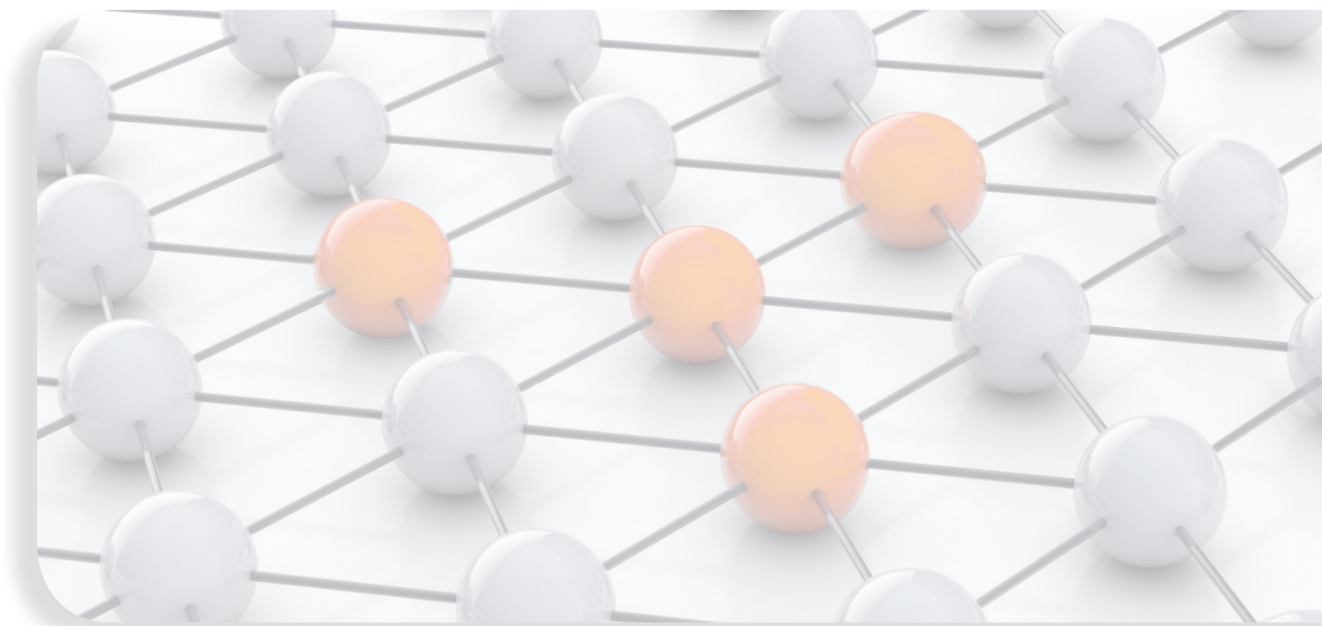


RESEARCH PROGRAMME



2018 - 2020

Urban Research in Challenging Times

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Urban Research in Challenging Times

Imprint

Editor

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| | | |
|----------|--|----|
| | Preliminary Remarks | 7 |
| 1 | Our Research Agenda | 9 |
| 2 | Four Key Topics of Research | 11 |
| 3 | Focus Projects | 16 |
| 3.1 | Mobility and Work | 18 |
| 3.2 | Trends and Drivers of Urban Spatial Development | 23 |
| 3.3 | Arrival Neighbourhoods: Functions of Arrival Spaces for Socio-Spatial Integration | 28 |
| 3.4 | Cities under Pressure (CuP): Sustainable Urban Growth Management in Europe | 35 |
| 4 | Geoinformation and Monitoring | 41 |
| | References | 45 |
| | Project List (as of: January 2018) | 54 |

Preliminary Remarks

The tremendous dynamism of global urbanisation, the complexity and diversity of urban change, and the urgent need to master the great social challenges – among which the shaping of sustainable and socially inclusive cities has undoubtedly to be included – have all contributed to a globally perceptible increase in the importance of inter- and trans-disciplinary urban and regional research. In recent times, political and social actors have repeatedly emphasised the relevance of studying the drivers, effects and possible forms of new urbanisation from the point of view of sustainability. Sustainable development solutions for urban spaces can only be found by way of collaboration among scholars, municipalities and social actors. This involves new formats for trans-disciplinary research and collaborative projects in which scholars and partners from the field of practice have equal input.

