

## Editorial

Urban Research and Practice, our EURA journal is already two years old and it is on a good way to build reputation of the one of the most important journals on urban studies. I am sure that taking into account Rob Atkinson's determination and management skills together with the devotion of his team – members of the editorial board – it is just a matter of time. The journal is definitely one of the most important fruits of EURA, and our pride. Rob – many thanks and congratulations!

It seems to be very recently that we celebrated the 10<sup>th</sup> Anniversary of EURA. EURA is a teenager now, and as every teenager needs a reflection on what the future holds. The recent Darmstadt conference provides a good opportunity for it. During this event we are going to elect a new EURA Board and EURA President. It is an excellent occasion to think about what we expect of EURA and what we are ready to do to implement this vision. We have two major flagships: the journal (mentioned above) and annual conferences, which provide an opportunity to meet formally and informally and to exchange research experience as well as to discuss the joint plans for research. Should EURA concentrate on these activities only or do we demand something more? Do we need the Newsletter, what we expect from it and what we are ready to do to fulfill this vision? And who we want in the new Board to lead EURA in the desired direction? These are all serious questions to all EURA members who care about the future of OUR organization.

One of the information in the current Newsletter is an announcement about results of the 2<sup>nd</sup> competition for the young urban scholars. Congratulations to the winners: Vicente Romero and Maddi Garmendia, and all readers of the Newsletter are welcome to encourage your young colleagues to submit their papers to the 3<sup>rd</sup> edition of the competition which will be announced very soon.

Over a year ago, Marta Lackowska initiated the new column in our Newsletter – 'city impressions'. She started with Madrid, then we moved to more exotic (from the European point of view) city of Yerevan, and now we invite you to Ashgabad, the capital city of Turkmenistan. Enjoy reading, and if you want to share with us your impressions from other cities, please do it in next issues of the

Newsletter. The editorial team is open to include materials submitted by EURA members.

When I am writing this editorial the European transportation space is disorganised by Icelandic volcano, which made us to reflect upon relationship between our civilization and the nature. But I expect that these problems will be over by September, and I am very much looking forward to meeting you in Darmstadt then. And to have an occasion to discuss with you not only results of your urban research, but also to discuss the future of EURA.

Paweł Swianiewicz  
University of Warsaw  
EURA President

## Editorial Team

Prof. Hubert Heinelt  
Dr Marta Lackowska  
Anna Fleischer

## The aims of EURA

- To encourage international exchange and co-operation in relation to urban research
- To stimulate and encourage interdisciplinary and cross-border urban research
- To contribute to urban policy debates.

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## Conference News and Information

This section provides news and information about international conferences in Europe and elsewhere. If you have any material you would like to see in the next issue please forward it to [aura@pg.tu-darmstadt.de](mailto:aura@pg.tu-darmstadt.de).

### **EURA WORKSHOP – OSLO 2010** **GOVERNANCE AND CHANGE ON THE** **URBAN FRINGE**

6-7 May 2010, Oslo, Norway

EURA EVENT

The EURA-workshop ‘Governance and Change at the Urban Fringe’ was held in Oslo 6-7 May 2010. The workshop was hosted jointly by the Department of Sociology and Human Geography at the University of Oslo and the Norwegian Institute for Urban and Regional Research (NIBR). You will find a broader profile of this institution in the ‘Institutional Member Profile’ section of this Newsletter (page 7).

The workshop gathered 25 participants from ten countries. Profiled as an intensive academic event, all participants were given 45 minutes for paper presentations and discussions. The ‘Urban fringes’ can be defined roughly as the area surrounding the suburbs and the city centre. In many cities this area is especially dynamic in terms of urban and social developments, and the fringes seem to be emerging as an exciting research theme.

A total of ten high-quality papers were presented. These covered a variety of issues related to the fringes and the outer reaches of cities, including future urbanization patterns, voting behaviour, the dynamics of centre-fringe interaction, governance issues, spatial planning, suburban regeneration, race and class patterns and methods for control over the urban sprawl. Nicholas A. Phelps of the University of Southampton held the keynote speech on ‘post-suburban Europe’, based on his book by this title. An excursion by bus was made to Fornebu, the site of Oslo's previous airport which is now in the process of being converted into a technology park and a high-quality residential area.



### **UEP CONFERENCE 2010** **URBAN ENVIRONMENTAL POLLUTION –** **OVERCOMING OBSTACLES TO** **SUSTAINABILITY AND QUALITY OF LIFE** 20-23 June, 2010, Boston, USA

UEP 2010 will provide a forum for knowledge exchange and discussion regarding the latest information about the unique nature of urban environments, assessment of urban environmental pollutants and their effects, and measures that can be taken to overcome obstacles for sustainability, ecological integrity and quality of life.

Abstracts for an oral and poster presentation were invited on the following topics:

- Nature of urban environments
- Air pollutants, heat islands, climate change
- Soil and water pollution, storm water retention
- Ecology, biodiversity, invasive species

Organised by Elsevier in association with the journal Environmental Pollution, the event will take place at the Westin Boston Waterfront in Boston, USA.

