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Session summary	
Session Title:	City-region governance, ten years on
Research Group sponsor (if applicable):	Urban Geography Research Group Planning and Environment Research Group
Session Convenor(s):	John Harrison (CRIGS/GaWC Loughborough University) Michael Hoyler (CRIGS/GaWC Loughborough University)
Session Convenor(s) Email:	j.harrison4@lboro.ac.uk m.hoyler@lboro.ac.uk
Session Abstract:	It is ten years since Allen Scott's edited collection *Global City-Regions* became the antecedent to a resurgence of interest in city-regions. In this volume, Scott and others conceptually mapped and empirically demonstrated how, for them, there was a new and critically important kind of geography and institutional phenomenon on the world stage – the global city-region. In so doing, they went on to argue that processes of global economic integration and accelerated urbanisation – the defining features of globalization – are serving to make traditional planning and policy strategies 'increasingly inadequate'. This focus on governance is important given that while city-regions are identified as the important scale of urban organisation in globalization, the pace of change (especially their unrelenting expansion in size, scale and number) means these pivotal social formations are often reliant on outdated and inadequate institutional structures, frameworks and supports. Perhaps not surprisingly, the past decade has witnessed a growing interest among policy elites in city-regions and their governance across the globe. England, for example, has witnessed the emergence in recent years of the Northern Way, City/Economic Development Companies, Multi-Area Agreements, statutory city-regions, and most recently under the Coalition Government, Local Enterprise Partnerships. By its very nature this and other theoretical and policy developments are raising as many new questions as they are providing answers to key questions surrounding city-regions and their governance. Ten years on it appears particularly apt that we should revisit some of these key questions in a global context.
Keywords (max 5):	(Global) City Region; Urban-Regional Governance; Institutions; Urban Change; Planning

Session Requirements		
No. session slots required	3	Session slots will be approximately 1hr 40minutes long, which accommodates 5 papers of 20min each including questions, or 7-10 shorter papers depending on format.
Type of session proposed e.g. papers, papers with discussant, posters, panel discussion, workshop…	Papers	The session organisers welcome innovative session formats. If you'd like to discuss a session format, please contact the organisers at AC2011@rgs.org.
Special audio visual requirements	None	Laptop with audio speakers, data projector and screen will be provided in each room. Speakers should bring their own laser pointers etc.
Any other special requests to	Sessions all on the same day for	e.g. mobility requirements, room request,

be considered	continuity. Room size – approximately 50	timetabling request.

Session details	
Session 1	City region governance, ten years on (1)
Session 1 Chair	John Harrison (CRIGS/GaWC Loughborough University) Michael Hoyler (CRIGS/GaWC Loughborough University)
Paper 1 Title:	Remaking City-Regional Landscapes, Rethinking Metropolitan Governance
Paper 1 Abstract:	In acknowledging that analysis of metropolitan governance behoves an appreciation of how new settlement patterns unfold (Phelps and Wood, 2011), we can interpret the early twenty-first century city-region to be witnessing far-reaching transformations in its economic, social and political ecology. Across the global north and south, a rapidly urbanizing but radically uneven landscape is reflected in several trends: a design-intensive fashioning of midtown centres, a proliferation of mega-projects of iconic development and infrastructures, and a punctuation of metropolitan space with enclave condominiums and suburban master-planned communities. A forensic analysis of these landscape conversions would also reveal a seemingly perplexing myriad of governances: downtown fiscal micropolises exemplified by the Business Improvement District; minima 'shadow governments' for post-suburban edge cities, boomburbs and mega-malls; a related eruption of homeowner associations to orchestrate the de-collectivized service provision and infrastructure requirements within territorialized gated communities; a geopolitics of infrastructure orchestrated around special development agencies and secessionary spaces designed to customize provision; an assembling of political spaces 'in-between' urban heartland and suburban hinterland; oligarchic urban-regional 'assemblages' often sequestered from formal democratic conduits; and an astonishing proliferation of informality as a mode of urbanization in the global south. The cumulative effect of this metropolitan splintering may be over-extending established interpretations of city-regional governance and politics. The paper draws on perspectives within critical planning alongside writings on a post-democratic city (Swyngedouw, 2011) to confront non-trivial questions about the precise manner in which governance, policy and politics are being negotiated across metropolitan regions, from downtown streetscape to suburban doorstep.
