as the strategic guiding principle



四大战略任务 Four Strategic Undertakings

- **全面提升公共交通服务水平**
Overall improvement of public transport service quality
- **全面协调交通与土地利用的互动发展**
Overall coordination of interactive development of transport and land utilization
- **全面整合交通体系**
Overall integration of transport system
- **保持道路交通系统整体畅达**
Maintaining overall mobility and accessibility of road transport system



战略任务一：全面提升公共交通服务水平

Strategic Undertaking 1: Overall improvement of public transport service quality

- 扩大公共交通运输能力
Increase transport capacity
- 提高公共交通出行效率
Improve trip efficiency
- 保持和提升公共交通价格和服务的“磁力”
Maintain and promote the attractiveness of price and service
- 确保公共交通企业的发展动力
Keep growth and development momentum of public transport enterprises





战略任务二：全面协调交通与土地利用的互动发展 *Strategic Undertaking 2: Overall coordination of interactive development of transport and land utilization*

- 以“三快”（快速轨道、快速道路、快速公交）集中的复合交通走廊以及一体化综合交通枢纽支持和促进南京与长三角其他中心城市一体化发展。
Integrated traffic corridor featuring MRT/LRT, BRT and intra-city expressways and comprehensive traffic hub, facilitating integrative growth and development of Nanjing and other major cities in Yangtze River Delta Region.
- 以公共交通为主体的交通模式选择和政策导向，引导土地集约开发、节约利用。
Prioritization of public transport and relevant policy orientation and guidance promoting intensive development and economical utilization of land.
- 土地利用开发围绕公共交通走廊和枢纽；控制老城和中心区土地开发强度；加强新区公共设施配套建设和人口与就业的平衡。
Centering land development on areas in the vicinity of public traffic corridor and hub, regulating development intensity of land parcels in old city and central areas, strengthening the balancing of communal facilities and utilities development, population growth and employment opportunities.
- 做好地铁车站、公交枢纽与步行、自行车、小汽车交通的“无缝衔接”；
Seamless connection and transfer amongst MRT/LRT stations, bus terminals, private cars, and non-motorized transportation (bicycles and pedestrian)
- 按照轨道交通、城市道路的不同功能等级实施沿线和车站周边土地的控制和引导。
Controlling and guiding land development and utilization along MRT/LRT/BRT/intra-city expressways and in the vicinity of stations in accordance with varieties of their functions.