The ILS is increasingly involved in this collaboration, since its research efforts are in subject areas that are at the heart of the debate on the “urban transformation toward sustainability”. Contributions to solving urban transport problems or to promoting integration and inclusion in socially polarised, multi-cultural and multi-ethnic urban societies are some examples. We also have many years of experience in conducting trans-disciplinary research projects. The contributions of the ILS to solving problems of urban society and urban space are always based on knowledge-oriented foundational research, meeting international standards of scholarly excellence.

In this context, we are increasingly looking at developments in other European countries and also outside of Europe. The demonstration of commonalities and diversity in urban development in different locations, while showing the greatest possible sensitivity to the contextual conditions that apply in each case, can be described as the mission and ethos of globally acting comparative urban research. The ILS is explicitly committed to such an ethos. Hence, we want to put empirical findings that come principally from examining European urban development into context with developments in other world regions, in a comparative perspective.

Thanks to this new research programme – the fifth since the 2008 relaunch of the institute – we are taking up new themes, but at the same time maintaining continuity with subject areas in which the ILS is long established. In the form of four focus projects, the programme concretises the research areas set out in the more long-term-oriented ILS 2018+ research strategy. A key objective here is the further internationalisation of our research, which we want to intensify by taking up international debates and strengthening international networks. This objective is also reflected in comparative research designs and the involvement of partner institutions from abroad. Thus, several of the projects in the research programme pursue an explicitly comparative approach cutting across national borders.

A second key objective of the new programme is to bring about a still closer interconnection of the topics on which the ILS research groups are working. Thanks to the development of larger integrated research projects (“focus projects”), we want to exploit the potential of inter-

disciplinary urban research even more consistently. Increased integration of research on sustainable settlement structures, urban planning and mobility is of particularly great significance here.

Finally, the 2018–2020 research programme also places new emphasis on the promotion of young scholars. All of the focus projects will be directed by post-doctoral researchers and greater attention will be paid to integrating thematically related dissertation projects into research. The design of the self-financed projects of this programme is thus also connected to the institute's strategic objective of promoting excellence among its post-doctoral scholars and doctoral students.

By implementing the research programme, the ILS takes yet another step in consolidating its unique position in inter- and trans-disciplinary, as well as internationally oriented, urban research. We hope all readers will find the programme stimulating.

1 Our Research Agenda

The ILS's spatial scientific urban research aims at a theoretically informed empirical examination of the causes, forms of appearance and consequences of urban change in primarily post-industrial regions. What is at issue is understanding dynamics of urbanisation that are no longer characterised only by growth, but also by crisis-laden restructurings. Driven by globalisation and the ongoing integration of urban spaces in global network structures, but also as a consequence of a profound demographic transformation, more recent urbanisation processes get expressed in structural economic breaks, socio-spatial fragmentation and dynamic – often conflict-ridden – changes in the built environment. Among other things, some relevant phenomena of this transformation are: a migration-driven increase in population; a pluralisation of urban societies accompanied by new forms of social segregation; the ageing and, in some places, shrinkage of the population; and an expansion and acceleration of spatial mobility and digital networking causing the dissolution of frontiers in late modern societies.

Urban development in the European context and elsewhere is increasingly marked by growth and shrinkage, by valorisation of certain neighbourhoods and concentrations of poverty elsewhere, by global integration and internal peripheralization, and by digitally driven technological equipping of “smart cities” and serious underinvestment in infrastructures and built environment. All of this is transpiring simultaneously and frequently in direct spatial proximity. More than ever, urban development is marked by disparate developments and internal contradictions, thus confronting actors in politics, planning and business with a high degree of uncertainty and unpredictability. Achieving a better causal understanding of this process is a key objective of the spatial scientific urban research of the ILS and an absolute precondition for effectively shaping urban change.