**For further information** please visit:

[www.uep2010.com](http://www.uep2010.com)

### **PASSAU UNIVERSITY CONFERENCE** **ADAPTING TO URBAN CHANGE AND** **DEVELOPMENT: THE ROLE OF SELF-** **ORGANISATION IN CITIES.**

July 2010, Passau, Germany

The objective of the conference is to bring together empirically and theoretically informed studies on processes of urban self-organisation, and how these can be integrated into participatory and communicative forms of urban governance. In contrast to approaches focusing on the negative side of urban change, this conference will focus on solutions found and developed within cities. We start from the position that a city is always simultaneously a place of innovations and problems; but it is above all a milieu in which solutions are found. Due to rapid growth, administrative supervision of urban development is limited. As a result, housing, public services etc. cannot be provided to all inhabitants. In such situations self-organisation can provide innovative solutions to such tasks and reduce costs while maximizing benefits. Consequently, organisations either formally or informally can play a major role in providing solutions for the major challenges of cities. Many of these are currently established and utilised by citizens, creating a need to

identify and learn from such modes of organisation. In order to understand these forms of organisation and their approaches to urban challenges, comparative case studies of European cities and rapidly growing cities in India, China and Brazil will be discussed during the conference. From this empirical base, comparative theoretical conclusions will be drawn that can identify innovative approaches to urban challenges from an actor oriented perspective, and view the city less as a problem, but rather as a place in which creative solutions to the problems of everyday life are developed. It is thus important to identify and understand where and how solutions are being developed and implemented in cities. Clearly these issues are highly relevant to cities in developing countries but we also believe that they are relevant to European cities. Like it or not, many if not all, European cities contain 'run down' areas with severe social, economic and physical problems, and they are not likely to disappear in the foreseeable future. Given this, such areas, whether we choose to refer to them as slums or not, pose a major challenge for the sustainable development of cities both in Europe and the global South. While these areas in European cities may differ quantitatively and qualitatively from their counterparts in developing countries, they still share many basic factors: not least how to provide services that meet the needs of their residents. Interestingly enough, in all cities there has been an increasing emphasis on the role of 'self-organisation' and participation in governance and service delivery. However, much of this activity takes place through 'informal' mechanisms that are often outside, and sometimes in conflict with, the formal institutions and organisations of city governance. We thus wish to focus on what lessons can be drawn from different examples of self-organisation and how they can both inform new innovations in service provision/delivery and enhance participation in city governance. Such lessons will be relevant to cities globally regardless of their particular location.

**For further information**, please contact:

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and Rüdiger Korff: [Ruediger.Korff@Uni-Passau.de](mailto:Ruediger.Korff@Uni-Passau.de)

**EURA EVENT – DAMRSTADT 2010**  
**UNDERSTANDING CITY DYNAMICS**

24-26 September 2010, Darmstadt, Germany

The European Urban Research Association (EURA) in co-operation with the Urban Research Centre – *Eigenlogik der Städte* at Technische Universität Darmstadt will hold its next conference on 'Understanding City Dynamics' in Darmstadt (Germany).

The **general questions** of the conference are:

- Do cities have choices – in a globalised world? Or: Do local politics matter? And: How to explain differences between cities?
- Do we need a (new) theory of urbanism/urbanity to understand how modern societies are functioning?

This conference calls for papers relating to one of the following themes (organised in one track each):

- The intrinsic logic of the city
- Metropolitan governance and the dynamics of city regions
- City choices and strategic planning
- Sustainability: Local meanings and strategies
- How to achieve economic competitiveness and social cohesion?
- Urban design and built environment

We welcome scholars from diverse disciplines as well as practitioners.

**For further information** about the conference themes and the tracks, please visit the conference homepage:

[www.politikwissenschaft.tu-darmstadt.de/citydynamics](http://www.politikwissenschaft.tu-darmstadt.de/citydynamics)

The following e-mail account is open for requesting information and arrangements of the conference:

[citydynamics@pg.tu-darmstadt.de](mailto:citydynamics@pg.tu-darmstadt.de)

**CONFERENCE ON**  
**NEIGHBOURHOOD RESTRUCTURING AND**  
**RESIDENT RELOCATION: CONTEXT, CHOICE**  
**AND CONSEQUENCE**

4-5 November 2010, Jaffalaan, the Netherlands

Over the last decades, the United States and many European countries have witnessed substantial neighbourhood restructuring programs. Many programs involve demolition of public or social housing and new construction of mixed-income housing. This requires forced relocation of residents from dwellings slated for demolition. Research has often been framed in gentrification studies, with displacement as a central concept. However, the conceptual angle of gentrification appears inappropriate, as many restructuring programs are strongly influenced by activities of the state, federal government or local authorities. Whereas gentrification studies approach displacement as a negative, usually unintended outcome, restructuring and relocation studies treat the desirability and effects of relocation much more openly as potentially positive or negative. Thus, relocation is a more neutral term than displacement. The question remains if it is better to stay in or move away from deprived areas subject to restructuring. In the latter case, housing vouchers, prioritization in housing allocations or other means may offer relocated citizens opportunities in

the local housing market. The extent to which they can 'choose' their new dwelling is of crucial importance. What are their real options and how do these relate to perceived options and sense of choice? And what is the role of relocation counselling in the framing of choice?

The aim of the conference is to present and discuss local experiences and research on these matters. We are especially interested in contributions from France, Germany and the Nordic countries.

A two-day program includes key note speeches, paper sessions and a field trip.

Confirmed key note speakers:

- Professor David Varady, School of Planning, University of Cincinnati, US
- Professor Ade Kearns, Department of Urban Studies, University of Glasgow, Scotland
- Professor Ronald van Kempen, Utrecht University, Urban and Regional Research Centre, The Netherlands

#### Deadlines

- Abstracts deadline: 15<sup>th</sup> June 2010
- Registration deadline: 30<sup>th</sup> September 2010
- Submission of full papers: 1<sup>st</sup> October 2010

You can email abstract and paper to:

[c.h.w.swarttouw-hofmeijer@tudelft.nl](mailto:c.h.w.swarttouw-hofmeijer@tudelft.nl)

**For further information** and questions, please contact: Educational Office, OTB Research Institute for the Built Environment, Delft University of Technology, Christel Swarttouw-Hofmeijer ([c.h.w.swarttouw-hofmeijer@tudelft.nl](mailto:c.h.w.swarttouw-hofmeijer@tudelft.nl))

Or visit: <http://www.otb.tudelft.nl/neighbourhood>

#### CONFERENCE ON

#### ***MANAGING THE URBAN RURAL INTERFACE STRATEGIES AND TOOLS FOR URBAN DEVELOPMENT AND SUSTAINABLE PERI-URBAN LAND USE RELATIONSHIPS***

18-21 October 2010, Copenhagen, Denmark

The conference is organised jointly by the PLUREL project; ASEM 4<sup>th</sup> Symposium on Urban Forestry; Landscape Tomorrow; Danish Association of Landscape Ecologists; and Danish Architecture Centre. It is the final event of the PLUREL project: *Peri-urban land use relationships – strategies and sustainability assessment tools for urban-rural linkages* funded by the European Commission's sixth Framework Programme for research (EC FP6 036921).

