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## CITIES IN SYSTEMS OF CITIES: ADELAIDE, AUSTRALIA AND THE WORLD

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**University of South Australia**  
**Centre for Building and Planning Studies/**  
**Bob Hawke Prime Ministerial Centre**  
**Wednesday 11 March 2009**

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## Cities as Systems...

### Brian J.L. Berry 1964

**CITIES AS SYSTEMS WITHIN SYSTEMS OF CITIES**

By BRIAN J.L. BERRY, University of Chicago

THIS PAPER EXAMINES some of the ways by which understanding of cities and sets of cities has been advanced during the first decade of regional science. Originally, I was asked to prepare a paper which reviews the entire range of urban models but, for several reasons, decided to take a more limited view. The Social Science Research Council's Committee on Urbanization has recently completed a comprehensive review of urban studies, to be published shortly as *The Study of Urbanization*,<sup>1</sup> and to attempt to duplicate this work in a short paper would be as foolhardy as the result would be superficial. Other papers to be presented at these meetings will deal with certain kinds of urban models (for example, those related to metropolitan transportation studies, or those involving study of the urban economic base via input-output matrices) and I will not attempt to duplicate what they have to say.

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## Cities as Systems...

### Brian J.L. Berry 1964

So be it in the urban field. It is clear that cities may be considered as systems- entities comprising interacting, interdependent parts. They may be studied at a variety of levels, structural, functional, and dynamic, and they may be partitioned into a variety of subsystems. The most immediate part of the environment of any city is other cities, and sets of cities also constitute systems to which all the preceding statements apply. For systems of cities, the most immediate environment is the socioeconomy of which they are a part.

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## Berry's Argument:

### 2 (3?) fundamental models for Cities:

- (1) "Inductive Generalisations in Search of a Theory"
  - Rank-Size Rule (Zipf)
  - Distance-decay function (Clark, von Thünen, Alonso, Muth)
- (2) "Logical Constructs in Search of a Test"
  - Central Place Theory (Christaller, Lösch)

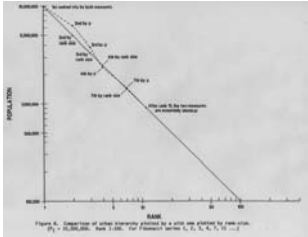
*But also:*

- (3) "Innovation under Technical Impetus"
  - "Social Area Analysis" (Burgess, Hurd, Harris and Ullman)

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## Rank-Size Rule (Zipf 1941)


- Relates city *rank*s vs. *populations*
- $P_n = P_1/n$  where  $P_n$  is the population of towns ranked  $n$ ,  $P_1$  is the population of the largest town and  $n$  is the rank of the town.
- E.g.: if the largest town's population is  $x$ , the 2nd largest is  $x/2$ , the 3rd largest  $x/3$ ...



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## Distance/Decay function: von Thünen 1826

- *The Isolated State* (1826)
- Imagine an isolated state with one central city...
- How do farmers serve the city?
- Perishables closest
- Then grain, then animals
- But also: *intensity* varies
- Real-life geography will change pattern



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### Von Thünen Urban Models: Alonso (1964), Clark (1951-)

- American economists: early 1960s
- Applied von Thünen to cities
- Land uses vary: highest rent-paying at centre
- Densities vary: especially, residential
- Empirical confirmation: Colin Clark, 1951 onwards

Fig. 6.5. Household's satisfaction-maximizing or equilibrium location.

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9.28 Hypothetical rent-distance relations within a city (Alonso-Garcia, et al., 2005)

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DIAGRAM IX.A

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William Alonso, 1933-1999

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### Central Place Theory: Christaller (1933)

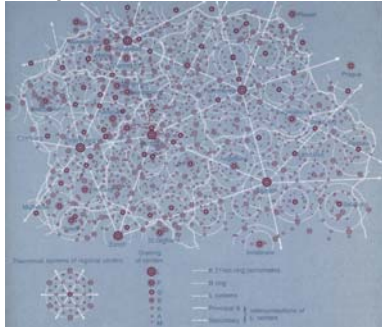
- *Central Places in Southern Germany* (1933)
- Consumer service industries round cities
- Determined by "range of a good"
- So: hierarchy of cities; hexagonal service areas

