

Shrinking cities and growing regions

Emerging trends of new rural-urban relationships in the UK and Germany

Andreas Schulze Bäing
Department of Civic Design
University of Liverpool

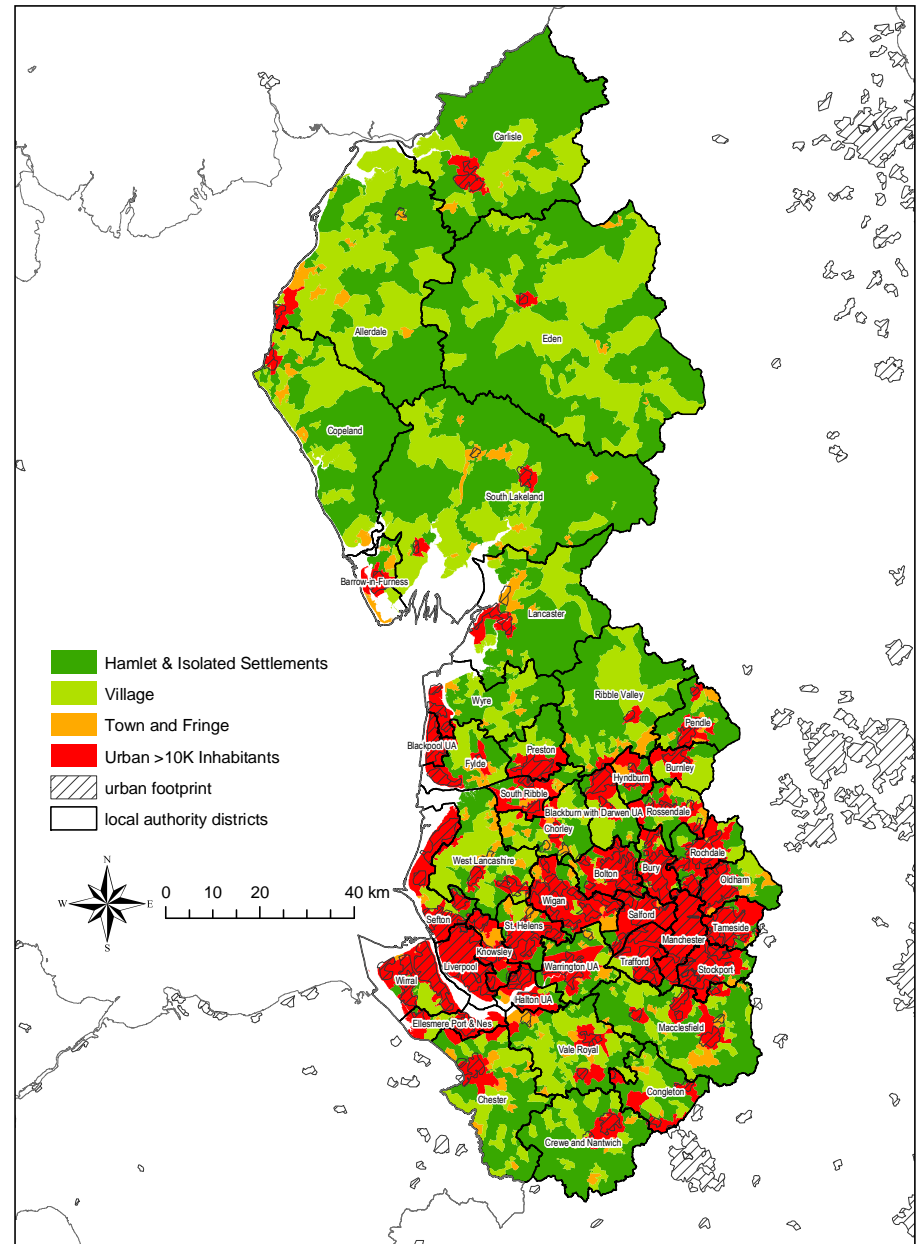
Outline of presentation

- Introduction to the two cases Ruhrgebiet and Manchester/Liverpool
- Shrinking Cities – an old phenomenon and a new debate
- Rural areas – conflicts between counter-urbanisation and protection of countryside character, a brief look at the housing market
- Commuting structures – increasing inter-dependence or independence of rural areas
- Conclusion