#### Session topics

- Urban-rural regions in a globalised world: driving forces on land use change
- Scenarios: futures for rural-urban regions

- Land-use relationships and the structure of the rural-urban system: European and regional models
- Rural-urban land use dynamics: impacts on resource demands and utilisation
- Quality of life and ecosystem services in rural-urban regions
- Growth management and governance systems in rural-urban regions
- Locally adapted strategies for rural-urban regions: from understanding issues to finding solutions
- Sustainable multifunctional landscapes in peri-urban areas
- Economic evaluation of policies affecting land use in rural-urban regions
- Instruments and tools for Sustainability Impact Assessment
- Sustainable Urban Development in Emerging Economies
- Urban Forestry and Urban Greening in developing countries

#### Deadlines

- Final programme: 1<sup>st</sup> August 2010
- Deadline for registration: 1<sup>st</sup> September 2010
- Submission of full papers: 1<sup>st</sup> October 2010

**For further details**, please visit the conference website at: <http://www.plurel.net/conference>

#### **EURA EVENT – COPENHAGEN 2011 CITIES WITHOUT LIMITS**

23-25 June 2011, Copenhagen, Denmark

EURA EVENT

Conditions for urban development have qualitatively shifted in recent years, creating new challenges for urban policy. Urban areas are becoming increasingly dependent on one another, and the well-known boundaries between cities and towns and between urban centres and countryside are being erased. The Centre for Strategic Urban Research–Realdania Research (CSUR) has chosen the term 'The City without Limits' to conceptualise this situation, which is investigated by integrating research from architecture and planning with research from geography and the social sciences.

The conference theme 'Cities without Limits' will set its focus on the development, management and quality of urban areas in order to improve the knowledge base for urban development and urban policy decisions. The occasion of the conference is the closure of CSUR in its current form and the conference includes a presentation and discussion of main results from the CSUR research program. The conference is organised with a number of parallel tracks including:

- The City without Limits – Concepts and Design,
- Urban Policies and Governance,
- Everyday Life, Mobility and Residence,

- Environment, Sustainability and Land Use,
- The Impact of New Economies and the City.

Papers are invited for presentation within these five themes as well as other topics.

The conference will be held in central Copenhagen, where excellent conference facilities are available at the University of Copenhagen. Hotels are available at a range of price levels and the metropolitan region of Copenhagen offers a rich choice of destinations for study tours and excursions in relation to urban development, urban policy, sustainable urban development etc.

If you have any questions at this stage regarding the EURA 2011 Copenhagen Conference, please forward your questions to the official conference mailbox [aura2011@life.ku.dk](mailto:aura2011@life.ku.dk)

### The hosts

The Centre for Strategic Urban Research–Realdania Research is a Danish cross-disciplinary research centre including three institutions: the Centre for Forestry, Landscape and Planning, the Department of Geography and Geology at Copenhagen University and the Department of Landscape and Urbanism at the Aarhus School of Architecture. The Centre was established in 2004 and runs until the end of 2010 in its current form. The Realdania Foundation and the involved institutions are the main financial sources. The total budget for the whole period 2004-2010 surpasses DKK 35 million (5 million EURO). **For more**, please see [www.byforskning.dk](http://www.byforskning.dk).

## Urban Research and Practice Journal of the European Urban Research Association (EURA) Volume 3, No 1, 2010

We present the **Table of Contents** of the special issue of the Urban Research and Practice

### Academic Papers

City futures: politics, economic crisis, and the American model of urban development

*Paul Kantor*

The prospects for African urban economies

*Ivan Turok*

Moving beyond the limits of joined-up government? Meta-governance, quality of relations and addressing the politics of joining-up

*Simon Pemberton; Rachel Winstanley*

The geographic concentration of housing vouchers, Blacks, and poverty over time: a study of Cincinnati, Ohio, USA

*David P. Varady; Xinhao Wang; Yimei Wang; Patrick Duhaney*

The role of national identity and tourism in city planning: the case of Valletta

*Andrew Smith*

Setting limits and targets for greenhouse gas emissions at local level: a case study based on the District of Winchester, UK

*Robert B. Whitmarsh; David P. Knight*

### Policy Article

The real estate ‘tsunami’ in Spain: the administration of urban growth in the case of Arroyo de la Encomienda and Valladolid, Spain

*José Luis Sainz Guerra; Fernando Sánchez Mínguez*

### Book Reviews

*Giancarlo Cotella; Michele Lancione; Roman Matoušek*

**For further information** on subscriptions and submissions or to view a free sample copy, please visit: <http://www.tandf.co.uk/journals/rurp>

Please remember, that individual members of EURA qualify for a reduced individual journal subscription of 40 Euros per year (the normal individual subscription rate is 62 Euros per year).

## Recent Publications

This section provides news and information about recent publications on urban issues. If you have any material you would like to see in the next issue please forward it to [aura@pg.tu-darmstadt.de](mailto:aura@pg.tu-darmstadt.de).

### *The Re-creation of the European City*

Edited by: Rob Atkinson and Cristiana Rossignolo

Techne Press, 2008



This is a book based on the papers presented during the annual EURA Conference in Warsaw 2006 'Cities in City-Regions'.