Paper 1 Author(s):	Gordon MacLeod (Durham University)
Paper 1 Presenter(s):	Gordon MacLeod (Durham University)
Paper 1 Author(s) email address:	Gordon.MacLeod@durham.ac.uk
Paper 2 Title:	City-Regions, virtual spaces of governance and the production of marginalities
Paper 2 Abstract:	Concern with economic competitiveness has driven an increasingly urban-focused policy agenda, challenging some of the assumptions and practices of territorial governance between the local and the national level. This applies in particular to the notion of nature and role of the regional scale as notional summation of local areas. A growing focus on, and expected impulse from, cities, especially larger metropolitan areas, has shifted, and somewhat fuzzied, the scalar positioning of the 'city-region' as phenomenon in its own right. This applies not just to its boundedness as a functional and governmental entity, but also, and in particular, to its very conceptualisation as a space. Increasingly, city-regions, in themselves often rather more virtual than 'real' spaces in governmental-administrative terms, seem to be crowding out conventional notions of regions as contiguous territories providing a supra-local framework for localities, including cities. Networks seem to have overtaken hierarchy as the main organising mechanism of sub-national governance, with city-regions almost becoming proxy for 'regions' *per se*. But this *de facto* re-interpretation of the regional scale as equalling city regions produces by-passed,

	ignored areas 'in between', thus creating peripherality through exclusion. The focus on city-regions in academic and political discourse seems to accept such inherent inequalities, sharply distinguishing between those places and actors that are 'in' and those that are not. This paper examines the pivotal interface between the very nature of city-regions as virtual constructs of clustered urbanised localities, their role as nodes in relational policy networks, and their peripheralising effect through selective inclusions and exclusions of actors and places.
Paper 2 Author(s):	Tassilo Herrschel (University of Westminster)
Paper 2 Presenter(s):	Tassilo Herrschel (University of Westminster)
Paper 2 Author(s) email address:	t.a.herrschel@wmin.ac.uk
Paper 3 Title:	The production of space in metropolitan regions: a Lefebvrian analysis of governance and spatial change
Paper 3 Abstract:	The language of relational geography now permeates the academic and professional literature with phrases such as 'fuzzy boundaries' and 'flows and networks' regularly used to express the complexity of socio-economic and governance relations in urban areas. However, recent research suggests that specific acts of political mobilisation retain concrete or absolute conceptions of space, often tied to traditional institutional frameworks. The durability of this territorial narrative suggests that the 'relational turn' is not only incomplete, but unable to account for the bounded reality of urban processes. Following from these debates, it is a crucial moment to re-think and re-engage with the conceptual foundations of spatial politics with regard to complex urban spaces. This paper argues for a redirection away from relational versus absolute debates in favour of a more robust consideration of urban change in city-regions. Towards this objective, I introduce an approach situated within Lefebvre's *The Production of Space* to examine arrangements and structures of metropolitan regionalism through reference to cases in the United States and United Kingdom. In this way, the research interprets the city-region as an ongoing social product which reflects a co-constitutive relationship between lived, perceived and conceived spaces.