At the same time, social liberalisation, economic deregulation, and privatization of public goods and services have durably transformed the institutional framework conditions of political and planning action. This gets expressed in changed actor and governance arrangements and in a profound transformation of planning culture. Urban and regional planning is now more growth-oriented and competition-oriented than it was before. At the same time, discursive non-hierarchical forms of governance, which aim at collective self-governance, have gained in importance. Answering the questions of to what extent the modes of action and steering capacities of urban actors have thus been changed, how this affects the process of “making the city”, and how the built physical reality of the city itself changes is a key objective of urban research in the ILS.

In this context, we deal primarily with the development of historically evolved, “matured” urban spaces, which – while still exhibiting a basic tendency toward expansion – are subject to an ongoing internal transformation, which is here described as “restructuring”. Our overriding research objective is to analyse the connections between social change and changes in built physical and socio-spatial structures and to assess the effectiveness of spatial policy and planning. In this way, we are creating knowledge bases for a sustainable development of cities and urban regions.



2 Four Key Topics of Research

The 2018–2020 research programme retains the thematic orientations that have been hitherto adopted in the ILS, but accentuates them with regard to new research targets and, at the same time, brings about a substantive concentration on topics with respect to which the ILS has already achieved national and international visibility in the past. Accordingly, we will pursue four, in our view, crucial approaches to questions of urban change that demarcate the conceptual framework for the four research areas on which we will work beginning in 2018. These substantive anchors of ILS research are described in the following sections. A more detailed presentation of the key topics of research is to be found in the ILS 2018+ research strategy.

Spatial Development and New Work Environments

This research area focuses on a theory-based empirical investigation of the forms, drivers and effects of spatial restructuring in urban or metropolitan, primarily post-industrialised, regions. The ILS research has been dealing with the location-related mobility of private households and businesses for many years. Studies on the subject explain changes in urban spatial structure as aggregate effects of countless location decisions. In an increasingly knowledge-based economy, location preferences are changing, particularly those of more highly qualified, non-routine activities. This gets expressed in pronounced spatial cluster formation (Larsson 2017). But the residential mobility of private households is also a crucial factor in processes of spatial restructuring (Rees et al. 2017; Dittrich-Wesbuer et al. 2010; Busch 2016; Gatzweiler/Schlömer 2008). Our previous work has dealt with, among other things, the emergence of polycentric spatial patterns and the “renaissance” of metropolitan cores (Danielzyk et al. 2016; Herfert/Osterhage 2012). But the interaction of economic metropolisation and residential regionalisation has not yet been sufficiently investigated, nor have new processes of merging between the spheres of working and private life. In the future, we would like to deal more intensively with the changing relationship between place of work and place of residence and, in so doing, illuminate the spatial relevance of new forms of self-employment and “urban production”. Emerging forms of gig economy and of crowd-working – as digitally-supported, flexible and largely place-independent models of work in the service sector – are gaining in significance in this connection (Bertelsmann Stiftung 2017). What interests us here are the location-related implications of such new models of employment.

Apart from these processes of relocation and restructuring, we continue to be interested in the increased appearance of highly mobile lifestyles – for instance, those of professionals living in multiple locations or transnational arrangements. At the same time, a great heterogeneity of ways of participating in mobility can be observed. In our future research, we want to focus more strongly on temporary and transnational forms of mobility. Understanding the multi-dimensional decision-making processes of migratory households as a complex person-environment interaction has already been a concern of ILS research in the past and should continue to be so in the future. New emphases are placed here on examining the parallel and

socially-differentiated processes of suburbanisation and reurbanisation, when investigating the complex interacting of different factors shaping spatial development, with a specific focus on changes in work environments. In parallel to an inner-regional perspective, the different development paths of regions due to location decisions of private households and companies, will also be investigated in a comparative perspective.