The Re-creation of the European City investigates the position of regions and cities and presents different views of how cities and regions are conceived and planned at

different scales in different European contexts. It reveals some shared assumptions and approaches, while simultaneously illustrating the continuing importance of national contexts in institutional and organisational traditions, social and policy history, and in the largest sense, the process of change itself.

The publisher has decided to offer free access to parts of the book. The download version consists of 84 pages and contains the complete introduction and conclusions of the overall book, plus the introduction of each contribution. The download version is available through the website:

<http://www.technepress.nl/publications.php?id=51>

### *European spatial planning and territorial cooperation*

Stefanie Dühr, Claire Colomb and Vincent Nadin.

Routledge, 2010



The book explores:

- spatial development trends and their influence on planning;
- the nature, institutions and actors of the European Union from a planning perspective;
- the history of spatial planning at the transnational scale;

- the planning tools, perspectives, visions and programmes supporting European cooperation on spatial planning;
- the territorial impacts of the EU's sector policies on urban and regional planning;
- the outcomes of European spatial planning in practice.

For more information and a table of contents, please see:

<http://tandfbuiltenvironmentarena.com/books/European-Spatial-Planning-and-Territorial-Cooperation-ISBN9780415467742>

### **SOCIAL GEOGRAPHY AND URBAN STUDIES**

– bulletin from The Policy Press

Selection from February 2010

### *PHOENIX CITIES: The fall and rise of great industrial cities*

Anne Power, Jörg Plöger and Astrid Winkler

'It is vital that urban policy-makers learn the right lessons from past failures- and past successes. This new book is a rich source for anyone who cares about the future of cities' – Howard Davies, Director London School of Economics and Political Science.

This book explores economic, social and environmental transformations in Europe and the USA to inform the regeneration of 'weak market cities'.

March 2010 / £21.74 with 25% website discount (RRP £28.99)

<http://www.policypress.co.uk/display.asp?K=9781847426833>

### *HOUSING POLICY TRANSFORMED: The right to buy and the desire to own*

Peter King

This book seeks to understand the Right to Buy, the most controversial housing policy of the last 30 years, on its own terms, rather than most studies which focus on its negative impact. It explains how the policy is linked to a coherent ideology based on self-interest and the care of things close to us.

January 2010 / £48.75 with 25% website discount (RRP £65.00)

<http://www.policypress.co.uk/display.asp?K=9781847422132>

All the titles below are currently available on our website (<http://www.policypress.co.uk>) with a special online discount of 25%.

## Institutional Member Profile

In this section we profile the **Norwegian Institute for Urban and Regional Research (NIBR)**

**The Norwegian Institute for Urban and Regional Research (NIBR)** was founded in 1967, and has gradually developed into one of Norway's and Europe's leading institutes in the fields of urban and regional research. NIBR is an independent social science research institution, whose mission is to develop and publicise research-based insights for the benefit of decision-makers and other members of society. It is located in Oslo and is a part of the Oslo Centre for Interdisciplinary Environmental and Social Research (CIENS). CIENS is a centre for strategic research collaboration between seven independent research institutes and the University of Oslo with about 500 researchers under a single roof.

NIBR is a private foundation. Most of its income derives from national and international commissions. A smaller amount comes in the shape of an annual basic allocation from the Research Council of Norway and goes to the development of strategic institute programmes and competence-building. NIBR offers research and analyses for clients in the public and private sectors and competes for research contracts in Norway and abroad.

NIBR has 65 researchers who span the social sciences and planning disciplines: sociology, political science, economy, demography, anthropology, geography, architecture, engineering and land-use planning. They are organised in four different sections: Housing and Environmental Planning Research, International Studies, Socioeconomic and Territorial Studies and Welfare, Democracy and Governance Studies. It is not unusual to work across disciplines on the projects, since this way the researchers can benefit from each other's knowledge and give the projects a broader focus.

NIBR's core competency is in urban and regional research, a wide inter- and multidisciplinary field of social science research, encompassing analyses of social conditions and societal changes in urban and rural areas, and across regions, sectors and levels; analyses of regional development and innovation, planning and management, and the development of democracy and welfare within and across local communities; territorial analyses of society, coupled with studies of sustainable development. Our vision is to further develop urban and regional research as an inter- and multidisciplinary field of study with a global perspective, thereby strengthening the Institute's position as one of the leading Norwegian and European environments for urban and regional research.

Through its competence in the field of social science, the Institute strives to contribute to the growing knowledge base required to better meet

environmental challenges and the problems entailed by social development. Urban and regional research is an international field of study. NIBR is actively involved in international research in the Institute's target areas. The international relations are extensive, and commitments are growing steadily. NIBR works with partners in each of the Nordic countries and the rest of Europe. The commitment to developmental research and research partnerships has resulted in institutional and research partnerships with several university and research centres in Asia, Africa, Eastern and Central Europe.

NIBR is one of the founding members of EURA, and participates actively in its activities.

These are a couple of NIBR's current projects:

*Urban chances – city growth and the sustainability challenge.* Funded by the European Union, this project will undertake action research in partnership with urban communities and local governments globally, across ten cities. Thematic focus is on the role of large-scale projects in shaping sustainability in cities, informal settlement upgrading, environmental risk assessment, participatory spatial knowledge production in infrastructure planning, budget decentralization.

*A comparative analysis of spatial welfare conditions and disparities in China.* Combining a firm scientific basis and a policy focus the project will address scientific demands related to the understanding of the dynamics of spatial welfare conditions and disparities, as well as policy demands related to China's efforts of developing a Harmonious Society and the European policies for territorial cohesion. A central claim of the proposed project is that China can draw upon Europe's experiences in relation to spatial welfare, but in today's globalised economy Europe can also draw upon the experiences of and efforts made by China.