Paper 3 Author(s):	Michael Buser (University of the West of England)
Paper 3 Presenter(s):	Michael Buser (University of the West of England)
Paper 3 Author(s) email address:	Michael.Buser@uwe.ac.uk
Paper 4 Title:	The metropolitan discourses of civic actors: a look at a politics of scale in the Montreal city-region
Paper 4 Abstract:	In the literature on neo-regionalism and the re-scaling of the State from the national to the metropolitan scale, democracy has been discussed as an issue of concern (Jouve 2005, Brenner 2002). Civic actors and social movements have difficulty to re-scale to the regional scale (Swanstrom and Banks 2009, Jouve and Lefebvre 2004, Fontan et al 2009), when this was not their historical scale of action. While the motivations from state or economic actors to re-scale have often been investigated (Scott 2001, Brenner 2004, MacLoed and Jones 2007, Antipode 2010), bottom-up regional projects have been much less studied. What is the meaning of the region for civic actors, and how can this help us better understand the difficulties of constructing a metropolitan political space (Boudreau 2007)? This contribution presents the case of the Montreal city-region, and particularly the discourses produced by civic actors within the recent *Citizens' Agora on Land-Use and Development in the Montreal Metropolitan Region*, to which almost 400 people participated. Within this event, the dominant message was a desire to reach to the suburbs, and to create a democratic metropolitan democracy. It was also the occasion for actors to show they were not only thinking of their own mission or territory, and that they had a larger regional consciousness. Using the framework of a discursive politics of scale (McCann 2003, Gonzalez 2006, MacKinnon 2011), this presentation of the Montreal case will explore the meaning of the region for civic

	actors within a context of disputed projects and multi-scalar urban governance.
Paper 4 Author(s):	Sophie L. Van Neste (INRS- Centre Urbanisation, Culture et Société, Montréal; visiting researcher at the University of Amsterdam)
Paper 4 Presenter(s):	Sophie L. Van Neste (INRS- Centre Urbanisation, Culture et Société, Montréal; visiting researcher at the University of Amsterdam)
Paper 4 Author(s) email address:	Sophie_Leblanc-VanNeste@UCS.INRS.Ca
Paper 5 Title:	City regionalism as a politics of collective provision: the crisis of regional infrastructure provision in metropolitan Denver
Paper 5 Abstract:	The literature on city-regions tends to emphasise the strategic role of city-regions in global circuits of wealth creation and distribution. Such arguments ignore the constitutive role of territorial politics inside the nation state. This paper examines how 'bottom up' city-regional strategic alliances have organised to promote light rail infrastructure across the Denver region. Denver-based business and political leaders have come to see city-regionalism as a necessary response to (a) the 'governance failure' of existing regional infrastructure arrangements created by the federal government and (b) the need to build alliances with suburban taxpayers, elected officials and environmental organisations. The paper argues the case for approaching city-regionalism as a territorial politics of collective provision, which is nurtured over time by various place-dependent material interests.
Paper 5 Author(s):	Andrew E.G. Jonas (University of Hull); Andrew R. Goetz (University of Denver)
Paper 5 Presenter(s):	Andrew E.G. Jonas (University of Hull); Andrew R. Goetz (University of Denver)
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Session details	
Session 2	City region governance, ten years on (2)
Session 2 Chair	John Harrison (CRIGS/GaWC Loughborough University) Michael Hoyler (CRIGS/GaWC Loughborough University)
Paper 1 Title:	English city regions as sub-regional functional economic areas: why are the issues?
Paper 1 Abstract:	As with most modern economies, England's economic geography is increasingly seen to comprise multiple functional regions. In some cases, they may be recognisable metropolitan or city regions, but others are more polycentric while some sub-regions are perhaps still identifiably rural. To make these distinctions between types of region calls for analyses of patterns in their labour and housing markets as well as other sets of linkages. Producing a set of appropriate boundaries for policy at the sub-regional scale in England has been a long and tortuous process that is still far from concluded: this paper will briefly review that history, sketch reasons for this persistent problem, and finally outline some elements of a way forward. England poses a particular challenge for sub-regional definitions because the inheritance of its very early urbanisation is a closely-spaced urban system. As people have become more mobile it is increasingly possible for people to live in or near one town or city and work in another (a pattern increasingly associated with households with two earners). One consequence is that it is ever more difficult to demarcate one region from another by reference to patterns of commuting (or migration): there are very few 'clean breaks' separating one cluster of linked places from another one nearby. The paper will illustrate this analytical challenge, drawing on new research defining housing markets by reference to clustered of patterns of both commuting and migration flows. The other aspect of the English problem is the deep-seated (if rather incoherent) appeal of 'localism' which bedevils attempts to foster sub-regional coalescence of interests. A key aspect of this is the English pro-rural sentiment, manifesting in antipathy to 'urban

	dominated' notions like city regions. The paper will conclude with some reflections on this intractable issue, drawing attention to ironies in the frequent evoking of counties as superior alternatives to functionally-based region definitions.