WALTER CHRISTALLER  
1893-1969

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### Central Place Theory: Christaller (1933)

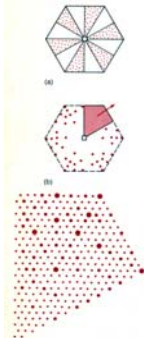
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### Central Place Theory: Lösch (1944)

- *The Economics of Location* (1940)
- Extended Christaller principle
- How will other cities locate around a central city?
- Relate to transport: "Transport-rich", "Transport-poor" sectors
- But also: "density" increases away from "first" city



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### Models of Urban Structure

- Generally monocentric:
- Park and Burgess 1925: sociological: rings
- Hoyt 1933: economic: sectors
- Garrison 1959, Alonso 1963: economic: rings
- Clark 1951 etc.: economic: empirical: population density gradients
- Harris/Ullman 1941: the big exception: *multiple nuclei*

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### Models of Urban Structure

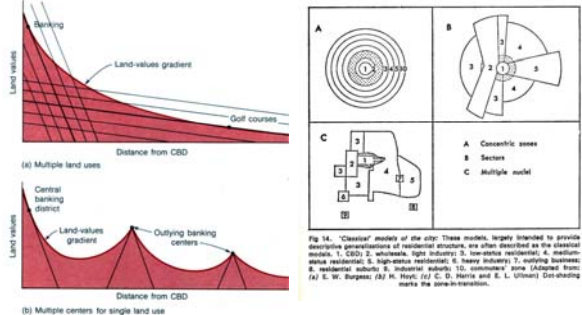


Fig. 14. 'Classic' models of the city: These models, largely intended to provide descriptive generalizations of residential structure, are often described as the classical models. 1. CBD; 2. suburban; light industry; 3. low-density residential; 4. medium-density residential; 5. high-density residential; 6. heavy industry; 7. outlying business; 8. residential suburb; 9. industrial suburb; 10. commercial zone (adapted from: (a) E. W. Burgess; (b) H. Hoyt; (c) C. D. Harris and E. L. Ullman) Dotted shading marks the semi-variation.

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### 45 years on: 1964-2009

5 major changes:

- (1) Shift up the urban hierarchy: bigger cities dominate
- (2) Dominance of the "knowledge economy" and "creative industries"
- (3) Demography + income: personal services
- (4) Polycentric urban structures
- (5) Rise of Mega-City Regions

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### 45 years on: A New Urban Hierarchy? From Christaller (1933)...

Type	Market area radius, km	Population of town	Population of market area
M (Marktort)	4.0	1,000	3,500
A (Amtsort)	6.9	2,000	11,000
K (Kreisstadt)	12.0	4,000	35,000
B (Bezirkstadt)	20.7	10,000	100,000
G (Gaustadt)	36.0	30,000	350,000
P (Provinzstadt)	62.1	100,000	1,000,000
L (Landstadt)	108.0	500,000	3,500,000

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### ... to Taylor 2004

**A. ALPHA WORLD CITIES**

12: *London, Paris*, New York, Tokyo  
 10: Chicago, *Frankfurt*, Hong Kong, Los Angeles, *Milan*, Singapore

**B. BETA WORLD CITIES**

9: San Francisco, SYDNEY, Toronto, *Zürich*  
 8: *Brussels, Madrid*, Mexico City, São Paulo  
 7: *Moscow, Seoul*

European cities in *italics*  
 Asian Cities underlined  
 Australasian cities CAPITALISED

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### The GaWC Hierarchy (ctd.)

**C. GAMMA WORLD CITIES**

6: *Amsterdam*, Boston, Caracas, Dallas, *Düsseldorf, Geneva*, Houston, Jakarta, Johannesburg, MELBOURNE, Osaka, *Prague*, Santiago, Taipei, Washington  
 5: Bangkok, Beijing, *Rome*, *Stockholm*, *Warsaw*  
 4: Atlanta, *Barcelona*, *Berlin*, Buenos Aires, *Budapest*, *Copenhagen*, *Hamburg*, *Istanbul*, Kuala Lumpur, Manila, Miami, Minneapolis, Montreal, *München*, Shanghai

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### The GaWC Hierarchy (ctd.)

