

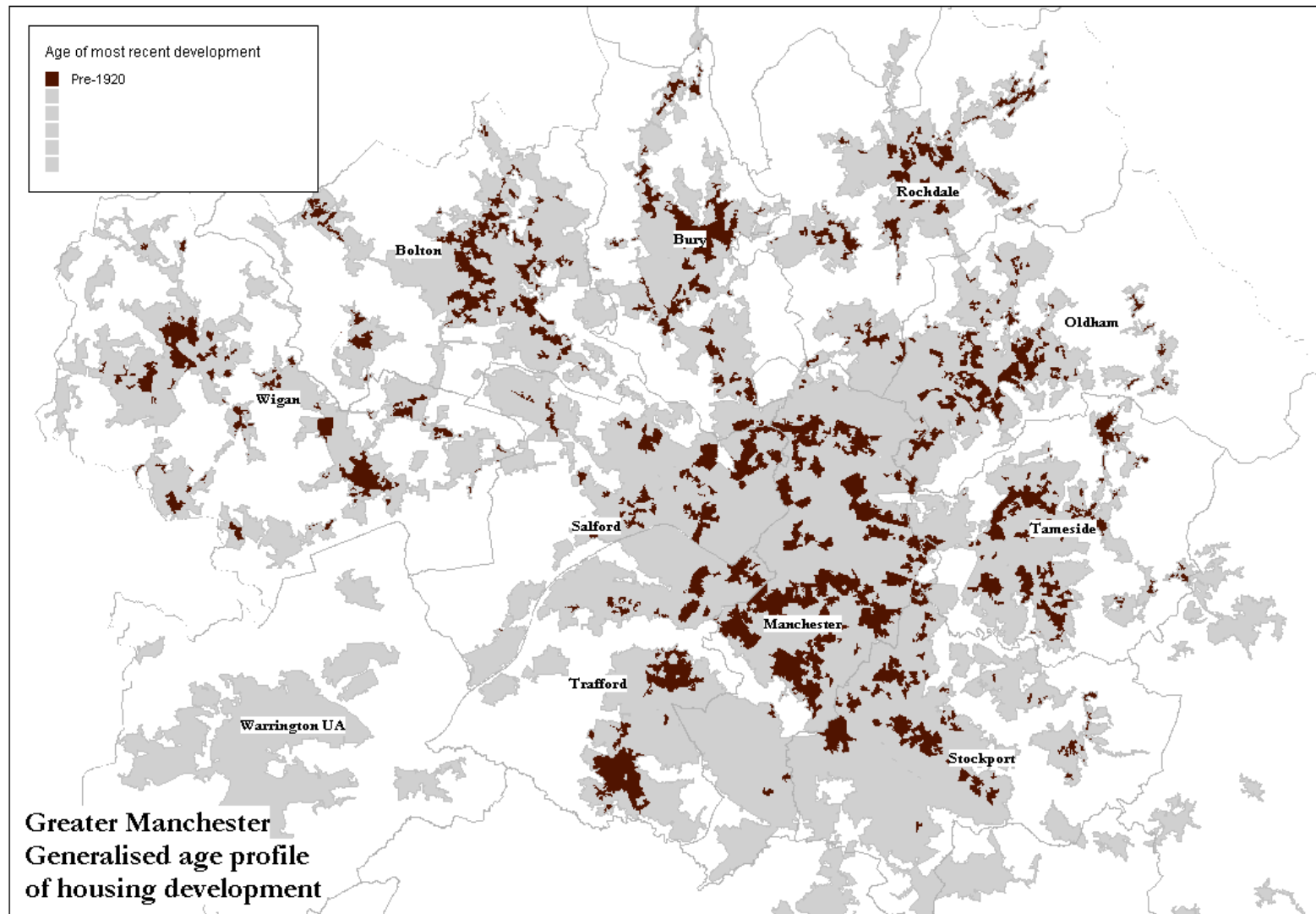
London School of Economics, January 28 2011
James Rees and Alan Harding, IPEG, University of Manchester