Paper 1 Author(s):	Mike Coombes (CURDS, Newcastle University)
Paper 1 Presenter(s):	Mike Coombes (CURDS, Newcastle University)
Paper 1 Author(s) email address:	mike.coombes@newcastle.ac.uk
Paper 2 Title:	EU policy, the Lisbon Treaty and implications for the economic management of Functional Economic Areas in England
Paper 2 Abstract:	In Europe, the development of functional economic areas (FEAs) and their relationship to places within polycentric geographies has attracted considerable policy analysis and application. Indeed, the implementation of the Lisbon Treaty in 2013 and the addition of territorial cohesion as a key policy objective have further stimulated a number of new spatial dimensions which are now being considered within an English public policy context. In England, the emergence of Local Enterprise Partnerships (LEPs) - a new form of sub-national governance - is developing in parallel with the implementation of the Lisbon Treaty. LEPs have been promoted as being better positioned to reflect "real" economic geographies and FEAs. Moreover, with their focus on infrastructure investment, and specific localities, LEPs may be a rather crucial site for contestation in respect of the application of new approaches encapsulated within the Lisbon Treaty and its emphasis on securing territorial cohesion. Consequently this paper will consider some of the key contemporary issues associated with LEP formation and implementation across England. These include i) the democratic accountability of such arrangements and inter-relations with territorial coherence and notions of subsidiarity, ii) their ability to act as suitable governance mechanism for public investment and service delivery, iii) their role in securing effective multi-scalar governance across a range of spatial scales that is conducive to redistribution and territorial cohesion and (iv) their effectiveness as a tool that is responsive to functional economic geographies and which minimises "spatial spillovers" that impinge detrimentally on their efficiency and accountability.
Paper 2 Author(s):	Simon Pemberton (University of Birmingham); Janice Morphet (Bartlett School of Planning, University College London)
Paper 2 Presenter(s):	Simon Pemberton (University of Birmingham);
Paper 2 Author(s) email address:	S.Pemberton@bham.ac.uk; j.morphet@ucl.ac.uk
Paper 3 Title:	"New Localism" As A Brake On City Region Governance?
Paper 3 Abstract:	The paper argues that the functional entity of city regions is, internationally, not often matched in politicians' perceptions of governance, partly due to divided party control of different municipalities. With the installation of the UK Coalition Government in 2010, ways of governing the spatial organisation of development are undergoing far-reaching change. Local Planning Authorities, including all Metropolitan Boroughs (continuing after Conservative abolition of Metropolitan Counties in the mid-1980s) will have to recognise 'bottom-up' neighbourhood-scale plans, but otherwise, working in the absence of Labour's regional statutory Plans and 'top-down' targets, will be sovereign in their own territories. While the author has been involved in the economic analysis of England's city regions for ten years (Champion and Townsend, 2011) and subscribes to many past initiatives, including land-use transportation studies, passenger transport authorities, and Multi-Area Agreements, he also agrees with political commentators that city regions are understood more by urban geographers rather than the political class. Polycentric city regions provide some fierce local pride. Analysing the present path of change, with some city regions most easily adopted as new Local Enterprise Partnerships

	(LEPs), the paper draws attention to the impracticalities arising from some of the scalar shifts in hand, including the elected mayors only for individual Boroughs. He calls for LEPs, as sub-regional spatial governance entities, to help to resolve the strategic co-ordination of Planning; their level is now the only one to do this...but even "informal" sub-regional planning is a long way from restoration.