**D. EVIDENCE OF WORLD CITY FORMATION**

*Di Relatively strong evidence*

3: AUCKLAND, *Dublin, Helsinki, Luxembourg, Lyon, Mumbai, New Delhi*, Philadelphia, Rio de Janeiro, Tei Aviv, *Wien*

*Dii Some evidence*

2: Abu Dhabi, *Almaty, Athens, Birmingham*, Bogotá, *Bratislava*, BRISBANE, *Bucharest*, Cairo, Cleveland, *Köln*, Detroit, Dubai, Ho Chi Minh City, *Kiev*, Lima, *Lisbon*, *Manchester*, Montevideo, *Oslo*, *Rotterdam*, *Riyadh*, Seattle, *Stuttgart*, *Den Haag*, Vancouver

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### UK Cities in Europe and the World: Latest GaWC Evidence (1)

Ranks in 2000		Ranks in 2004
1. LONDON	→	1. LONDON
2. NEW YORK	→	2. NEW YORK
3. HONG KONG	→	3. HONG KONG
4. PARIS	→	4. PARIS
5. TOKYO	→	5. TOKYO
6. SINGAPORE	→	6. SINGAPORE
7. CHICAGO	→	7. TORONTO
8. MILAN	→	8. CHICAGO
9. LOS ANGELES	→	9. MADRID
10. TORONTO	→	10. FRANKFURT
11. MADRID	→	11. MILAN
12. AMSTERDAM	→	12. AMSTERDAM
13. SYDNEY	→	13. BRUSSELS
14. FRANKFURT	→	14. SAO PAULO
15. BRUSSELS	→	15. LOS ANGELES
16. SAO PAULO	→	16. ZÜRICH
17. SAN FRANCISCO	→	17. SYDNEY
18. MEXICO CITY	→	18. MEXICO CITY
19. ZÜRICH	→	19. KUALA LUMPUR
20. TAIPEI	→	20. BUENOS AIRES

- Capital cities: more likely to experience positive change than negative change
- US cities: more likely to experience negative change than positive change
- Western Europe cities: more likely to experience positive change than negative change
- Pacific Asia cities: more likely to experience positive change than negative change
- Sub-Saharan Africa cities: more likely to experience negative change than positive change
- 'Greater' Middle East cities: more likely to experience positive change than negative change

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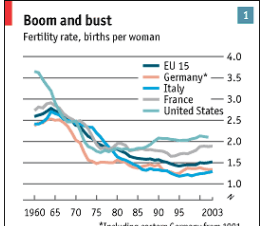
### 45 years on: A Changing Economy

- Demographic reality: Ageing populations
- The "informational revolution" and the "knowledge economy"
- Globalization of production
- Feminization of labour force
- The "creative class"
- Where are the job gains? Knowledge jobs and personal service jobs

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### An Ageing World

- EU birth rate 1.5
- Italy, Spain Germany 1.3
- Italian median age 2025: 50
- *Rising dependency burden: Italy, 2005-2050:*
- working-age population -20%
- Old (65+) +44%
- So: *dependency ratio doubles: 32% 2005, 67% 2050*

Sources: Eurostat; World Bank

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**Rising dependence**  
Old-age dependency ratio\*, %

Country/Region	2005 Ratio (%)	2050 Ratio (%)	2005 Pop. (m)	2050 Pop. (m)
Spain	37.3	41.2	41.2	37.3
Italy	48.1	67.5	57.5	48.1
Poland	33.0	38.5	38.5	33.0
EU15	33.0	45.2	455.2	431.2
Germany	33.0	76.0	83.0	76.0
France	33.0	60.3	60.3	62.2
United States	33.0	295.5	295.5	419.9

\*Age 65+ as % of those 20-64. †Ratio for EU15, pop. for EU25  
Sources: Eurostat; UN Population Division; US Census Bureau; The Economist