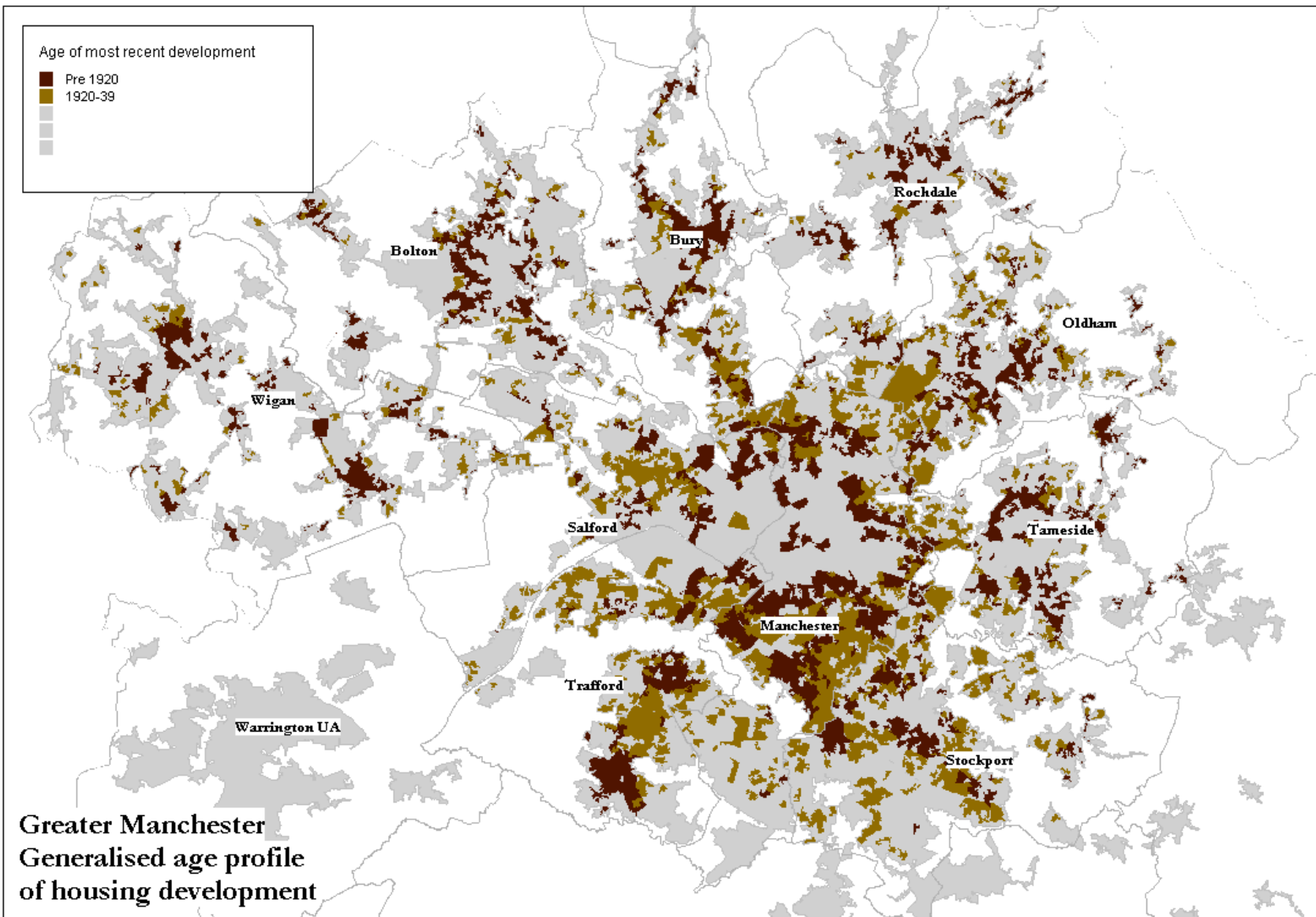
Organised Manchester?