*Conditions for Sustainable Management of Urban Recreational Landscapes.* The project aims at studying how planning may affect the management of the urban forests and coastal landscapes; the mechanisms that produce sustainable management and the contexts that enable such effects to be realised. Other objectives are to study the mechanisms that enhance planning to function as a framework for landscape preservation; the extent to which inclusion of stakeholders and network among stakeholders in the management of landscapes enhance protection of recreational areas; and how accessibility and frequent use of recreational areas enhance the probability for preservation.

**For more information** about NIBR projects, see <http://en.nibr.no/projects>

## EURA JUNIOR URBAN RESEARCHER AWARD RESULTS OF THE 2<sup>ND</sup> EDITION!

The EURA jury of the 'EURA Award for Junior Urban Researchers' has reviewed the papers submitted for the Award. The jury valued many of the papers. However, it has not identified a single paper, which would meet the high standards of the Winning Award, involving a recommendation to the Editor of Urban Research and Practice that the paper should be considered for publication in the international journal of EURA.

Instead, the jury has decided to grant a **2<sup>nd</sup> Place Award to Vicente Romero and Maddi Garmendia for the paper 'The Integration of Peripheral Historic Cities in the Madrid Urban Region. The Role of Transport Infrastructures'** We congratulate the authors!

### We present the extracts of the paper honoured with the 2<sup>nd</sup> Award in EURA Junior Urban Researchers Competition

#### *The integration of Peripheral historic cities in the Madrid Urban Region. The role of transport infrastructures.*

##### **Metropolitan expansion**

Metropolitan areas are the direct outcome of a strong territorial transformation. They undergo processes of internal transformation, changing land uses and activities, leading to a change of their territorial structure; and also of extension, even integrating areas located on the neighbouring regions, which leads to an enlargement of their territorial scale, from metropolitan areas to urban regions. Hence, the metropolitan area structure has become more complex, from one or several cores managing a more extensive territory, to the recent general growth of nearby pre-existent cities, raising their urban hierarchy and becoming sub-centres from a successive service and activities concentration. In fact, some metropolitan areas exceed their regional administrative borders, such as Paris (Larceneux and Boiteux-Orain, 2006), London (Mogridge and Parr, 1997) or Madrid (Solís, 2008)<sup>1</sup>.

Three recent changes can be differentiated in metropolitan areas. Firstly, a change in their territorial structures, that is, a substitution of the monocentric structure (centre-periphery mobility) for a polycentric one (centre-periphery and periphery-periphery mobility); secondly, a bigger prominence of the metropolitan periphery. The centre is no longer the only one organising the surrounding territory, but the metropolitan periphery also plays a significant

The authors of the paper have been invited to:

- present the paper during the September 2010 EURA Conference in Darmstadt. EURA offers a waiver of the conference fee for authors of the awarded paper.
- submit a summary of the paper (1,500-2,000 words) to be published in the EURA Newsletter. The summary is available already in this issue! (see underneath).

We would like to thank all the participants for taking part in the competition and sharing with us their research.

Moreover, already today, we would like to invite all young researchers to participate in the next edition, which will be launched in a few months.

role in the metropolitan organization, receiving certain activities and services, which are not necessities in the metropolitan centre. Finally, the metropolis is no longer a compact area. Transport infrastructures (motorways, freeways, suburban rail, etc.) give rise to new discontinuous metropolitan developments with quality connections to the metropolitan core in a first instant and better transversal connections thereafter, allowing the appearance of a 'tunnel effect' between the metropolitan centre and an outermost area participating in the metropolitan urban fact.

In this outward process, metropolitan expansion has traditionally included small villages or towns, increasing their size and transforming them into suburban areas. This is the construction of the so-called 'city-region'. These areas are characterised by a late urban development due to a suburban process of metropolitan expansion/integration from the 1960s onward and by a low level of administrative and office activities. Only when these suburban places began to grow in terms of population, have they started to attract some high level tertiary and service activities.

In addition, the further outward metropolitan expansion has also included cities that have played relevant regional roles: administrative capitals, university cities, public services, railway nodes, etc. This process, which began some time ago in very big metropolises, such as London, is happening more recently in smaller or traditionally denser ones, such

<sup>1</sup> In the particular case of the Randstad it has also suffered that provincial overflow (Bontje and Burdack, 2005).



as Madrid. These traditional and historic cities are getting immersed in two processes. On the one hand, a regional polarisation process due to their traditional regional role, and on the other hand, a new suburban process so that some metropolitan activities begin to localise or re-localise at them.

### **Different metropolitan suburban areas**

The argument advanced here is that not every suburban space has the same characteristics. We distinguish at least two types of metropolitan suburban areas:

- Municipalities, having grown tremendously in the last decades and integrated into the metropolitan area responding rigorously to a suburban process.
- Historic and traditional administrative and service cities, normally distant from metropolitan centres and with a specific rationale regardless of the metropolis, but that are starting to have a strong relation with it.

In the metropolitan expansion process certain singularities can be pointed out when medium-sized and historic cities are to be found in their urban expansion area. The proximity of a historic administrative city acts like a deterrent for the urban expansion/sprawl from the centre (high density of population) towards the periphery (low density areas). These historic cities usually have high quality public spaces, facilities and activities gained in the course of the years due to their administrative functions, and include a mixture of uses and social groups, but they also may show greater housing prices. There is evidence that shows less urban sprawl from the centre of the metropolis, if it is surrounded by historic cities and more if surrounded by new suburban ones<sup>2</sup>.