Manchester/Liverpool conurbation and the North-West region

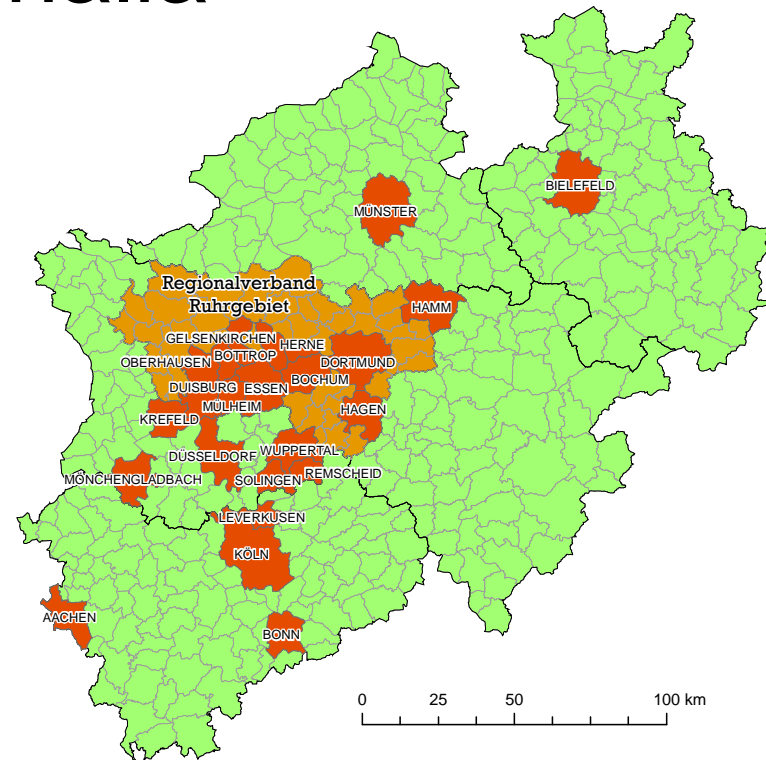
- New ONS urban/rural classification
- Categories: Urban; Fringe and town; Village, hamlet and dispersed households
- North-West 6.9 mio inhabitants
- Liverpool 440,000
- Manchester 432,000
- Merseyside 1.36 mio
- Greater Manchester 2.53 mio
- Cheshire 678,000
- Lancashire 1.147 mio