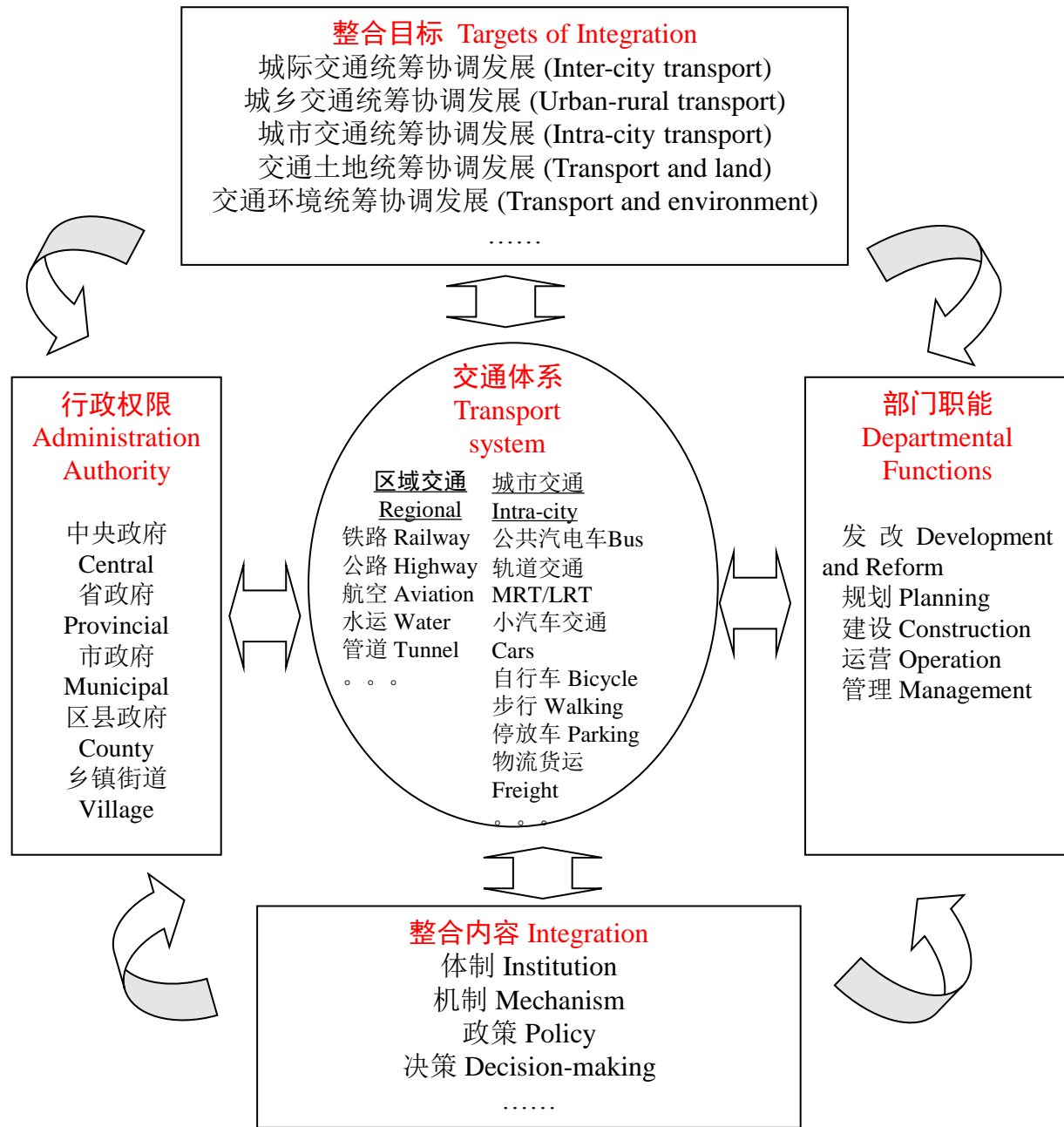


战略任务三：全面整合交通体系

Strategic Undertaking 3: Overall integration of transport system

- 整合交通决策管理体制：Integrating transport policy-making and administration system
 - ✓设立交通决策协调委员会。Establishing transport policy-making coordination committee
 - ✓择机成立市交通委员会。Establishing municipal transport committee as appropriate in due course
- 整合交通发展政策和行动：Integrating transport development policy and action
 - ✓建立交通发展公共政策平台 Establishing transport development public policy platform
 - ✓定期修订《交通发展白皮书》 Revising *Transport Development White Paper* on regular basis
- 整合交通系统设施资源：Integrating resources of transport facilities
 - ✓实现城乡路网合理布局，枢纽设施有机衔接，各类交通方式协调发展。Realizing reasonable layout of urban-rural road network, effective and efficient interconnection of traffic hubs, and coordinated development of various transport modes
 - ✓建设全社会共享的交通公共信息平台。Establishing transport public information platform serving the general public.

战略任务三： 全面整合交通体系 Strategic Undertaking 3: Overall integration of transport system





战略任务四：保持道路交通系统整体畅达 *Strategic Undertaking 4: Maintaining overall mobility and accessibility of road transport system*

- 持续扩容
Continual and Sustained Capacity Expansion
- 功能优化
Function Improvement and Optimization
- 需求调控
Control and Regulation of Traffic Demand
- 科学管理
Scientific Management





五项重大政策

Five Significant Decisions

- **公共交通优先**
Prioritization of Public Transport
- **交通设施引领**
Traffic Infrastructure Spearheading Urban Development
- **交通科技先导**
Advancement of Transport Technologies
- **交通资金保障**
Availability of Public Finance for Transport Sector
- **小汽车交通引导**
Guidance and Management of Private Cars



● 公共交通优先

Prioritization of Public Transport

政策理念 *Concept and Principle*

坚持公共交通优先发展政策，要在法律、投资、财政、税收、规划、建设、管理和服务等各个环节，为公共交通发展提供优先条件。

Favorable enabling environment for public transport prioritization from legal, investment, fiscal, taxation, planning, construction, management and service perspectives.

政策要点 *Key Points*

- (1) 制定《南京市公交优先发展实施办法》。将公共交通优先作为政府的一项长期政策。
Formulating Implementation Measures for Public Transport Prioritization in Nanjing.
- (2) 公共财政保持公共交通投入的倾斜性增长；优先安排并预留足够的公共交通设施建设用地。
Incremental allocation of fiscal budgets in favor of public transport.
- (3) 坚持适度的公共交通优惠票价政策；并建立相应的公共财政扶持政策。
Preferential public transport fare backed by public finance supportive policies
- (4) 在适度有序竞争前提下继续推进公共交通企业改革，建立和完善专营权制度。
Keeping facilitating the reform of public transport enterprises under the premise of moderate and orderly competition. Establishing and improving the concession system.
- (5) 在城市道路资源分配和路口通行权分配上给予公共交通充分优先。
Priority shall be given to public transport in respect of allocation of urban road resources and right-of-way.



● 交通设施引领 Traffic Infrastructure Spearheading Urban Development

政策理念 *Concept and Principle*

坚持交通基础设施引领城市建设发展的政策，为改善市民出行、拉开城市框架、提升城市功能、促进经济社会发展提供良好的交通条件和环境。
Keeping implementing the policy of developing traffic infrastructure and creating sustainable urban transport environment and conditions to spearhead the urban development and improve mobility, accessibility and livability.