Paper 3 Author(s):	Alan Townsend (MRTPI, Geography, Durham)
Paper 3 Presenter(s):	Alan Townsend (MRTPI, Geography, Durham)
Paper 3 Author(s) email address:	alan.townsend@durham.ac.uk
Paper 4 Title:	Conceiving and constructing city regions: politics versus economics in the manufacture of state spaces
Paper 4 Abstract:	In England under the Labour government of 1997-2010, a 'city region orthodoxy' certainly did develop. This orthodoxy held that city regions were the appropriate scale at which to govern processes of economic development, infrastructure investment and some limited aspects of social reproduction because they broadly approximated to functional economic spaces. However, the ensuing academic literature constructed a mirroring orthodoxy: that city regional thinking and institution-building was founded on purely economistic rationales and that there was consequently a need to insert 'more politics' into analyses. This paper argues that the rather glaring gap between the initial *visualisation* of extensive city-regions encompassing, for example, cities' rural commuter hinterlands and the *actual* convoluted process of 'city-regional' institution building upon essentially metropolitan (ie pre-1986) geographies was more than accidental. The gap hints at the profoundly political process of cross-boundary coalition-building needed to bring neighbouring local authorities into uneasy partnerships in the hunt for resources and forms of 'constrained autonomy' through complex central-local negotiations. In exploring the above with specific city regional examples we draw some wider conclusions with regard to recent debates about state rescaling and the governance of sub-national spatial development.
Paper 4 Author(s):	James Rees (University of Birmingham); Alex Lord (University of Liverpool)
Paper 4 Presenter(s):	James Rees, University of Birmingham
Paper 4 Author(s) email address:	j.e.rees@bham.ac.uk; a.d.lord@liv.ac.uk
Paper 5 Title:	City Region: Atlantic Gateway
Paper 5 Abstract:	There is a clear need for other parts of the UK to complement the economic drive of London and the South East, rebalance the UK economy, and to make a real contribution to national and international competitiveness. City-regions are widely recognised as key to this. Nevertheless, initiatives branded as city-regional have, to date, resulted in nothing more than a patchwork quilt of assorted, weak, and often contradictory and overlapping initiatives that have failed to live up to expectation. The history of North West England is one of innovation, tenacity, opportunity, and enterprise and the modern day version of this may centre on the bold and unique vision of the Atlantic Gateway Strategy (AGS), which aims to establish Liverpool-Manchester as a globally-competitive urban area. Nevertheless, the area covered by the AGS remains one of the most socially and economically polarised. In addition the AGS comprises two city regions which, while they interlock, broadly speaking operate in isolation and independent of each other. It is therefore proposed in this paper that the Atlantic Gateway is an important lens through which to address current gaps in our knowledge of city-regions, in particular the opportunities and barriers to achieving better integrated policymaking across a functional geography.