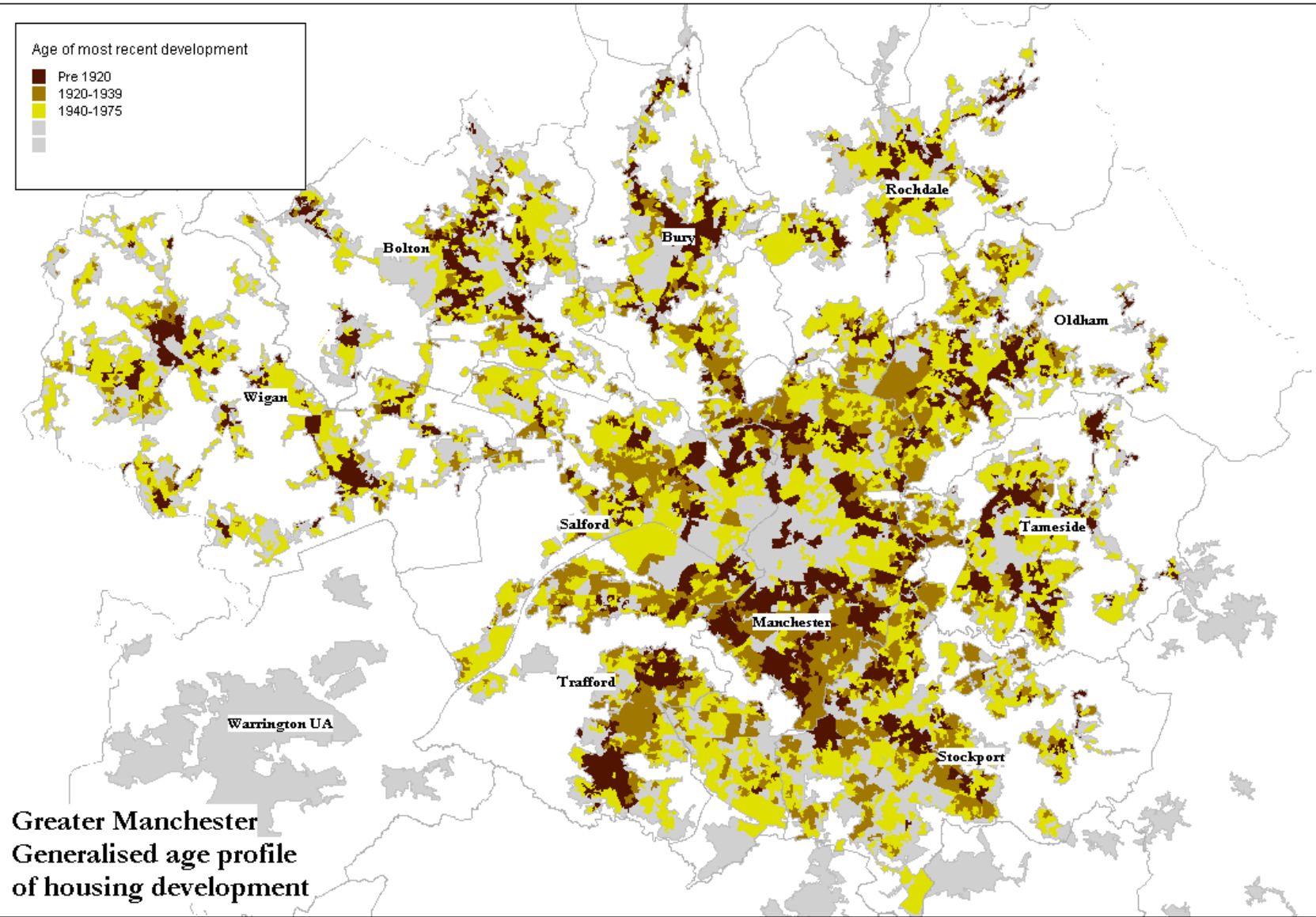
A greater manchester 'structure of feeling'

- Under-bounded core city
- 'Renaissance' centre, modern urban assets, modern labour market, southern-facing commuter belt
- Hollowed out inner urban area, industrial-era working class housing, 'social problems'
- Manchester grabbed Housing Market Renewal and other regen. programmes as tools
- Intense sense of frustration with deprived industrial left-overs, 'holding back' economic progress