In Spain, these cases can be exemplified by some of the historic provincial capital cities (designated at the beginning of the 19<sup>th</sup> Century) surrounding Madrid: Toledo, Segovia and Guadalajara. Other examples could be Oxford or Cambridge for the London case, Chartres, Évreux or Beauvais for Paris, and Varese, Pavia or Bergamo for Milan, all of them capital cities that have gradually gained in office employments since their designation as territorial political and administrative centres. This 'capital effect' explains the greater attraction of these cities compared to other medium-sized cities close to metropolises (Goerlich and Mas, 2008: 27). In the Madrid Urban Region the aforementioned cities showed significant commuting shares to Madrid in 2001. Around 3 and 3.5% of the occupied population in Toledo and Segovia worked in the municipality of Madrid (90 km distance) and 4.25 and 5% respectively

<sup>2</sup> Catalán et al. (2008: 181) suggest that dispersion is attenuated by 'the presence of traditional urban settlements near the big metropolises'.

considering the Madrid region. These percentages are even greater in the case of Guadalajara (8.2 and 14.8%) which is located 58 km outside Madrid.

### **The role of transportation in the Madrid metropolitan expansion**

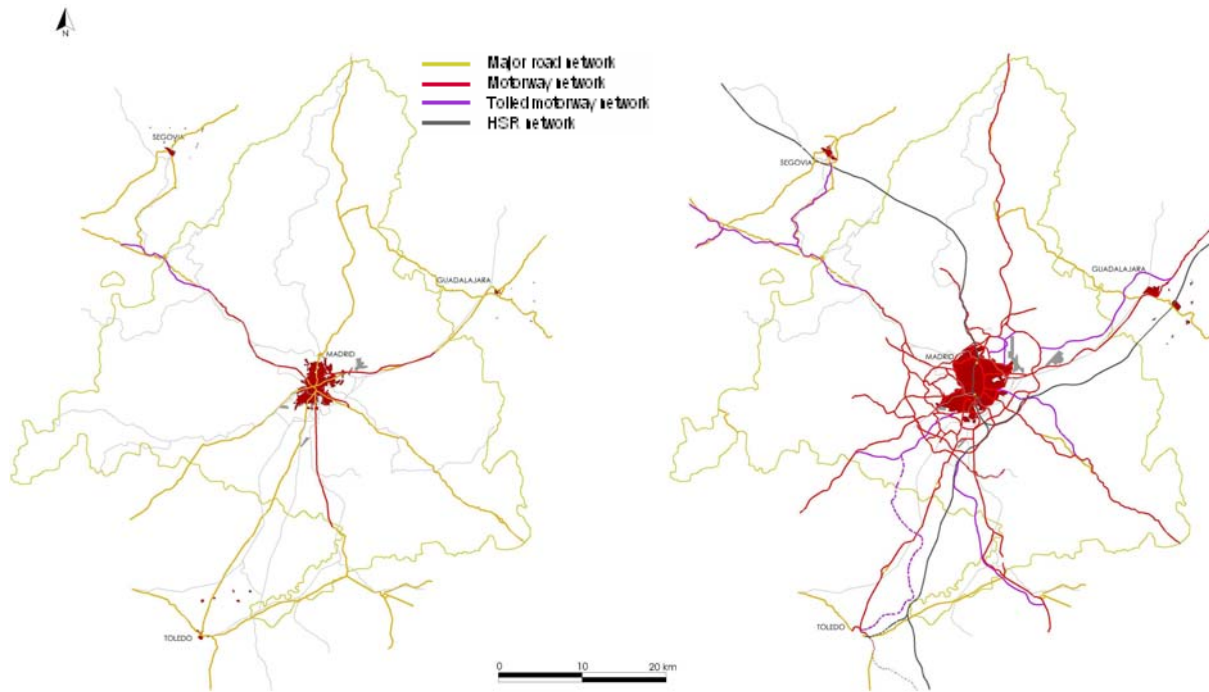
Transportation is a key element for metropolitan configuration both to facilitate internal functioning and to assure connection to other territories. Transport infrastructures are thus carefully considered and established in metropolitan areas, and play a major role in determining its expansion and renovation processes. Radial roads, new motorways, connecting metropolitan areas with its hinterland have become potential areas for urban growth (the so-called 'corridor effect'). Ports and airports surroundings have attracted economic activities and residential areas, and suburban train stations have facilitated suburban growth. But the type of growth and its territorial lay-out are in many ways closely related to the existing type of transport infrastructure.

Madrid has evolved from two independent and centralised road and rail transport networks into a complex interwoven network with grid shape radial and orbital motorways in the vicinity of the metropolitan centre and an increasing radial structure further away from the centre, depending also on the sector (Fig. 1). This road and rail network has frequent access points, except for new toll motorways that have been built in some corridors with far less access points<sup>3</sup>. The transportation network is also gradually evolving from a single one, both for metropolitan and for long distance transportation, into two differentiated networks, one for intra-metropolitan transport and another one for long distance.

The Madrid metropolitan transportation network is starting to include areas outside the administrative region, cities approx. 100 km away that are administrative and service provincial capitals. These administrative capitals had a specific transportation network normally concentrated towards them and gradually this network is being reorganised according to two poles: the metropolitan centre and its immediate periphery, and each capital city.

<sup>3</sup> It also has a radial system of suburban rail combined with an orbital line in the metropolitan centre and with an underground system with frequent stations, and good and inexpensive parking areas in the suburban rail stations.

**Figure 1:** Transport infrastructures at the beginning of the 1970s and the 21<sup>st</sup> Century in the Autonomous Region of Madrid and along corridors towards Toledo, Segovia and Guadalajara.