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### The Geography of Ageing

- California: 9/10 counties with lowest unemployment have above-average % aged 65 or older
- “A map of the state’s retirees could almost double as a map of economic resilience”
- Health care: the only private-sector industry with job growth in 2008
- Santa Barbara: “much of the local economy is recession-proof”: Higher Education, Hospitals

Source: The Economist, 26 February 2009

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### The shift to a service-based economy

**A lighter touch**  
Jobs in services as % of total employment

Source: OECD

- Manufacturing negligible
- Producer vs. consumer services
- Advanced producer services – main economic driver
- Not just financial, business services!
- “A redundant distinction” (*The Economist*) – logistics sector

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### Global Cities: Key Sectors

*Information exchange: in:*

- Finance and Business Services
- “Power and Influence” (or “Command and Control”)
- Creative and Cultural Industries
- Tourism

Highly Synergistic  
Multiple markets  
Much F2F  
Constantly refreshed

**Figure 1**

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### Global Cities: Key Sectors

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**Figure 2**

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**Figure 3**

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Figure 4

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## e-communication: myth...

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## ...and reality: Personal Trips & e-coms: France 1800-2000

Source: Graham and Marvin 1996

Figure 6.2 Growth of passenger transport and communications in France

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## Global Hierarchy: Air Connections 2000

- 1 London
- 2 Frankfurt
- 3 Paris
- 4 New York
- 5 Amsterdam
- 6 Zürich
- 7 Miami
- 8 Los Angeles
- 9 Hong Kong
- 10 Singapore
- 11 Tokyo
- 12 Seoul

Source: Shin and Timberlake 2000

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## Continental accessibility: The new role of High Speed Trains

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## Model Air/Rail Interchange: Amsterdam Schiphol

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## Creativity: Richard Florida's argument

- "New Economy" depends on a "new creative class"
- Chooses congenial locations: San Francisco Bay Area, Austin (Texas), Seattle
- Indifferent to "hard" attributes (expressways, airports, entertainment districts)
- Seeks high-quality amenities/experiences, an open and free atmosphere, and opportunities to assert own creative identity

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## Richard Florida argument, ctd.

- "*Bohemian Index*" - number of writers, designers, musicians, actors and directors, painters and sculptors, photographers and dancers - is "an amazingly strong predictor of everything from a region's high-technology base to its overall population and employment growth"
- Produces statistical evidence, but what causes what? Maybe successful places are dominated by economic sectors that need large numbers of such people!
- More likely, a circular process: growing activities attract talented workers who then in turn generate new activities and new growth...

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## Urban Magnets v. Liveable Cities

**No points for thrills**  
Global livability rankings, 2005

City	Ranking	City	Ranking
Vancouver	1	Düsseldorf	26
Melbourne	2	Amsterdam	26
Vienna	2	Reykjavik	26
Geneva	2	Munich	26
Perth	5	Luxembourg	26
Adelaide	5	Cleveland	26
Sydney	5	Pittsburgh	26
Zurich	5	Honolulu	33
Toronto	5	Boston	33
Calgary	5	Lyon	33
Brisbane	11	Chicago	33
Copenhagen	11	Miami	33
Heilbronn	11	Seattle	33
Stockholm	11	Madrid	33
Frankfurt	11	Barcelona	33
Montreal	16	Atlanta	41
Tokyo	16	Hong Kong	41
Hamburg	16	Minneapolis	41
Paris	16	Manchester	41
Oslo	20	Washington, DC	41
Auckland	20	Detroit	41
Berlin	20	Houston	47
Brussels	20	London	47
Osaka Kobe	20	Los Angeles	47
Wellington	20	Dublin	47

Sources: Economist Intelligence Unit

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## Quality of Urban Life: EIU's Top Ten Cities 2005

- Vancouver
- MELBOURNE
- *Vienna*
- *Geneva*
- PERTH
- ADELAIDE
- SYDNEY
- *Zürich*
- Toronto
- Calgary
- Canada 3
- AUSTRALIA 4
- *Europe 3*
- 9 on water!
- ***BUT: Are they the most creative?***