Changes to the built urban form

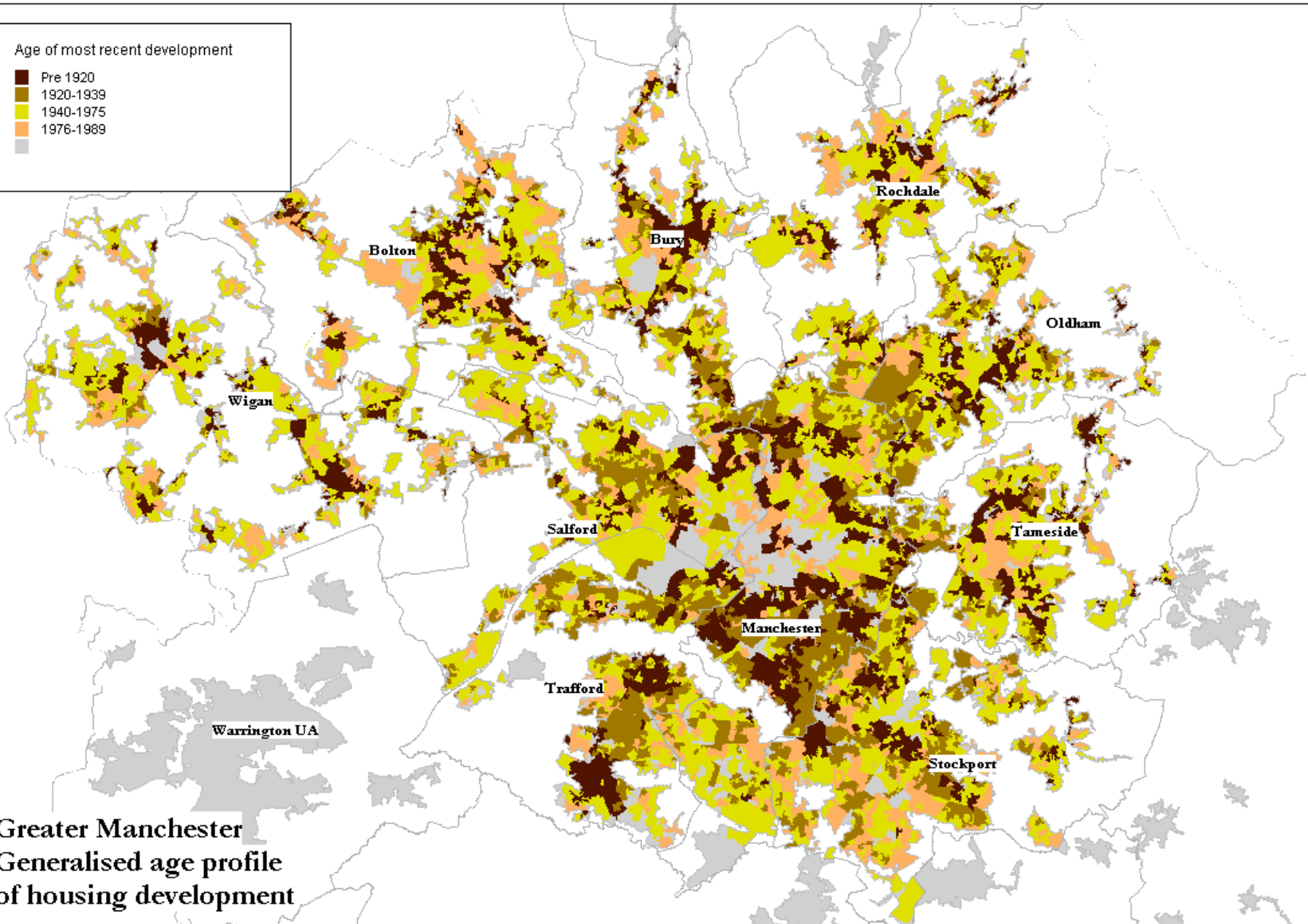






Age of most recent development

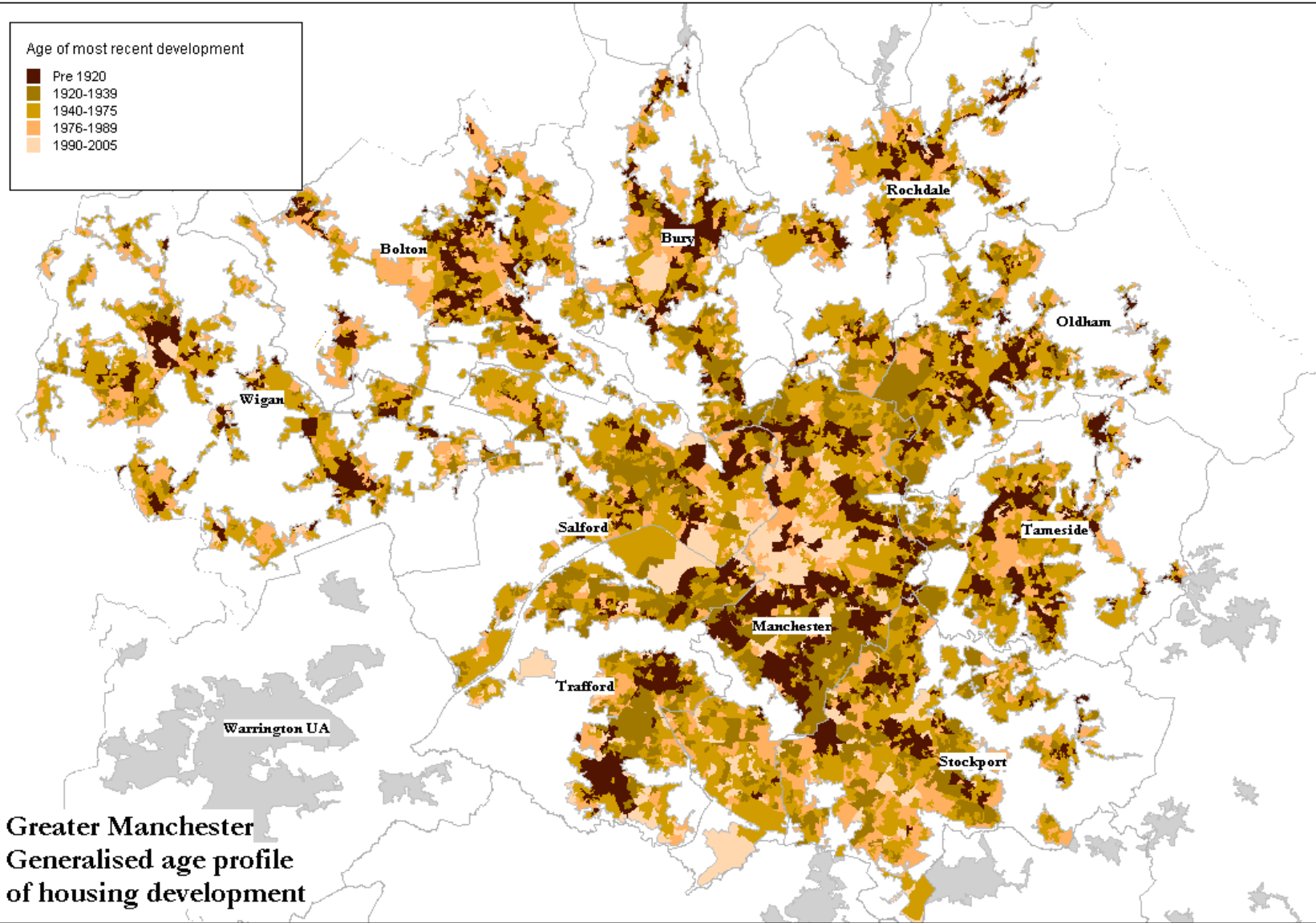
- Pre 1920
- 1920-1939
- 1940-1975
- 1976-1989