Transformation of Urban Mobility

Everyday mobility is currently undergoing a multi-dimensional process of change, for which socio-cultural, technological, transportation-related, and political factors are equally responsible. The shift toward alternative energies and the emergence of both new technologies and different forms of ICT-supported mobility bring about changes in both the available transportation infrastructure (Canzler/Wittowsky 2016; United Nations Human Settlements Programme 2013; Agora Verkehrswende 2017) and in the mobility markets. Such changes will influence everyday mobility in urbanised regions. At the same time, we can assume that the restructuring of the transport system will have differing effects in both spatial and social regards. Thus, it is an open question whether an increasingly digitally-supported, networked mobility will exacerbate or attenuate the pronounced disparities between an “urban” mobility and a “suburban-rural” one: for example, with respect to mode choice or vehicle miles travelled.

Here we build on earlier work of the institute that investigated the mobility behaviour of particular social groups in the context of economic, social and technological developments. Our research aims at investigating mobility as a relevant factor for the understanding of contemporary society, for explaining the transport behaviour of individuals and/or social groups, and for describing decision-making processes. The increasing complexity of societal change and the dynamics related to structural change in new technologies and energy systems forms the background for the research area’s focus on the transformation of urban transportation systems and mobility markets and concurrent changes in behavioural patterns.

This topic is also of enormous social and political significance, since mobility – here understood as the ability to move independently from one place to another – is an essential requirement for economic and social participation. It is of particular importance to study different forms of mobility in the context of societal, ecological, social and technological change in an interdisciplinary perspective (overcoming borders between transport studies and social sciences). Contemporary societal change is characterised in part by increasing cultural diversity, which influences mobility behaviours and mobility cultures. Also, the extent to which spatial properties play a role as intervening variables and how spatial structures are themselves altered by mobility processes have long been a key concern of our research. On this basis, we formulate policy recommendations for sustainable and inclusive transport and mobility policies.

Migration and Integration in Urban Neighbourhoods

Another core field of research addresses the spatiality of increasing social inequality on dif-

ferent scales, and particularly the local context. In our research we thus analyse the spatial configurations of exclusion and inclusion in cities. These processes are regarded within the context of the dismantling of the welfare state due to liberalisation and economic deregulation, which have resulted in among other things, “de-collectivisation” (Nachtwey 2016: 109) and the shift of social risks to the individual level. Given the expansion of flexible, low-wage employment, precarious working conditions (ibid.: 13) are now considered to be a constitutive part of labour markets. Scholars have studied the spatial dimension of these transformations, for example identifying so-called neighbourhood effects. In this sense, social segregation can reinforce economic and social exclusionary effects (Galster 2010).

Understanding social segregation and its effects for the cohesion and integrative capacity of urban societies has long been a core subject of ILS research. In the future, we will look more closely at so-called arrival cities and neighbourhoods (Saunders 2010) and investigate the interrelationships between ethnic-cultural and socio-economic processes of exclusion and inclusion. In light of this, attention will also be devoted to new urban-regional geographies of poverty, such as the observed suburbanisation of low-income households (Hochstenbach/Musterd 2017).

Development of Sustainable Built Environments

A fourth area of main research concerns the materiality of urban spaces as outcome of a complex interplay of society, market and planning. Particular importance is attached to the processes of negotiation and implementation of strategies and measures for “sustainable” urban development and to the actor networks, governance arrangements and planning cultures that come to bear in them. Dynamics of change following completely different patterns come together here: highly dynamic economic and social processes and a rather immobile built physical reality, which can only be changed selectively and in the longer run. Our interest is, above all, focused on the influence of planning on the development of the built environment in the context of new growth pressures in major cities. We ask how the normative orientations of action in urban policy and urban construction are changing and how this is manifest in the collective negotiation of “sustainable” urban development strategies (Högström et al. 2018). We are interested in negotiation processes in urban societies concerning built physical structure, public and green spaces as well as new developments in the context of ambivalent challenges due to socio-ecological change. This raises old and new questions concerning the balance between ecological, economic and social interests.