## Creative Cities: Three Kinds?

- 1. Old-Established Metropolitan Cities  
*London, Paris, New York*
- 2. Favoured Sunbelt Cities  
*San Francisco, Vancouver, Sydney*
- 3. Renaissance Cities  
*Glasgow, Bilbao, Manchester, Newcastle-Gateshead*

## 1. Established Metropolises

- Everything going for them?
- Established Cities
- Museums
- Galleries
- Theatres
- Universities



## 2. Favoured Sunbelt Cities

- Sea, Mountains
- Climate
- Urban ambience
- Other advantages too:
- Universities
- Culture



## 3. Renaissance Cities

- Old industrial, port cities
- Deindustrialized: seeking new role
- Competing globally: Metropolises, Sunbelt Cities
- Established facilities: Museums, Galleries, Universities
- "Industrial Archaeology" Tourism



## "Cultural Cities" in Competition


- Part of "new urban tourism"
- But: limits – too many players, all same show! - "no there there"
- Key need: *use passive as gateway to active*
- Therefore, *must build active creativity*
- Synergies between the two: Glasgow, Gateshead
- Need for imagination: crazy ideas come true
- Role of urban quality: positive planning

## Renaissance City: Bilbao: Challenge ... and Solution



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### Renaissance City Newcastle/ Gateshead: Bridge, Baltic, Sage



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### Barcelona: Forum 2004

- Intellectual “Olympic Games” - to rival 1992
- 141 days: May-Sept
- Serious topics
- Big names
- 3.2m customers; 6.4m visitors
- New conference centre
- Led regeneration of city’s east side



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### Zaragoza: Delicias Station, 2008 Expo and the “Digital Mile”


- Reached from station via...
- “Digital Water Pavilion”...
- ...and Zaha Hadid bridge...
- Plus: “Digital Bauhaus” in park centre



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### "Digital Mile" and "Digital Bauhaus": Design Concept

- Linear Park: City Gates to Expo Bridge
- Total Wireless access to information/entertainment
- "Digital Bauhaus" in Park Centre – opposite station



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### 45 Years On: A New Urban Form?

- Essentially – and increasingly – *polycentric*:
- A traditional business core
- A secondary business core
- A tertiary business core (“inner edge city”)
- “Outer edge cities”
- Specialised activity concentrations (“Cities of Spectacle”)

- So - a new *polycentric* urban form
- May apply at a wider scale too: *the polycentric mega-city region*


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### Tertiary Urban Core: London, Canary Wharf

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### Tertiary Core and City of Spectacle: Canary Wharf/Greenwich/Royals




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### Paris: La Défense, new CBD




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### Paris: La Défense, new CBD



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### Paris: La Défense, new CBD



An aerial photograph of La Défense in Paris, showing a wide, multi-lane boulevard lined with modern skyscrapers and traditional European architecture. The view is from a high angle, looking down the length of the boulevard towards the city center.

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### Amsterdam: Zuidas, new CBD



An aerial photograph of the Zuidas district in Amsterdam, showing a central railway corridor with modern buildings and green spaces on either side. The view is from a high angle, looking down the length of the railway corridor.

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### Amsterdam: Zuidas, new CBD



The Masterplan Zuidas, approved in 2004, showing the continuity of public space on both sides of the underground infrastructure.

A color-coded map of the Zuidas district in Amsterdam, showing the layout of public space and infrastructure. The map is divided into various colored zones, including green for parks and public space, and red and orange for commercial and residential areas. A central railway corridor is highlighted.

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### Amsterdam: Zuidas, new CBD



A picture of the future station square in the covered-link "dock" model.

© Gemeente Amsterdam

A photograph of a modern, glass-walled station square in Amsterdam, showing people walking and a large, curved building in the background. The square is paved and has a modern, architectural design.

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### Amsterdam: Zuidas, new CBD



A long-term view of Zuidas looking westwards, in the "dock" model (motorway and rail links underground).

An aerial photograph of the Zuidas district in Amsterdam, showing a long-term view looking westwards. The view is from a high angle, looking down the length of the district, showing a mix of modern buildings and green spaces.

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### Tokyo: Shinjuku



A photograph of a busy street in Shinjuku, Tokyo, showing a dense urban environment with tall buildings and many people walking.

