

# Third Place: Ningbo Distinguishes itself in Intensity of Passenger Trips

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建设现代化滨海大都市



The average commute time and the public transport convenience are two important indicators of citizens' happiness.

一座城市的通勤耗时和公共交通便利程度,是衡量居民幸福感的重要指标。

Recently, the 2021 China Urban Transportation Report (hereinafter referred to as the "Transportation Report") was released by Baidu Maps. The report shows traffic congestion, average commute time, intensity of passenger trips, and development of public transportation in 100 major Chinese cities through big data analysis.

近日,百度地图发布《2021年度中国城市交通出行报告》(以下简称出行报告),通过大数据反映中国100座主要城市的道路交通拥堵、通勤时耗、出行强度、公交发展等情况。

With an average one-way commute time of 31.7 minutes and a peak commuting congestion index of 1.396, Ningbo boasts being the least congested "new first-tier" city across China. This furthermore makes Ningbo rank third out of 100 major Chinese cities in terms of the intensity of downtown passenger trips.

宁波以31.7分钟的平均通勤时耗、1.396的通勤高峰拥堵指数,成为最不拥堵的“新一线”城市。在反映市民出行热情和活力的市内出行强度方面,宁波位居全国百城第3。

How do people in Ningbo feel about daily commute?

宁波人通勤幸福感如何?

According to the Transportation Report, the average one-way commute time in Beijing, Shanghai, Tianjin, Chongqing, and Guangzhou exceeds 40 minutes in 2021.

出行报告显示,2021年,北京、上海、天津、重庆、广州的平均通勤时耗仍超40分钟。

In contrast, Ningbo citizens have a more reasonable commute time to work. The city has the lowest peak commuter congestion index among the 20 Chinese cities where car ownership exceeds 3 million in 2021. It ranks 86th among the 100 major Chinese cities and last among the "new first-tier" cities regarding average one-way commute time, which takes only 31.7 minutes.

相比之下,宁波人通勤体验要舒坦得多——在全国20座汽车保有量超300万辆的城市中,2021年,宁波通勤高峰拥堵指数排在末尾,平均通勤时耗仅需31.7分钟,不仅在“新一线”城市中耗时最短,且在全国百城中位列第86位。

With superb road conditions, Ningbo citizens are eager to travel within the city.

2022年2月城市轨道交通运营数据

序号	城市	运营线路条数	运营里程(公里)	客运量(万人次)	进站量(万人次)
1	上海	20	825.0	24506.5	13686.3
2	北京	27	783.0	19024.6	10550.6
3	广州	17	590.0	17014.1	9367.4
4	成都	13	557.8	11463.6	6546.0
5	武汉	14	478.6	6952.4	4521.6
6	深圳	13	431.0	10762.3	6617.4
7	南京	13	426.4	6233.0	3457.2
8	重庆	10	401.8	7979.2	5300.1
9	杭州	11	401.0	5864.3	3713.7
10	青岛	7	293.1	2268.0	1641.8
11	天津	7	265.0	2479.9	1556.6
12	苏州	7	254.2	2097.3	1354.8
13	西安	8	252.6	6801.7	4364.9
14	沈阳	10	216.7	2717.3	1853.0
15	郑州	7	206.4	3111.5	2012.2
16	大连	5	201.0	1152.4	908.4
17	宁波	6	182.3	2014.8	1151.1
18	长沙	6	161.6	3889.6	2211.5
19	合肥	5	153.6	2403.4	1653.1
20	昆明	5	139.4	1514.0	1125.3
21	南昌	4	128.5	2367.7	1391.9
22	南宁	5	128.2	1801.2	1074.1
23	无锡	4	110.8	1017.4	699.7
24	长春	5	106.7	1109.1	784.4
25	厦门	3	98.4	1441.2	1110.1
26	济南	3	84.1	497.1	372.0
27	哈尔滨	3	78.1	1270.6	848.1
28	贵阳	2	74.4	726.0	574.4
29	石家庄	3	74.3	825.4	597.7
30	佛山	4	69.9	496.7	463.3
31	徐州	3	64.1	731.3	526.6
32	福州	2	58.4	850.3	720.3
33	常州	2	54.0	419.7	344.7
34	温州	1	52.5	64.3	64.3
35	呼和浩特	2	49.0	271.1	226.5
36	海宁	1	46.4	50.7	42.5
37	芜湖	2	46.2	290.4	224.8

数据来源交通运输部

在良好路况下,宁波市民出行意愿也不遑多让。

In 2021, Suzhou, Wuxi, Ningbo, Changzhou, Shanghai, and Hangzhou – all in the Yangtze River Delta – take the top 6 places regarding the intensity of passenger trips within the city among 100 major Chinese cities. As far as Ningbo is concerned, the intensity of passenger trips has increased by 16.28% compared with the previous year, indicating that the city is recovering from the consequences of COVID-19 since 2020.