With this background, the research area makes a contribution to answering the question of what conditions and influencing factors shape development of the city amidst the tensions among society, market and planning, and how this is concretely expressed as change in built urban environments. From current discussions, it can be concluded that, on the one hand, classical (“top-down”) leadership claims of public authorities continue to be effective, but that, on the other hand, (“bottom-up”) alliances and interests have formed, which demand participation in processes of spatial planning. The result is the emergence of new, complex landscapes of actors and forms of governance, in which new ways of decision-making are tested, and accepted planning assumptions must be readjusted (Selle 2013; Healey 2006).

Consequently, our research is directed toward the complex processes of negotiation of a sustainable and resilient urban development, embedded in a social environment and planning culture in which specific patterns of perception, values and traditions determine planning action (Reimer/Blotevogel 2012; Carmona et al. 2010). Research can only do justice to the complexity of sustainable urban development if it considers the interplay between the physical-material aspects of urban development aiming at sustainability and the underlying actor structures, governance forms and negotiation processes (procedures, instruments, models, strategies, etc.) in their cultural embeddedness (values, models of thought, traditions, etc.) (see Othengrafen/Reimer 2017). This programmatic approach is also connected to the objective of bringing about a productive integration of governance, planning culture, and urban development research, which have hitherto often been conducted separately and in parallel.

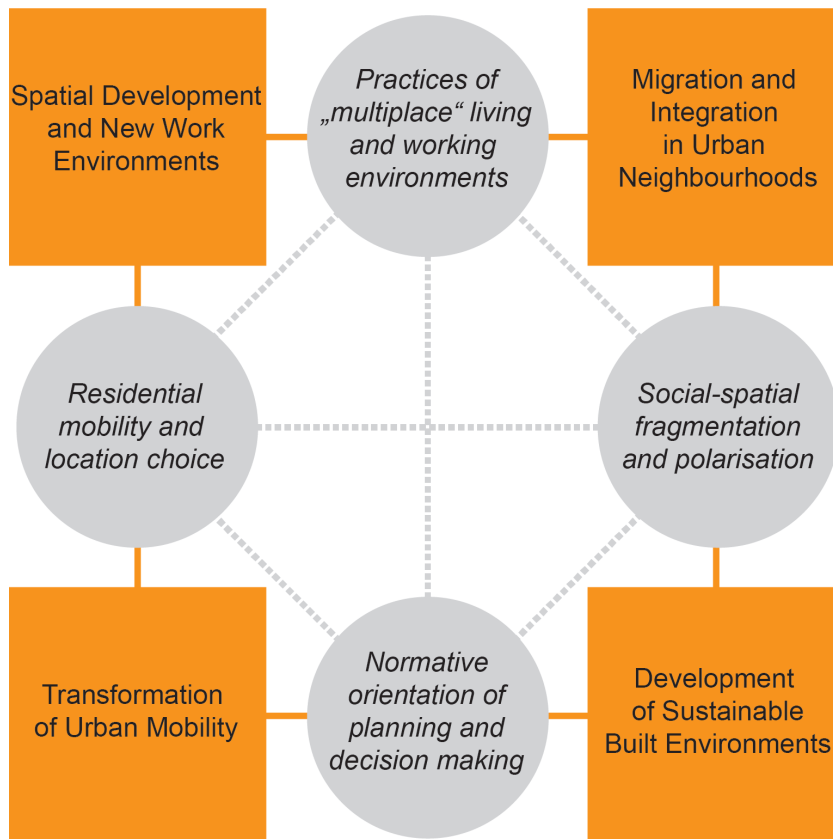
From this research, we expect to obtain a better understanding of the mechanisms and interactions between social action and built environment. Such an understanding should result in knowledge about the potential and the limits of sustainable settlement structures, which will be useful for both policy and planning, as well as in bases for the further development of the tools available to urban development and planning.