Greater Manchester
Generalised age profile
of housing development

Age of most recent development

- Pre 1920
- 1920-1939
- 1940-1975
- 1976-1989
- 1990-2005



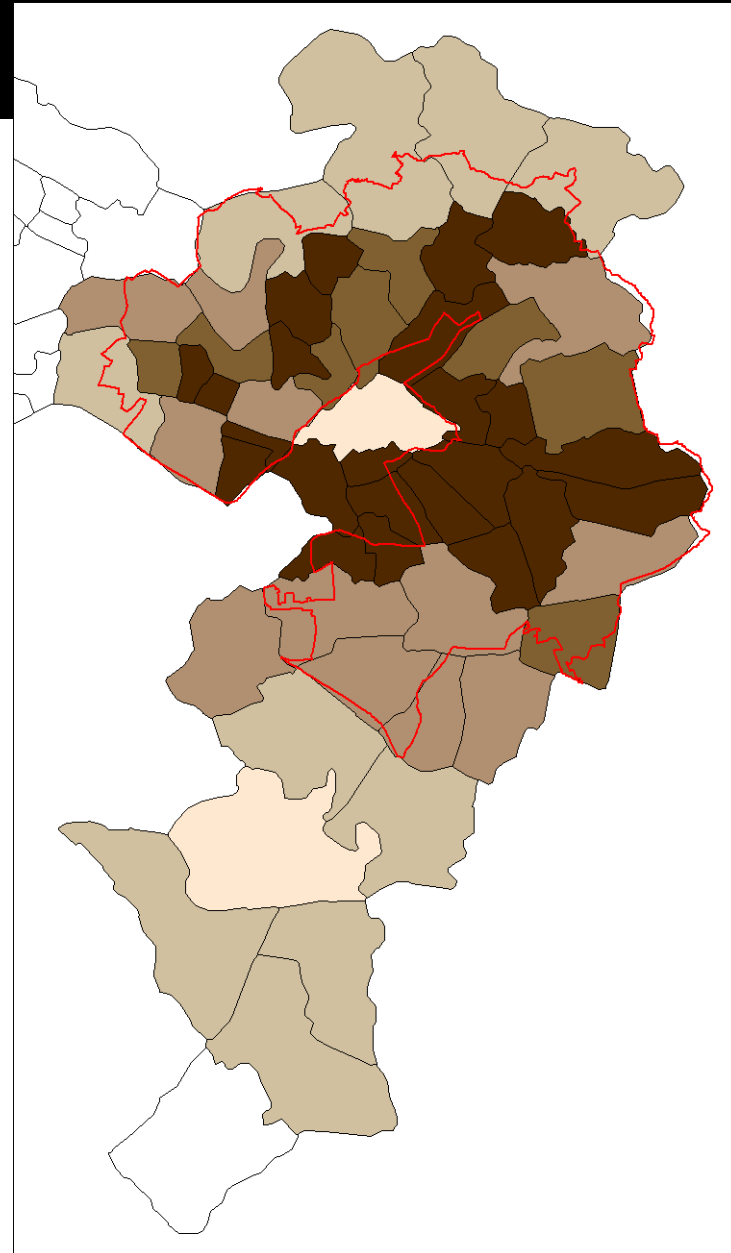
Greater Manchester
Generalised age profile
of housing development

Hollowing out

1951 Census - Population density






(Persons per acre by ward)