Rural and Urban area classification in the North-West by ONS



The Ruhrgebiet and the land North Rhine - Westphalia

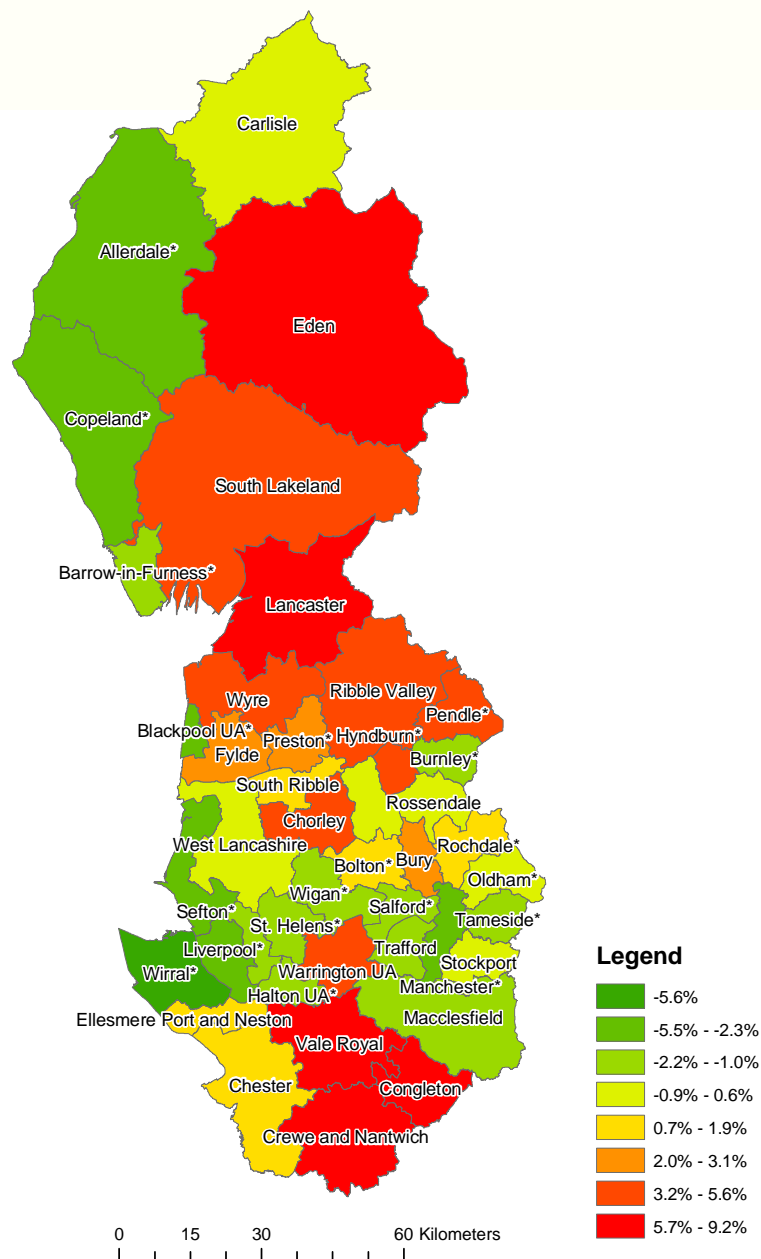
- Polycentric conurbation
- About 3 mio inhabitants in the core, another 2 mio in the wider conurbation
- Surrounded by the rural districts of the Münsterland, the Sauerland and the Niederrhein
- No official definition of rural and urban areas available
- The map shows the unitary authorities and the KVR boundaries



Shrinking cities and old phenomenon and a new debate

- Increasingly discussed in recent years especially in Germany
- Liverpool/ Manchester region often chosen as an early historic example
- Several recent publications and studies comparing mainly shrinking eastern German cities with Liverpool or Manchester
 - Decline and sprawl (Couch et al 2005) comparing Liverpool and Leipzig
 - Shrinking to grow? (Mace et al 2004) comparing Manchester and Leipzig
 - Shrinking cities competition by ArchPlus and the German National Cultural foundation looking at Ivanovo, Detroit, Manchester/Liverpool and Leipzig
- Many of these project have a distinctive urban perspective and barely look beyond the boundaries of the city region
- Core cities of Liverpool managed to stop the population decrease, different picture in the rest of the conurbation
- For many cities in the Ruhr a further population decrease is predicted, mainly for demographic reasons (Jeschke 2004)