Paper 5 Author(s):	John Harrison (CRIGS/GaWC, Loughborough University)
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Session details	
Session 3	City region governance, ten years on (3)
Session 3 Chair	John Harrison (CRIGS/GaWC Loughborough University) Michael Hoyler (CRIGS/GaWC Loughborough University)
Paper 1 Title:	Creating city-region governance structures in a dysfunctional polity: the sad story of Ireland's National Spatial Strategy
Paper 1 Abstract:	Ireland's National Spatial Strategy (NSS), launched in 2002, was, in principle, an attempt to restructure the Irish space economy with a view to achieving greater regional balance through promoting more effective engagement of provincial urban centres in global markets. The NSS was primarily motivated by a perception that the rapid growth associated with the Celtic Tiger had been disproportionately concentrated in the Dublin metropolitan region, while being mainly informed by the European Spatial Development Perspective's emphasis on polycentric urban systems. From the outset, the NSS was profoundly hamstrung by features of the spatiality of the Irish polity which have, in essence, prevented the creation of the kinds of governance structures required to facilitate the emergence of the kind of city-regions envisaged by the NSS. This paper focuses on three of these features: the highly-centralised system of public administration in Ireland, the prioritisation of short-term electoral gain over long-term planning considerations by the Irish government and a territorial system of local government which is inimical to the emergence of effective governance structures at city-region level. The paper expands on each of these features, including the absence of administrative and political competence at local government level, the implementation of a policy of civil service relocation which ignored the objectives of the NSS, and the continued dominance of the medieval county system which bears no relationship to the functional structure of the space economy and promotes territorial rivalries in place of the co-operative partnerships which city-region governance requires. The inevitable result is that, more than eight years on, progress in the implementation of the NSS has been virtually zero.
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Paper 2 Title:	Legitimacy of regional governance in the Netherlands: structure or process?
Paper 2 Abstract:	Recently, the Dutch national government no longer assigns legal tasks to city-regions. At the same time, the economic crisis intensifies competition and conflicts between cooperating municipalities. Therefore, Dutch city-regions more than ever face the question how to legitimize their existence. The formal answer to this question is that the city-regions are an "extension" of local government. Their policies, programs and decisions are legitimate as the city councils of the municipalities need to approve these. Decisions are made by directly elected municipal bodies that represent the inhabitants of the region (Cie. Toekomst Stadsregionale Samenwerking 2009; Ministerie van BZK 2008, 2010). However, in the current political and economic situation, this argument is no longer sufficient. In this paper we theoretically and empirically explore ways to (democratically)

	legitimize regional governance. It will be argued that inter-municipal cooperation can be more acceptable to citizens, local, provincial and national government by demonstrating its effectiveness and efficiency. Not only by evaluating the results of the cooperation for individual communities and for the region, but also in deliberating and interrogating the reasons, motives, interpretations and results of regional governance. Democratic legitimacy of regional cooperation and city-region governance is the result of a process and a structure. In this process, municipalities, citizens, businesses, and societal organizations together define what efficient, effective, and legitimate policies are. This means that a deliberative approach (Cohen 1989, 1997; Parkinson 2003; Dryzek 2010; Metze 2010) to regional cooperation can contribute to the legitimacy of regional policy-making. The paper is based on the experiences of four Dutch city-regions: Amsterdam, Arnhem/Nijmegen, Apeldoorn-Zutphen-Deventer and Drechtsteden.
Paper 2 Author(s):	Melika Levelt (Universiteit van Amsterdam); Tamara Metze (Universiteit van Tilburg)
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Paper 3 Title:	Manaus: consequences of city-forest-region formation in the Brazilian Amazon
Paper 3 Abstract:	A process of globalist city-forest-region formation is emerging in and around Manaus, the preeminent metropolis of Brazil's Western Amazon. This paper explores the regional implications of this territorial project. Already one of Brazil's municipalities with the highest levels of geographically concentrated economic activity and wealth due to its manufacturing capacity, development plans and infrastructure investment programs have aimed to transform Manaus into an urban node of geopolitical and economic relevance at the transnational scale. An emerging network of highways, bridges, and upgrades to the airport and port facilities allows the Amazonian metropolis to overcome its longstanding isolation. Connectivity to national centers in Brazil and overseas markets has increased at the same time that infrastructure strengthens Manaus centripetal attraction within the region. Furthermore, newly built urban facilities add to its centralized capacity to exert command-and-control functions and strengthen its profile as the capital of the Amazon Basin specialized in the marketing, management and innovation of environmental services. Yet, this growth model, which increasingly relies on international carbon credits earned by standing forests, also implies the deepening of Manaus' urban primacy and the geographically uneven development that has characterized the Western Amazon historically. Local area statistics, archival governmental documents and personal interviews are used to show that a) city-forest-region sustainability discourses increasingly render the material needs of isolated populations invisible; b) both adjacent municipalities and smaller settlements within the region face resource constraints and difficulty in integrating local economies into Manaus-centric value chains and a "deconcentrated concentration" model of territorial expansion.