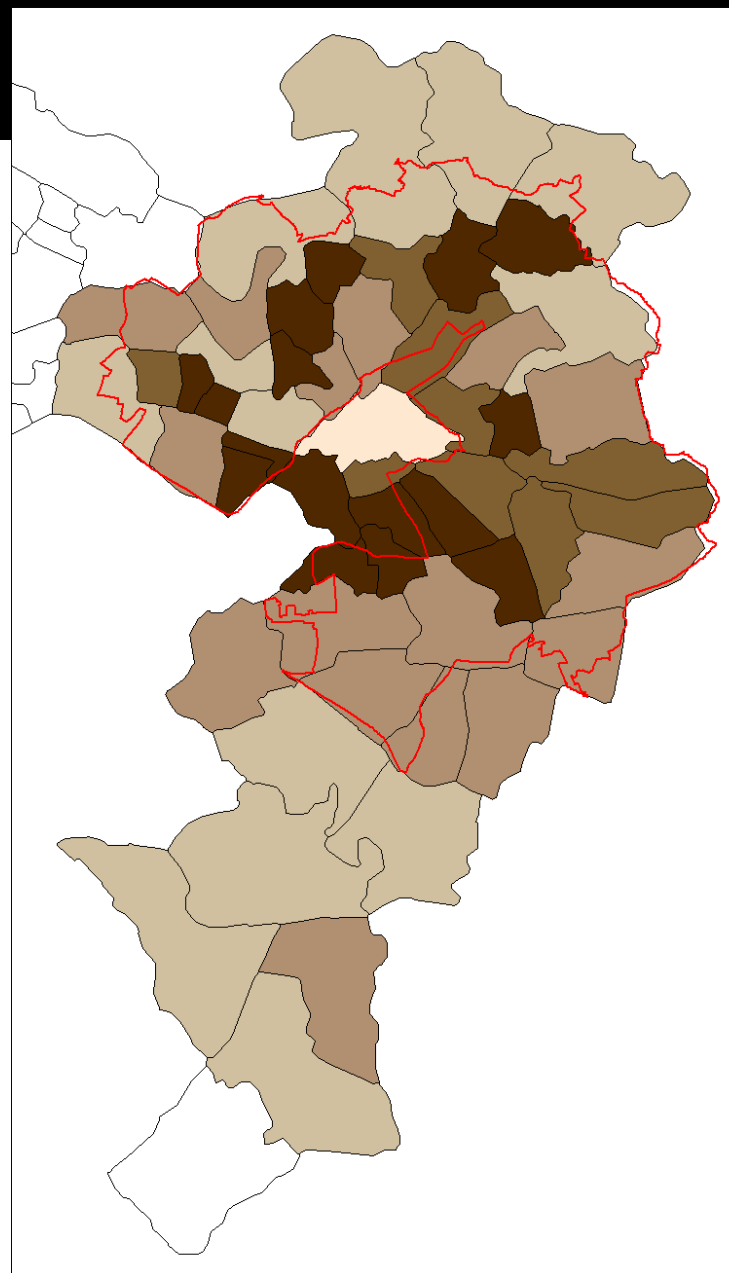
■	40 to 87	(22)
■	30 to 40	(8)
■	20 to 30	(12)
■	10 to 20	(10)
■	0 to 10	(2)



1961 Census - Population density

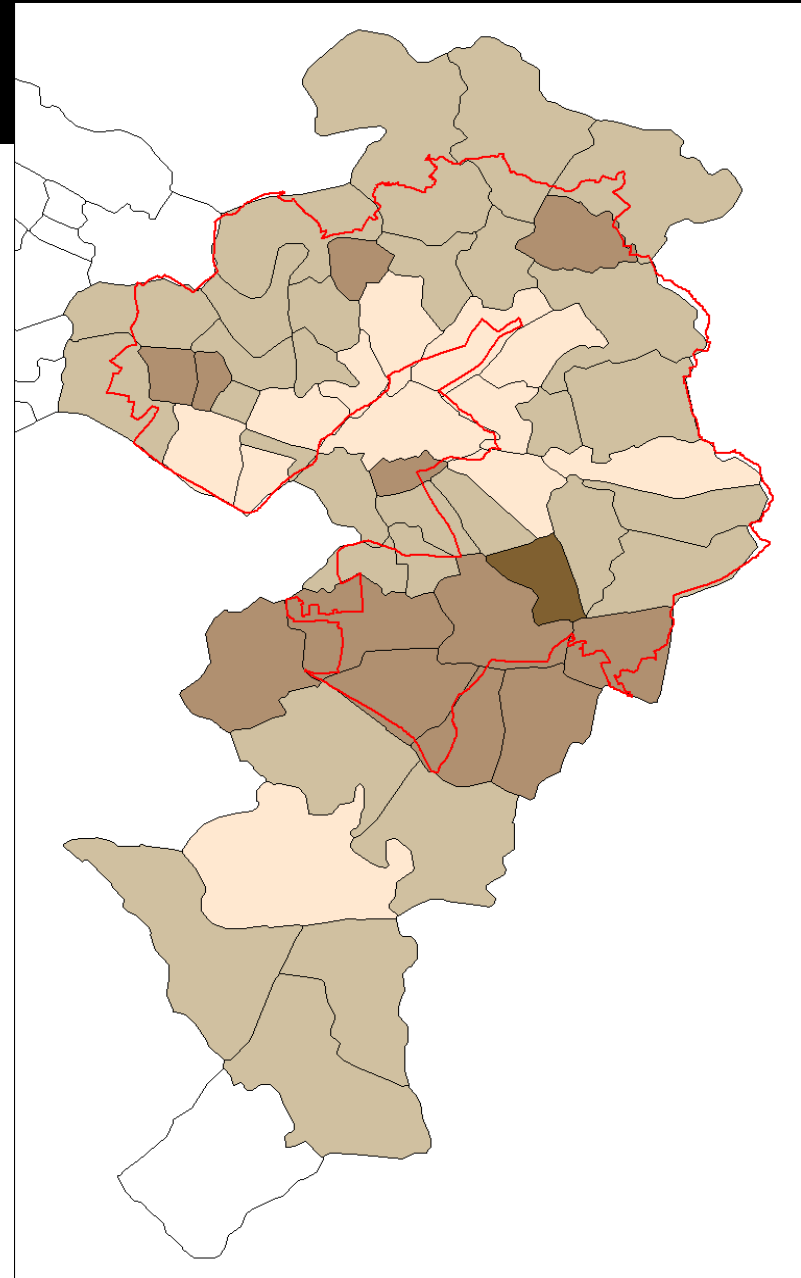
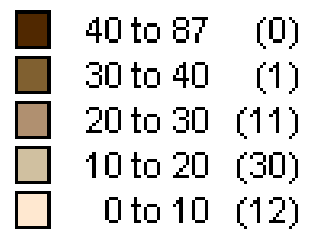
(Persons per acre by ward)