A photograph of a busy street in Shinjuku, Tokyo, showing a dense urban environment with tall buildings and many people walking. The street is filled with cars and pedestrians, and the buildings are modern and tall.

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### Tokyo: Japanese Edge City: Shin-Yokohama

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### 45 years on: Rise of the Mega-City-Regions

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### European Mega-City Regions

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### Constituent FURs

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### Constituent FURs

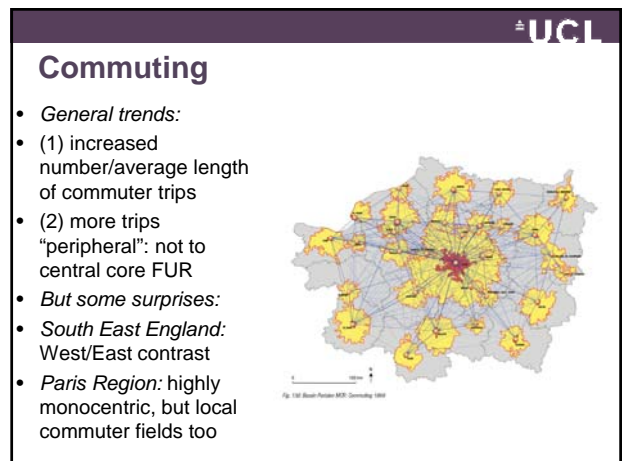
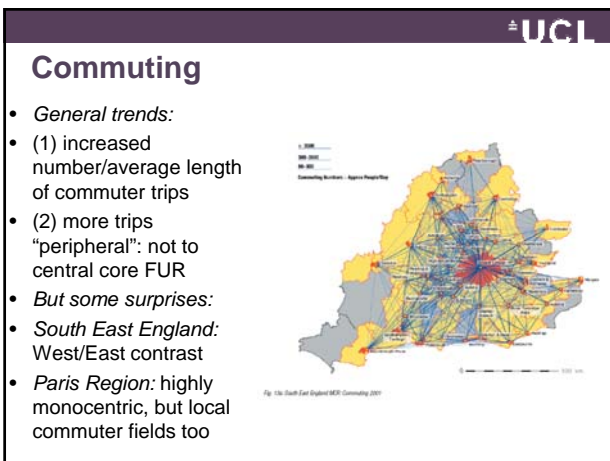
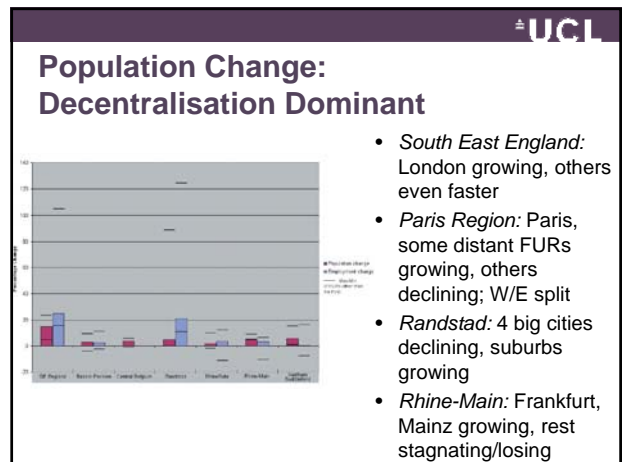
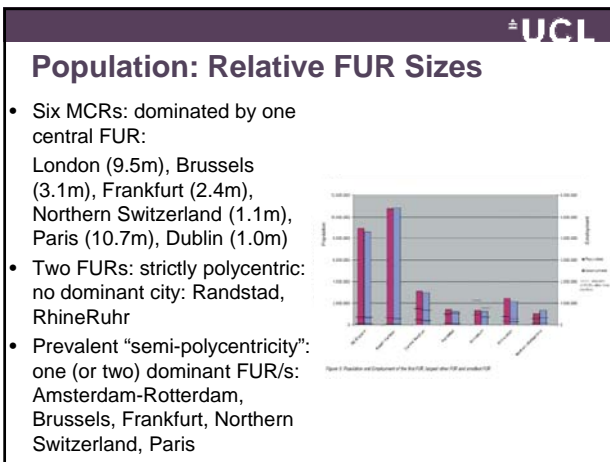
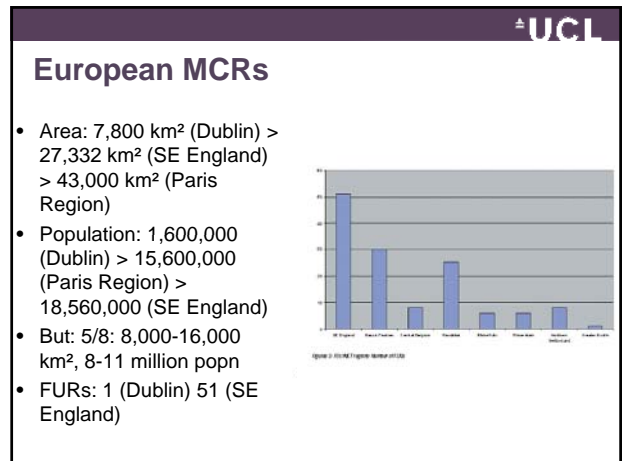
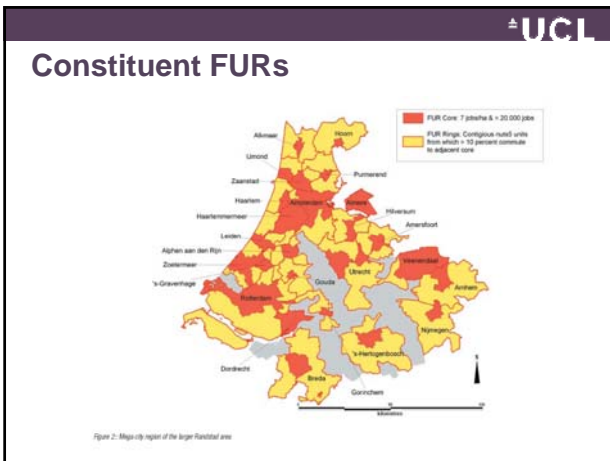
Mega-City-Region  
Rhine Main