population phange local authority district 1991-2001

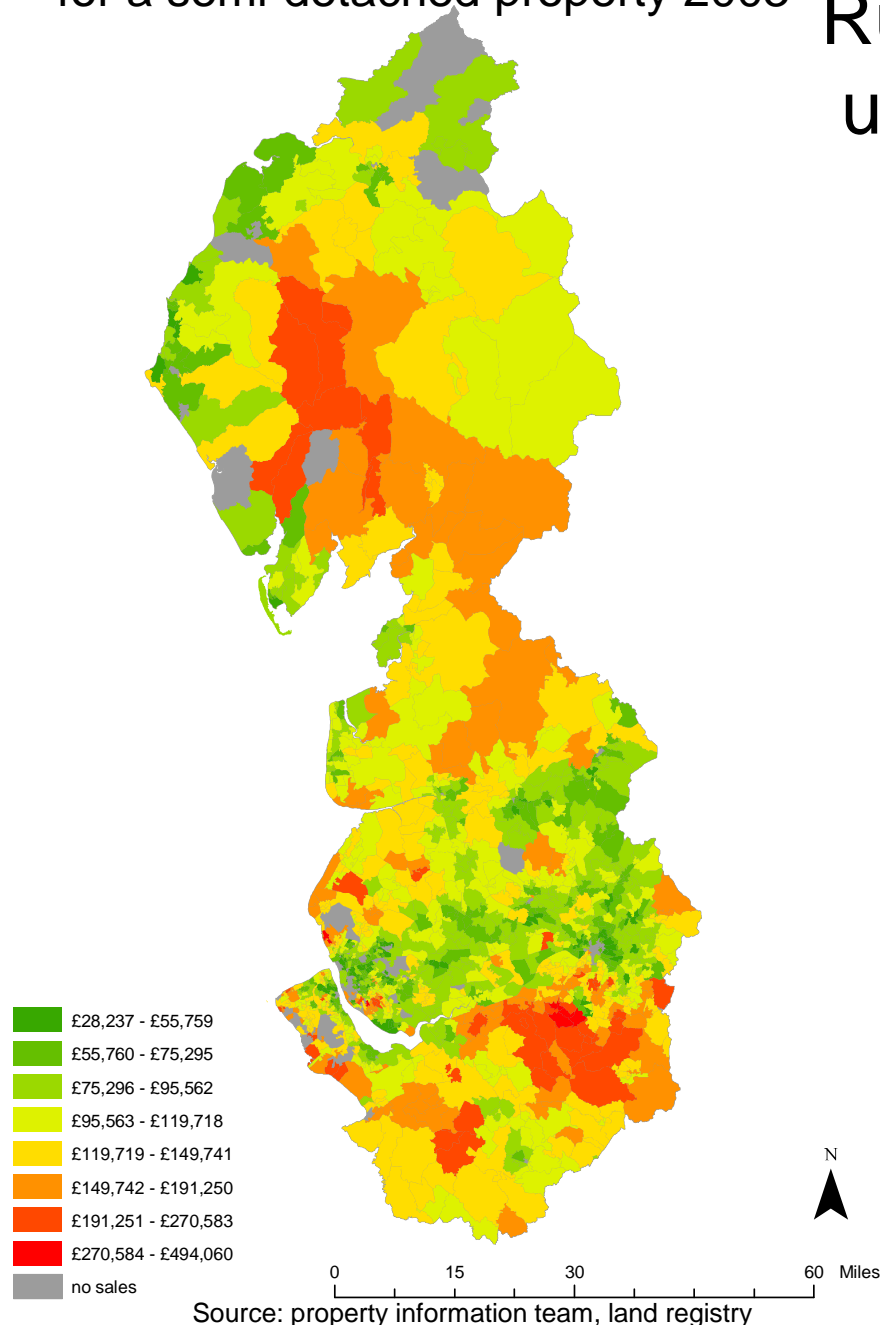


Source : Census 1991 SAS, Census 2001 Standard Tables Dataset, Local Labour Force Survey