Paper 3 Author(s):	J. Miguel Kanai (University of Miami)
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Paper 4 Title:	Creating liveable waterfronts: A comparative and evaluative study of governance, regeneration and image of dockland renewal in Adelaide and Melbourne, Australia.
Paper 4 Abstract:	Urban waterfront renewal is one of many significant changes to the structure of Australian and many world cities over the last three decades. For state governments in Australia waterfront renewal are important sites of global accumulation and the bolstering of national and regional economic competitiveness

	as well as part of an overall residential densification agenda. Despite massive public and private investment in the renewal of Melbourne and Adelaide's waterfronts many suggest that they are not working. There are serious questions as to whether they deliver good planning; well designed environments; social equity and engaged citizenry; are good investments; have an image which meshes with reality; offer new local employment and quality amenity. This is despite concerted master planning and dedicated authorities overseeing their development. These limitations have real implications for those who live in but also plan these sites and for metropolitan and state governments who have made significant capital and symbolic investments in them. Not only are these sites the focus of huge capital investments but the future of whole cities are bound to the reimagining of their waterfronts as cosmopolitan hubs, to their physical regeneration, to their revitalisation as centres of employment and for significant population return to the inner and middle city and into high rise living. Through interview, policy and document analysis this paper offers insights on current and emergent governance arrangements driving planning and delivery of waterfront renewal from a distinctly Australian perspective.
Paper 4 Author(s):	Susan Oakley (University of Adelaide)
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Paper 5 Title:	Mumbai Metropolitan Region: Impact of recent urban change on the peri-urban areas of Mumbai
Paper 5 Abstract:	The Global City Theory and its counter responses have metamorphosed into various applied theoretical constructs: one being Global City-Regions(GCR). GCRs in LDCs and HDCs are said to have homogenized visions in reorganization of urban space but in reality they drastically differ in terms of consequences. LDCs share a totally different historical background in their process of development. This can be demonstrated with special reference to Mumbai Metropolitan Region (MMR). MMR comprises three municipal corporations incorporating 16 municipal towns, 7 non-municipal urban centers and 995 villages with 40 planning authorities at various levels. The process of urbanization in MMR was typical to that of third world urbanization resulting in ill balanced pattern of urban development. Thereafter the wave of liberalization introduced the newer (global) forms of spatial reorganization (urban), inducing massive restructuring in the peri-urban areas of megacities in India including Mumbai. The massive restructuring in MMR has been legitimized in various ways. 1) Urban renewal sponsored by Central Government (JNNRUM) 2) Upgradation of various acts related to rural / urban land use in peri-urban areas of/within Mumbai. 3) Public sector schemes conjoined with global funding agencies. 4) Direct and indirect control of elite class power over local development plans. Consequently, the space has got repeated in MMR by 'selective' penetration of activities and introduction of special infrastructure in specific nodes. A planned integration of the MMR in the world system has brought in massive breakdown in the indigenous space-economy leading to deeper changes in the socio-economic and politico-cultural structures of the peri-urban areas. In the name of metropolitan regional planning, these areas are forced to accommodate SEZs, private cities, farmhouses, polluting industries (relocated from the centre) and so on. Such developments have put immense pressure on the indigenous structures which are inferior, inadequate and meant to serve particular socio-economic configuration. The inadequacy has resulted in the intensification of struggles over 'accesses', leading to various socio-cultural and political conflicts. The paper will explore the wider logic behind policy making and planning processes in MMR and their impact on economy, environment, people and society.
Paper 5 Author(s):	Aparna Phadke (University of Mumbai)

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