	40 to 87	(16)
	30 to 40	(8)
	20 to 30	(16)
	10 to 20	(13)
	0 to 10	(1)

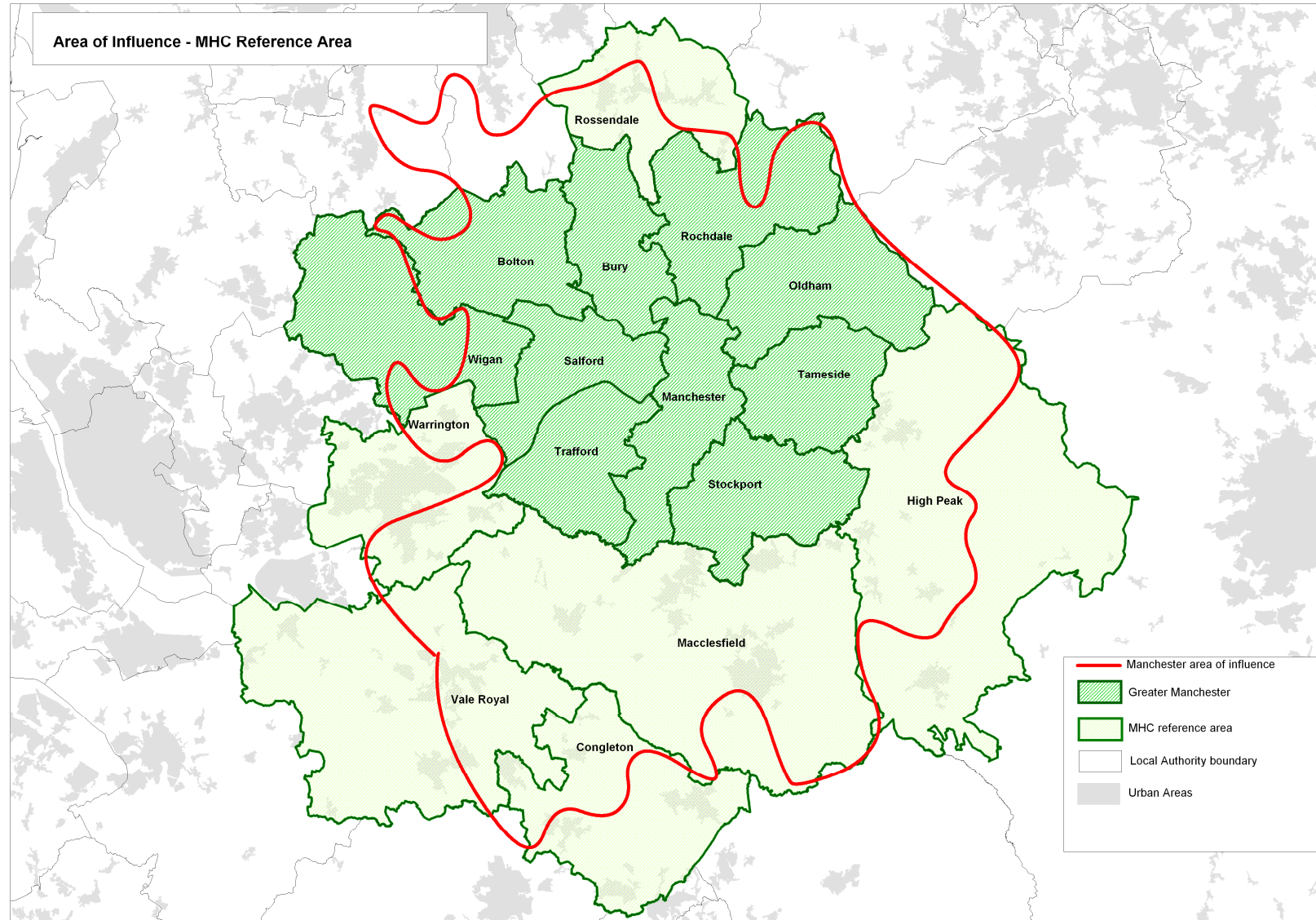


2001 Census - Population density

(Persons per acre by ward)



Labour market



Manchester's hegemonic (governance) projects

- The 'Manchester Men'
 - Entrepreneurial turn, 1980s, private sector rapprochement
 - Labour Party stability/Benign dictatorship?
- New Economy, new economic discourse, outward facing to globalisation, potential to *complement* London
- Ability to hold together territorial coalition, North-South, old-new economy
- Resilience, flexibility, adaptation to new government and austerity?

Brokerage of physical projects

- Transport: Airport devt, M60 orbital completion, Metrolink (1990s)
- Key sites: Salford Quays, Trafford Park remodelling
- Regeneration: Hulme, Olympic bids and Commonwealth Games: Sport City and E. Mcr
- Post-Bomb reconstruction: MEN arena, shopping centre
- Gmex conference centre, Bridgewater Concert Hall, + mixed use commercial, and apartments
- University merger, BBC relocation, mediacity

How the city region has been (re)constructed

- Abolition of GMCC 1986
- City region aspirations: attempts to land grab foiled, dormant under regionalism
- Post-regionalism: city regionalism by stealth in permissive national context
- Rapid governance reform and institutional development: MAA, CRP, CA
- Will flourish in era of radical localism?
Geography of LEPs suggests 'yes'

Discursive construction of weight



THE COMMISSION FOR
ECONOMIC DEVELOPMENT,
EMPLOYMENT AND SKILLS
INCORPORATING MANCHESTER ENTERPRISES

MIER
Manchester Independent
Economic Review



**new
economy**
Growth and Prosperity for Manchester



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New Powers for Greater Manchester
The Greater Manchester City Region is to receive new powers from Whitehall to work more effectively on significant issues.
Read More

Commission for the New Economy Planning & Housing Commission Transport Commission Environment Commission Health Commission Public Protection Commission Improvement & Efficiency Commission

Autonomy

MANCHESTER INDEPENDENT ECONOMIC REVIEW

The Case for
Agglomeration Economies



Prosperity for all:
The Greater
Manchester Strategy
August 2009