Average price per postcode sector
for a semi-detached property 2003

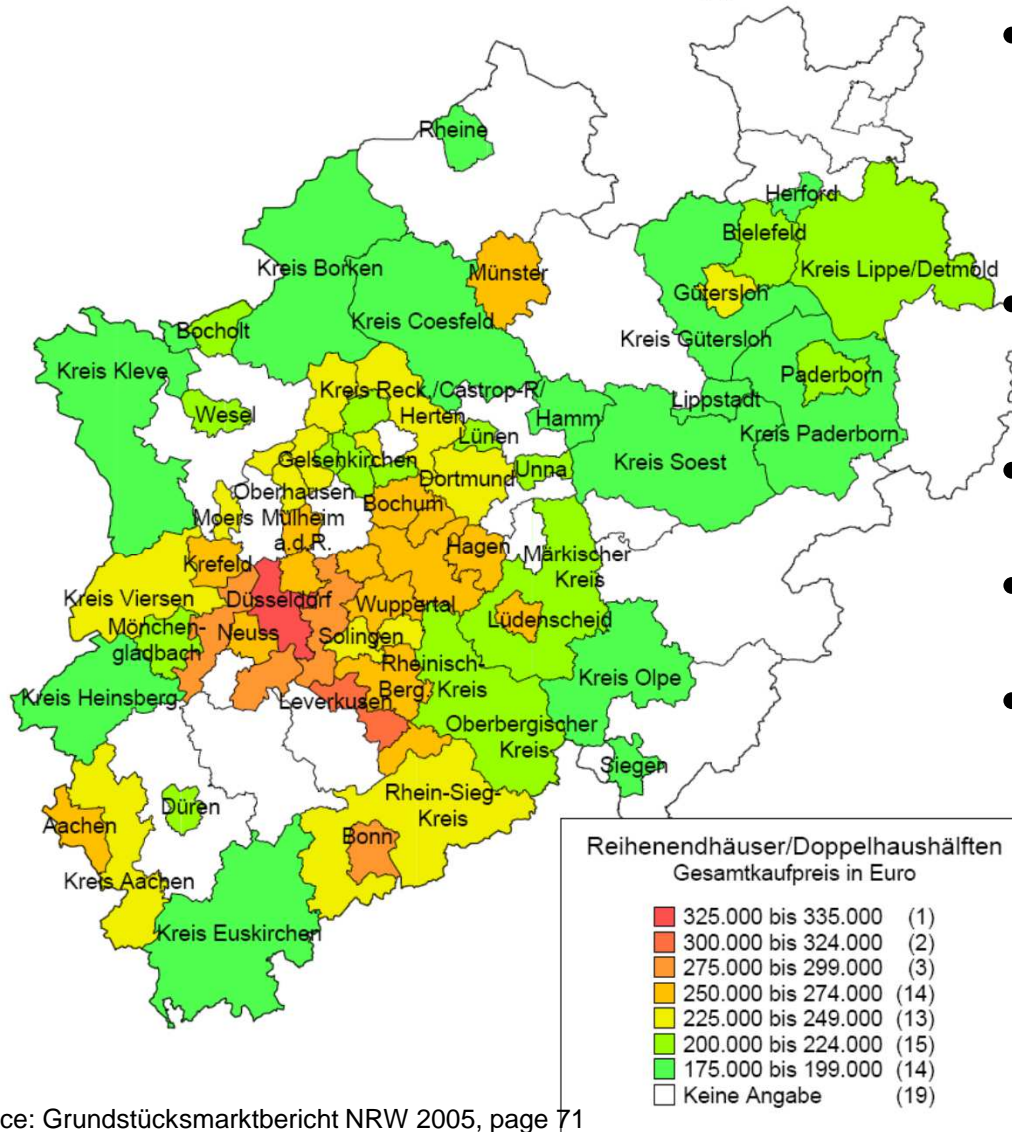
Rural areas - conflicts between urbanisation and protection of the countryside character

- Restrictive policy for new residential development in rural areas
- Impact on housing market leading to much higher prices in some rural areas than in many urban areas
- “band” of low value in the north of the conurbation and along the less accessible coast in Cumbria
- Spots of high values in the Lake District, parts of Cheshire and some coastal locations