政策要点 *Key Points*

- (1) 继续实施适度超前的交通投资战略。 Appropriate forward-looking strategic investment in transport
- (2) 以交通设施建设引导城市空间拓展。 Spearheading urban spatial expansion through traffic infrastructure development
- (3) 加快综合客运交通枢纽建设。 Accelerating the development of comprehensive passenger transport hubs
- (4) 加大公共交通枢纽、公共停车场、物流中心等设施的建设。 Intensifying the development of public transport hubs, public parking spaces and logistics centers.
- (5) 积极推进大型建设项目交通影响评价制度。 Proactively facilitating the traffic impact assessment policy for large-scale construction projects



● 交通科技先导 Advancement of Transport Technologies

政策理念 *Concept and Principle*

坚持以科技先导来规划、建设和管理交通系统，使交通发展决策科学、民主和理性。
Ensuring a scientific, democratic and rational transport development decision-making process by planning, developing and managing traffic system on the basis of transport technology advancement

政策要点 *Key Points*

- (1) 增加交通科技投入，建立和完善规范化的交通政策与规划体系。Increasing investment in transport technologies and establishing and improving well-regulated traffic policy and planning system
- (2) 超前做好交通基础设施项目储备，提高前期工作水平。Developing a pipeline of traffic infrastructure projects and improving the quality of preparatory work
- (3) 充分运用交通工程理论和技术进行科学设计和论证。Making full use of traffic engineering theories and technologies for scientific design and analysis
- (4) 积极推进交通信息化建设。Proactively facilitating traffic informatization
- (5) 积极推进智能交通系统建设。Proactively facilitating intelligent traffic system development



● 交通资金保障 Availability of Public Finance for Transport Sector

政策理念 *Concept and Principle*

优化公共财政支出结构，保持对交通发展的有效投入，坚持市场化融资取向，拓展投融资渠道，统筹和规范资金的使用与管理。 Optimizing public expenditure structure to ensure effective fund allocation in support of traffic development. Keeping market-oriented financing, expanding investment and financing channels, and regulating the use and management of funds.

政策要点 *Key Points*

- (1) 鼓励多元化交通投资。统筹经营性和非经营性交通基础设施的投资来源。 Encouraging diversified investments in transport sector. Managing investment sources of profit-making and non-profit-making traffic infrastructure projects.
- (2) 扩大轨道交通、BRT项目投融资渠道。 Expanding investment and financing channels for MRT/LRT and BRT projects.
- (3) 高速公路建设继续灵活采取各种市场化融资模式运作。适时推行年次票制征收制度，统筹考虑各级公路、过江通道等设施的投资分配。 Continuing the flexible market-oriented financing mechanisms for developing intercity expressways. Introducing annual toll charge method in due course. Reasonably allocating investments on roads of various grades and cross-river tunnels.
- (4) 建立政府对农村公路建设较为稳定的投资来源。 Establishing stable sources for government investment on construction of rural roads.
- (5) 改革城市道路、公共停车场、公交场站等交通设施投融资模式。 Reforming investment and financing modalities for infrastructure, e.g. urban roads/public parking/bus stations.



●小汽车交通引导 Guidance and Management of Private Cars

政策理念 *Concept and Principle*

坚持对小汽车交通发展有序引导和差别化调控，以差别化供给方式提供多样化的交通服务，以有效的需求管理政策和手段对小汽车交通需求实施引导与调节。

Orderly guidance and differentiated control over private cars. Diversified transport services through differentiated supply. Guiding and regulating private cars through effective demand management.

政策要点 *Key Points*

- (1) 小汽车使用管理适度从紧。继续对市区摩托车实行控制发展政策。Appropriately tightening the management of use of private cars. Continuing the control and regulation policy on motorcycles in urban area.
- (2) 为不同区域制定不同的停车设施配建标准和停车服务价格，推行分区域、分时段弹性停车费率制度。Formulating parking facilities and pricing standards for different zones. Promoting zoned and time-of-use pricing policy for parking
- (3) 新区以较高标准配置道路和停车设施，主城外围地区建设停车换乘设施，鼓励外围居民换乘公交进入城市中心区。Reasonably high standard for roads and parking facilities in new development area. Encouraging transfer from private cars to buses for entry into urban center by establishing parking and transfer facilities at peripheral areas of the city.
- (4) 对高排放和超标排放车辆采取限行措施；研究对部分通道、中心区等实施高峰期道路拥挤收费。Restriction measures on high-emitting vehicles and substandard vehicles with excessive emissions. Exploring the possibility of peak-hour congestion charge for selected roads and city center.
- (5) 严格控制公务车发展总量，积极推进公务车改革。Strictly regulating the increment of government cars and proactively facilitating reform on use of government cars.



谢谢!

Thanks