HM TREASURY

BIS Department for Business
Innovation & Skills

Communities
and Local Government



**New Economy
Working Papers**

Agglomeration and Governance:
Greater Manchester in a European Perspective

Alan Harding, James Rees and Marianne Sensier
Institute of Political and Economic Governance
University of Manchester
October 2010
NEWP 05

City regional governance takes shape



Executive board



Combined Authority
April 2011

Transport for
Greater Manchester

AGMA Commissions

- ▶ Commission for the New Economy
- ▶ Environment Commission
- ▶ Health Commission
- ▶ Improvement & Efficiency Commission
- ▶ Planning & Housing Commission
- ▶ Public Protection Commission
- ▶ Transport Commission

Metropolitan governance – organised Manchester?

- Determined modernisation of urban assets
- Growing realism/maturity re. development patterns, inter-dependence
- Continuity, ambition, 'clout' of City leadership
- Growth of metro executive based on functional (south) and political (north) linkage
- Unique level of influence at national level
 - based on delivery record, influence, CR narrative
- Early mover in a 'decentralist moment'
- Biggest tests are around distributive justice – inter- and intra-districts within GM

Growing *autonomy to do, what?*

- Ambitious city regionalism has been allied to new social policy
- Intervention through spatial pilots of reformed service approaches:
 - Early Years
 - 'Better life chances'
- Tackling deprivation and breaking cycles, to integrate into the labour market for (shared?) productivity and prosperity
- Taking better control of transport and infrastructure levers – emulating what city views as success of London (TfL)

Reflections

- Radical impulses in Coalition agenda:
 - Localism means (potentially) disregard for spatial disparities and Govt. dispassion towards 'losers'
 - Big Society means redrawing the boundaries of the state and shift of responsibility
- Underlying it has been (constrained) local autonomy, but local differences have been under studied by scholars of local government
- In absence of national spatialised-social policy, localist permissiveness and even encouragement of spatial divergence...
- Is Manchester an archetype of neo-municipal interventionist social policy?