Source: Cartography 1:50.000 and own composition

**Table 1.** Madrid Transportation network

BEFORE	NOW
1 transportation network (metropolitan & long distance)	2 networks: 1 for metropolitan transport and 1 for long distance
1 road network & 1 rail network, independent and centralised	1 grid shape road and rail networks near Madrid 1 radial shape road and rail further away from the centre
1 radial motorway in each corridor with frequent access points	2 radial motorways, 1 free + 1 tolled with fewer access points
Long distance traditional rail with fewer stations	Long distance traditional rail + suburban metropolitan rail with very frequent stations + High-Speed Rail with a separate infrastructure
Airport (2 runways), interurban role	Airport (4 runways), interurban role

Own composition

In the case of Madrid, we find three High-Speed Rail (HSR) stations with these characteristics in the neighbouring provinces of Toledo, Segovia and Guadalajara. The singularity of these HSR stations compared to other similar situations in France or in England is that these cities are provincial capitals, and therefore they already had a certain economic, social and administrative weight. In this way, this kind of transport could play functions of **another type of metropolitan transport** helping the de-concentration and expansion processes, thus creating a more polycentric territorial structure. This fact leads us to believe in these remote cities as a new possible metropolitan area limit.

Besides the reinforcement of their metropolitan integration, Ureña et al. (2006 and 2009) suggested that the most specific opportunity of HSR for small cities close to metropolitan areas would be the fact that the same HSR service that connects the centre of the metropolitan area with other distant places would be available for the metropolitan periphery at these cities. HSR stations at the metropolitan outskirts thus can be understood as an urban process similar to the gathering of tertiary activities around metropolitan airports.

In order for the HSR to consolidate these small cities as metropolitan sub-centres, it is important for them to have tertiary activities and high-level services (Bonnafous, 1987) as well as a high-quality image, which is foreseeable, since they are capital cities with historic and administrative centres. It is also important for these HSR stations to have an important number of services, to be correctly located in the city and to be connected with other metropolitan transportation networks.

The fact that this new type of HSR connection facilitates the integration of these small cities at the metropolitan corridor is foreseeable. Subsequently, the following factors should be considered:

- The previous **location of the city** in relation to the national transportation corridors strengthens the opportunities that already existed. If not, HSR opens up new possibilities or reinforces the existent interrelationship (Ureña et al., 2005).
- Taking into account that the HSR usually transports people of a certain socio-professional level, the new opportunities in the aforementioned cities will depend on the **lodging**

**population** of qualified socio-professional groups and tertiary activities in the metropolitan corridor (Bonnafous, 1987; Ureña et al., 2005 or Bellet, 2000).

- The **characteristics of the city**, that is, its environmental and urban quality, and the quality and diversity of its services. As an administrative centre with a university or a tertiary and dynamic economic base, they will also improve the metropolitan integration capacity of the HSR (Garmendia et al., 2008).
- A central **location of the station** at the historical city and/or proximity to the tertiary activity area may facilitate the HSR revealing different opportunities (Troin, 1995) either for its accessibility or for the projects that can take place at its surroundings.

**Table 2.** Comparison of the chosen features of Guadalajara, Segovia and Toledo

	<b>Guadalajara</b>	<b>Segovia</b>	<b>Toledo</b>
City's location	On North-East corridor (Madrid-Barcelona) → HSR strengthens its integration	30 km north-east of North-West corridor → HSR implies new opportunities	Not in South corridor but linked to Madrid with the A-42 motorway → HSR reinforces their interrelationship
Corridor lodged activities and population	North-East corridor, industrial storage and distribution firms → HSR not in relation with them	North-West corridor mainly tertiary activities and qualified socio-professional groups → HSR could catalyse them	South corridor and A-42 motorway, industrial specialization → HSR not in relation with them
Characteristics and services of the city	No university No high quality services No quality image Provincial capital city	University High quality services World Heritage City Provincial capital city	University High quality services World Heritage City Regional capital city
Station's location	8 km from the city centre, not connected to suburban/regional rail/bus	6 km from the city centre, not connected to suburban/regional rail/bus	In the city centre but far from tertiary activities

Own composition

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## CITY IMPRESSIONS

### ASHGABAD – impressive and intriguing

The capital city of Turkmenistan – Ashgabat – is perhaps the strangest city I have ever visited. It is the city under construction. The plane from Istanbul to Ashgabat is full of Turkish construction engineers fulfilling their multi-million contracts for new official buildings and housing estates in Ashgabat.



The architecture looks incredible. The whole old city centre has been removed and now is full of new buildings, parks and wide streets. You can see hundreds of marble palaces, in which official institutions are placed (government buildings, museums etc.). The Parliament building is a monumental masterpiece. Unfortunately I do not have its picture. The MPs I talked to did not know, if it was allowed to take pictures, and they were too afraid even to ask the guards inside the building. I decided not to take the risk. There are also streets with new housing estates that are something between New York sky-scrapers and marble palaces. They look alike from a distance, but if you come closer you realise that each of the buildings is itself a piece of art. Each one is different. You also have several parks in the centre and they are full of monuments and fountains. One of these parks has a beautiful name – ‘Park of Love’. One of monuments in that park is very particular – it is a sculpture of Turkmen Basha – recently deceased president of the country (the new president is a former dentist of Turkmen Basha) – the monument is like a sun-flower, it turns around to face the sun all day long. (By the way – everything is ‘Turkmen Basha’s’ there, even the main bank is called Turkmen Basha bank). But the city looks strange, like a decoration for a movie. This feeling is

perhaps because there are only very few people on the streets, which looks a bit deserted (perhaps not very strange in a country in which deserts compose most of its territory). And there are not too many other cities all over the world, in which you will not find a single ATM (cash-station machine)! You want to go there – then you have to bring cash with you. And remember that internet works very poorly. To check your e-mail box is a challenge.

If you stay in a hotel, you need to remember to take ‘spravka’ (whatever it means, just a piece of paper) bring it to your hosts, who should register your stay in the Ministry of Foreign Affairs. Otherwise, you may have problems leaving the country. One more thing amazed me in the hotel: in several places there were signs: ‘please do not paint/scribble on the walls’ – in three languages (Turkmen, Russian, and English). Is that a local habit?