Average price of semi-detached property/ end of row terrace in 2004

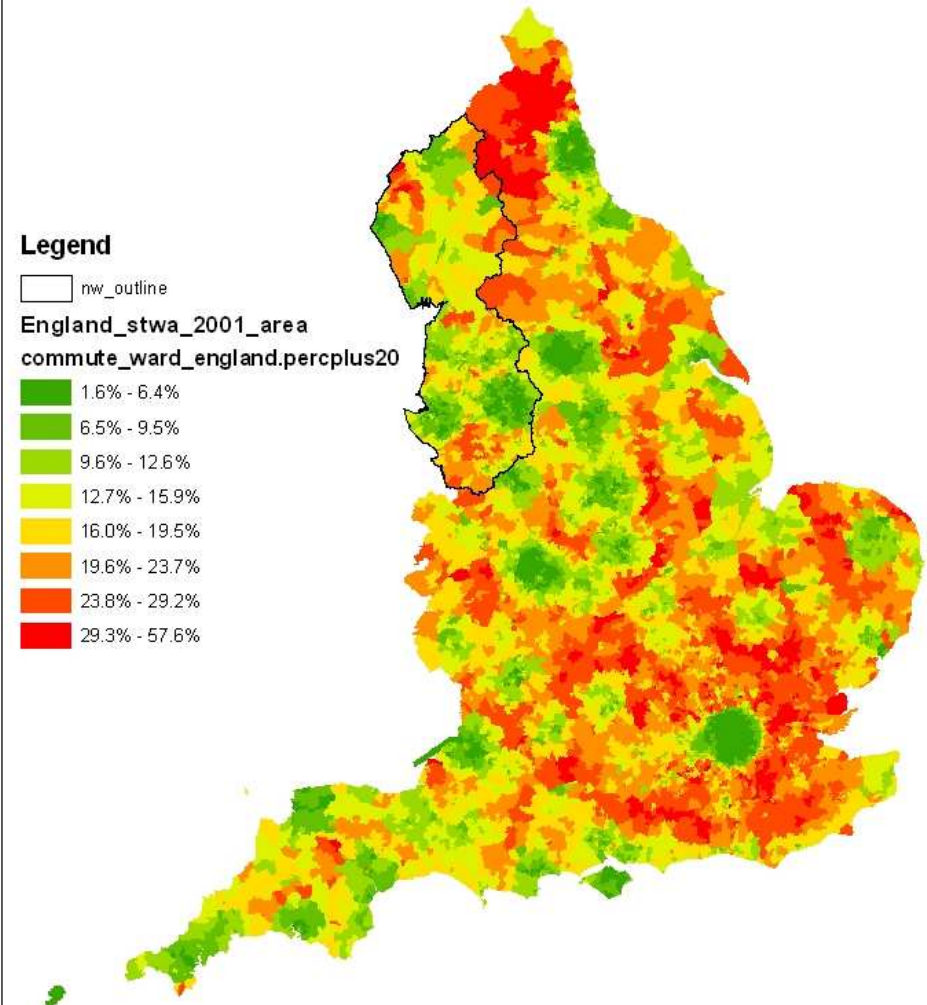
Kaufpreise neu errichteter Reihenendhäuser und Doppelhaushälften



- Buying and building a house is mostly much cheaper or equally priced in rural compared to urban areas
- Exception in some northern districts of the Ruhrgebiet
- Strong local and weak regional planning
- low local resistance against new developments
- Economic development more decentralised, such as business parks even small villages

- Long distance commuting based on Census 2001
 - High shares in parts of Allerdale, the southern wards of Lancaster and parts of Cheshire/ Vale Royal
 - Not surprisingly generally low rates in all urban areas
 - Relatively low rates in rural parts of Lancashire and South Lakeland compared to the rest of England
 - In comparison with the rest of England generally low rate of long distance commuting.

Share of economically active population commuting more than 20 km



Long distance commuting in Germany

- share of economically active population commuting more than 25 km in 1996
- Some higher shares in the districts north of the Ruhr
- Generally much lower shares than in other parts of Germany