Functional Urban Regions, 2002

CORE RING

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### Constituent FURs



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### Commuting

- General trends:
- (1) increased number/average length of commuter trips
- (2) more trips "peripheral": not to central core FUR
- But some surprises:
- South East England: West/East contrast
- Paris Region: highly monocentric, but local commuter fields too

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### Self-Containment 1999/2002

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### Self-Containment 1999/2002

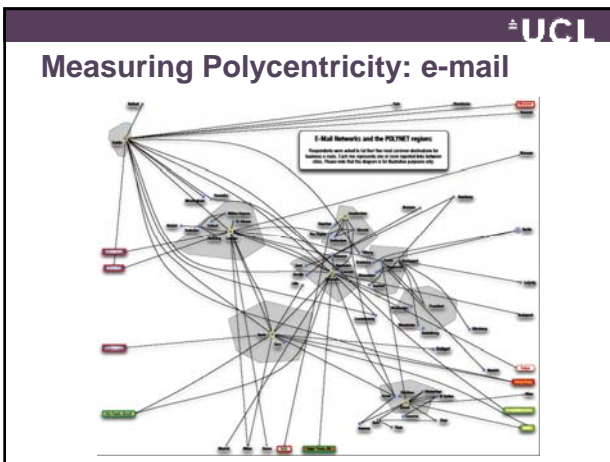
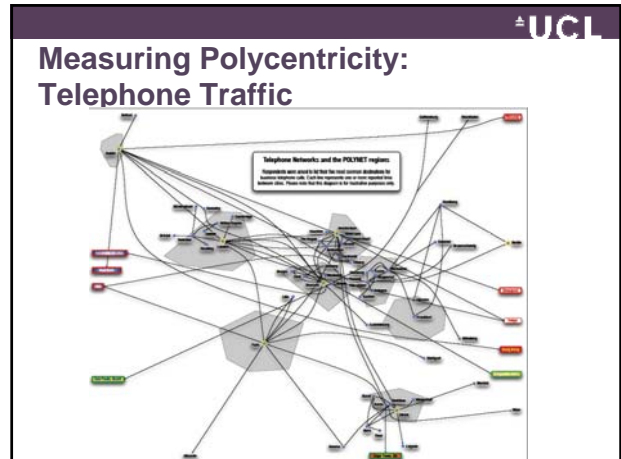
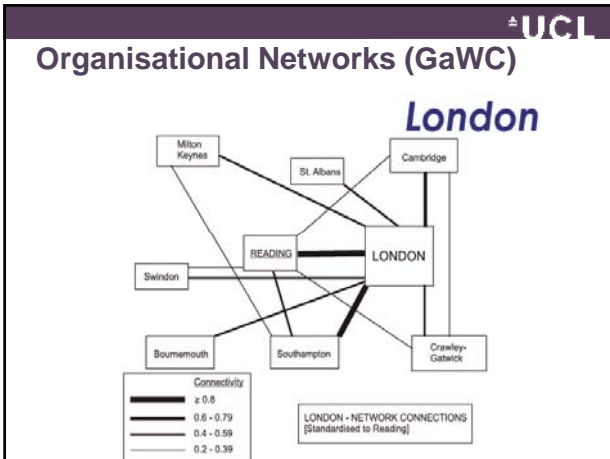
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### Self-Containment 1999/2002