2021年,苏州、无锡、宁波、常州、上海、杭州六座长三角城市,包揽了全国百城市内出行强度榜单前6位。宁波市内出行强度较前一年增长16.28%,表明城市的生产生活已从2020年疫情的阴霾下复苏。

The intensity of passenger trips within the city is the indexed result of the ratio of daily intra-city trips to residential population in a city.

市内出行强度,是一座城市每天市内出行人次与居住人口比值的指数化结果。

The results of Ningbo, as well as other cities in the Yangtze River Delta, demonstrate not only the highly integrated development of culture, tourism and commerce, but also the demands of large population migration thanks to a well-developed industrial base.

宁波等长三角城市之所以名列前茅,既是文化、旅游、商业高度融合发展的体现,也反映了发达的产业基础带来大量人口流动的需求。

What is the status quo of Ningbo's public transportation?

宁波公共交通发展水平如何?

By the end of 2021, the density of the public transport network in Ningbo's main urban area ranked third among "first-tier" and "new first-tier" cities, trailing only Foshan and Chengdu; the density of metro lines ranked ninth, after Shanghai, Chongqing, Beijing, Hangzhou, Wuhan, Chengdu, Guangzhou, and Shenzhen.

截至2021年底,在全国“一线”和“新一线”城市中,宁波主城区地面公交线路网密度排名第3,仅次于佛山、成都;地铁线路网密度排名第9,位居上海、重庆、北京、杭州、武汉、成都、广州、深圳之后。

At the end of last year, with the first phase of Ningbo Metro Line 5 put in use, Metro's operating mileage in the city reached 182.3 kilometers, ranking 17th in the nation. In the first two months of this year, the population entering metro stations reached 11.511 million, a year-on-year increase of 13.7%.

去年年底,宁波轨道交通5号线一期通车,标志着宁波地铁的运营里程达182.3公里,排名跃升至全国第17位。今年前2个月,宁波轨道交通进站量达1151.1万人次,同比增长13.7%。

When it comes to commuters utilizing public transportation, Ningbo still has room for improvement. Although the passenger volume for Ningbo Metro increased year-on-year, in the first two months of this year it only ranked 20th in

the country, and the number of people entering the station was only one-twelfth of Shanghai, one-third of Hangzhou, and half of Changsha. This shows that the role of Ningbo Metro in boosting passenger trips within the city has been less effective than other cities in the same tier.

不过,从全国范围看,宁波公共交通覆盖的通勤人群尚有提升空间——今年前2个月,虽然宁波轨道交通客运量同比增长,但仅位列全国第20位,地铁进站量仅为上海的十二分之一、杭州的三分之一、长沙的二分之一。这说明,宁波地铁对居民出行的带动作用在同类城市中并不占优。

As is shown from the data, the speed ratio of public transportation (including ground public transportation and metros) to driving at a commute peak in Ningbo is 62.27%, ranking 13th in the "first-tier" and "new first-tier" cities. However, the speed ratios in Beijing, Shanghai, Guangzhou, Shenzhen and Hangzhou are all over 70%. In other words, public transportation does not enjoy a distinctive advantage over driving in Ningbo during morning and evening rush hours.

另有数据显示,宁波通勤高峰公共交通(包含地面公交和地铁)与小汽车行程速度比为62.27%,在“一线”和“新一线”城市中位列第13位。而北上广深杭的这一数据均超70%。换言之,早晚高峰期,宁波公共交通的竞争力较自驾而言优势并不明显。

The reasons are twofold. On the one hand, many Ningbo citizens prefer driving because of the smooth traffic flow and over 3 million car owners; on the other hand, the layout of Ningbo metro stations has limited coverage of work and living space.

究其原因,一方面,宁波畅行的路面交通和逾300万辆的汽车保有量,令不少市民习惯自驾出行;另一方面,宁波轨道交通的站点布局,对职住空间的覆盖有限。

As per the statistics, Ningbo rail transit covers only 9% of commuters in 800 meters in 2020. Even if the first phase of Metro Line 5 is open to the public, there are still a considerable number of individuals whose homes and offices are located a long distance from the metro station.

有数据显示,2020年,宁波轨道交通800米覆盖通勤的比重仅9%。即便5号线一期通车,仍有大量市民的住所和办公地点离地铁站较远。

In the long run, commuting by public transportation is environmentally friendly. The title of "least congested city" and available commuting options are likely to draw more individuals to live and work in Ningbo as the city's transportation network improves.

从长远看,乘坐公共交通上下班是绿色低碳的出行方式。随着宁波交通网络进一步完善,“最不拥堵”的金字招牌和便捷的通勤选择,将成为吸引更多人来宁波安居乐业的“加分项”。

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