One morning I visited a big open market (bazaar) near the city. Actually, it is not enough to call it big. It is huge, it goes on and on, for several kilometres. It is called ‘tolkushka’ – from the Russian word ‘tolkat’ which means ‘to nudge’ or ‘to elbow one’s way’ (through the crowd). And I had a reflection: I realised where all the people were, when I wondered why streets were almost empty. They all went to tolkushka! Local people say it is the largest bazaar in Central Asia, and I can easily believe it. You can buy everything there: carpets, hats made of foxes, wolves, sheep, and lynxes. And jewellery as well as archaeological excavations from several thousand years ago. Of course you have to be good at bargaining. The difference between starting and eventual price might be huge, and the seller will be unhappy if you do not bargain. I was there with my Polish friend who works in UN mission there, and his bargaining was a real performance! ‘You are a killer, you want to kill me with your prices!’ – is just a sample of his reaction for price offers. Very effective and at the same time sellers love to make deals with him. In general people are nice and friendly there, although you should avoid some topics of conversations.



I said that you do not see too many people on the streets in the city. It is true, but if you see them, it is an interesting view. Most of the women wear traditional, very beautiful satin dresses and magnificent, colourful, silk scarves. And female school dresses are delightful – long, satin dresses (each school may have a different colour) and very characteristic caps.



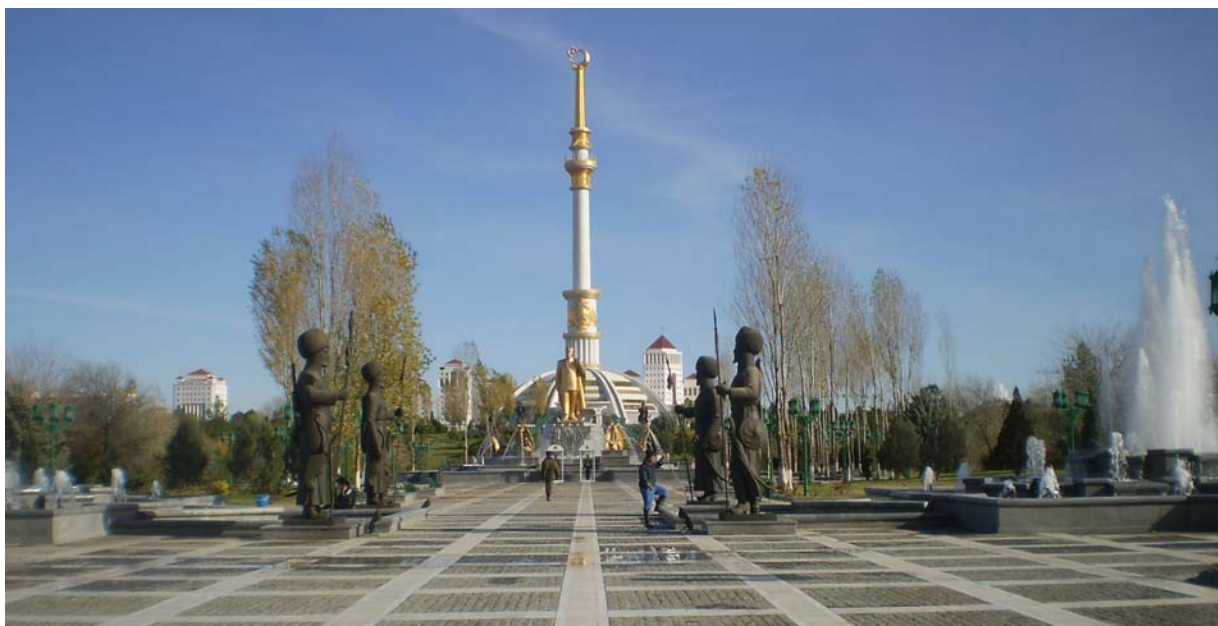
Since it is a EURA Newsletter, we should say something about urban services. The basic mode of transport is by taxi. Actually, it is a sort of taxi. You just wave for cars and most of them are ready to serve as a taxi (I remember similar habits in several Ukrainian cities, including Kiev, 10 years ago). Those 'taxis' are extremely cheap – you pay less than 1 euro for a 7 km ride. But it is important to remember that fuel costs are next to nothing and labour cost is also minimal. I was told that each driver receives 120 litres of petrol per month just free of charge. And additional load costs 0.25 Euro per litre. If you are impressed by this heavenly price, I can tell you more. Water, gas (heating), electricity – are all free of charge for

residents ('a gift from the government' – you should remember that practically the entire economy is nationalised). Before you start being jealous, let's think about consequences. I was told two stories. One by someone who was renting a house and could not find where to switch off the 'banya' (sauna). He asked the landlord, who did not know either. Why switch it off, if it costs nothing? Another person told me about a heating system in his house, which produced too high temperature in winter. The advice from the owner was simple – open windows in your living room. But my informer had an answer for this: 'I can't. It would be dangerous, I have small children.' The next advice of the landlord was irresistible: 'So then turn-on the air-condition!'. I was told it was not very rare solution – you operate heating and air-condition at the same time. A country (and the city) rich in energy resources, but at the same time more than half of the population lives below any indicative poverty level.

There is no local self-government in the city, which is operated by the administration appointed by the President. The only forms of (extremely weak) self-government, called *gengesh*, operate in rural areas.

I spent a week in Ashgabad, definitely not enough to understand the city, and even less to see the country outside the capital city. I would definitely like to have an occasion to deepen my impressions on this most unusual city I have ever visited.

*Paweł Swianiewicz*



## EURA DEVELOPMENTS

We remind you of the contact data of the EURA Secretariat.

From the 1<sup>st</sup> of January 2009, the EURA Secretariat is hosted by the unit of 'Public policy, public administration and urban research' at the Institute of Political Science, Technische Universität Darmstadt.

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### European Urban Research Association Governing Board

We would like to remind you that during the next EURA annual Conference, in Darmstadt (September 2010) the Board elections will be held.

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