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### Measuring Functional Polycentricity: Advanced Business Services

- Banking/Financial services
- Insurance
- Law
- Management consulting/IT
- Accounting
- Advertising
- Logistics
- Design consulting



- ### The Application to Australia
- *Very primate urban hierarchy:*
  - 39% population in Sydney (4m) and Melbourne (3.5m), rising
  - 61% population in 5 big cities 1m+, rising
  - 70% population in 5 Mega-City Regions: Sydney, Melbourne, Brisbane, Perth, Adelaide
  - Rapid growth of smaller fringe coastal urban areas: Gold Coast, Sunshine Coast, SW Western Australia
- Source: Brunn, Williams, Zeigler, *Cities of the World* (2003)

### Australia's Mega-Metropolitan Regions

Mega-Metro Region	Population 1999	% Australian population	Annual growth 1994-1999 %
Sydney	4 733 996	25.0	1.3
Melbourne	3 646 642	19.2	1.2
Brisbane	2 139 010	11.3	2.4
Perth	1 449 512	6.3	1.9
Adelaide	1 201 922	7.6	0.5
Canberra	310 173	1.6	0.4
Hobart	207 718	1.1	-0.01
Total Mega-Metro Regions	13 688 973	72.1	8.8

Source: Australia State of the Environment Report 2001, Table 9



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### Metro Adelaide and Metro Brisbane

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### Metro Adelaide and Metro Brisbane

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### Metro Adelaide and Metro Perth

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### Metro Adelaide and Metro Perth

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### “South Australia – State of Many Plans”

- After neoliberal era
- Proliferation of Strategic Plans
- Not always easy to understand how they fit
- 2008: Metropolitan Planning Strategy to lead: strong public transport base
- New Strategy: wide area: Barossa Valley > Victor Harbor and coast > Murray Bridge

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### Adelaide 30-Year Plan: The Vision

- Urban regeneration/ revitalisation, protecting heritage and character
- Vibrant new higher-density neighbourhoods in/near CBD and on transit corridors to the west, north and south
- New population centres closely connected to transport infrastructure and employment opportunities
- Sustainable growth of near country towns and townships, protecting environmental, agricultural, tourism assets
- High-speed mass transport (nearly \$2 billion investment) as basis for growth in housing and jobs
- Climate-change resiliency
- Strong, affordable housing supply: broad housing range for +500,000 people: +250,000 new dwellings, +160,000 new jobs
- Over time, move from 50:50 > 70:30 split brownfield/ greenfield

### Conclusion: Issues for Adelaide

- Economic base > Economic Growth:
- Scenario 1: Creative/Knowledge Economy
- Scenario 2: Personal Service Economy (Tourism, Retirement, Health)
- Spatial Structure:
- Scenario 1: Monocentric
- Scenario 2: (Increasingly) Polycentric
- *DISCUSS!*