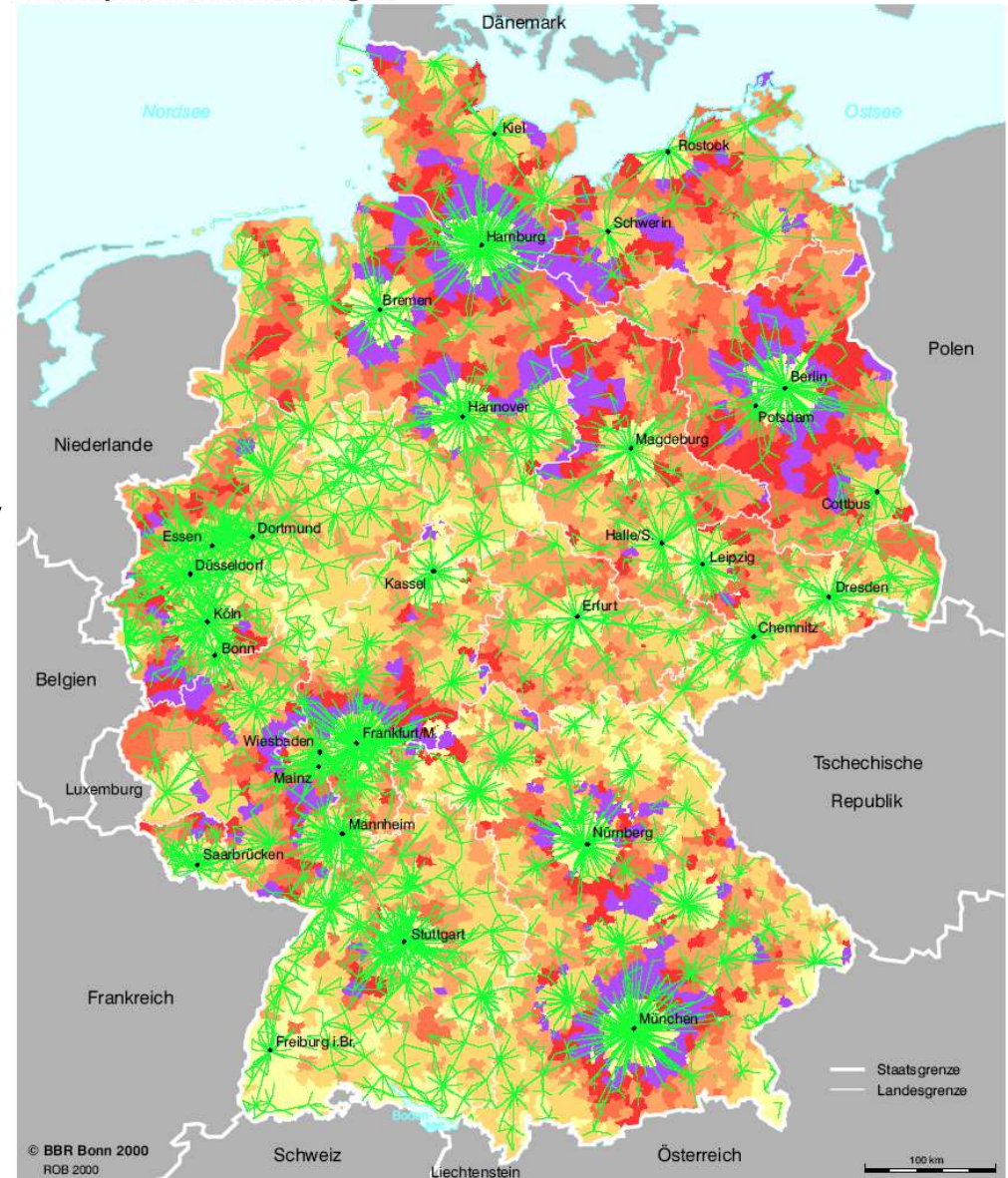
Anteil der Pendler mit mehr als 25 km Luftliniendistanz
zwischen Wohn- und Arbeitsstätte 1996 in %

	bis unter	5
	5 bis unter	10
	10 bis unter	15
	15 bis unter	20
	20 bis unter	25
	25 und mehr	

Verflechtungen
mit mehr als 300
Berufspendlern

Datenbasis: Bundesanstalt für Arbeit

Berufspendelverflechtungen



Source: Raumordnungsbericht 2000

Conclusion

- Increasing population growth in rural areas might have led to an increasing independence and detachment of rural areas from shrinking urban cores
- Rural areas might have increasingly developed “quasi-urban qualities” for many residents
- A redefinition of the role of shrinking conurbations is necessary, beyond the mere role as an economic hub for the region
- Comparative advantage for the cores of the conurbation, more difficult for the wider hinterland
- Rural districts have to consider in how far they also benefit in the long run from larger cities losing importance