Bridging Discourses

These four key topics of research – which are concretised and further developed in the ILS 2018+ research strategy – are not defined and treated in isolation from one another. Rather, they are connected by way of bridging discourses:

- A first discourse that is key – in this context – addresses the background and forms of residential mobility and location choice, which are significant both for understanding processes of metropolisation and regionalisation and for the transformation of everyday mobility. Residential mobility and location choice can also be the result of social mobility. A fundamental concern here is to gain a better understanding of the location decisions of private households and businesses and the effective relevance for them of features of the socio-spatial, built-physical and transportation environment.
- Furthermore, we are interested in the formation of “multi-local” ways of living and working and their relevance for socio-spatial structures, everyday practices, and the identity formation of residents. This includes both trans-national living arrangements and different forms of multi-local lifestyles in highly mobilized societies. This topic has growing significance, above all, on the background of changing work environments, but is also related to an increase in cross-border migration.
- A third “bridge-building” discourse relates to the reinforcement and consolidation of social polarization and socio-spatial fragmentation in the context of old and new processes of segregation. It has long been an objective of ILS research to analyse the spatial dimension of social polarization on different scales and thus to create bases for political action as well.






















The following figure shows the interlinkages between the four research areas and the connecting discourses.



The specific theoretical foundations of each of the four research foci are laid out in chapter 3.

3 Focus Projects

The substantive research work of the ILS is structured and thematically oriented by the main research areas sketched out above. The latter are derived from current research needs and are thus flexibly conceived. Nonetheless, work on longer-term research tasks requires stable, continuous and reliable structures, such that the research groups represent the core organisational units of ILS scholarship. The composition of each of the four ILS research groups is interdisciplinary, but, at the same time, they are characterised by specific focal points in their treatment of the research programme and a common theoretical-conceptual basic understanding, as well as by subject-specific methodological cultures. In addition, the “Geoinformation and Monitoring” (GuM) area works on the preparation and further development of geo-datasets and methods for evaluating them, in order to provide user-friendly specialised spatial information for the purposes of research and practice.

| |  Urban Regions |  Built Environment |  Daily Mobility & Transportation Systems |  The City as Social Space |  Geoinformation & Monitoring |
|---|--|--|--|---|--|
| Spatial Development and New Work Environments |  | |  |  |  |
| Transformation of Urban Mobility |  |  |  | |  |
| Migration and Integration in Urban Neighbourhoods | |  |  |  |  |
| Development of Sustainable Built Environments |  |  | |  |  |

An integrative research approach: The four key topics of research and the research groups.

By way of four self-financed focus projects, the research areas are taken up, thematically developed and deepened during the course of the programme. These are larger, integrated projects, which are consciously devised as cutting across the research groups and are, in part, located at the interfaces between the research areas, in order to do justice to the interdisciplinary and integrative content of the topics covered. This applies, in particular, to the aim of more closely connecting the research on spatial and urban development with that on the development of mobility and transport. The expertise of at least two research groups is involved in every project. The limited number of projects, on the one hand, reflects the desire

to use the institute's own limited resources in a focused way; on the other hand, larger, adequately staffed and financed, projects with greater national and international visibility should be achievable.

All of the focus projects strive to facilitate the obtaining of complementary, excellence-oriented external funding and to promote the development of strategic networks extending beyond Germany's borders. Thus, foreign partner institutions with which links have recently been established are being increasingly involved in the planned course of the projects. As discussed at the outset, this new generation of ILS focus projects is thereby also making a contribution to the further internationalisation of the institute.

Needless to say, given their thematic breadth, only selected aspects of the research areas can be treated in the focus projects that are presented in detail in the following. To this extent, the projects represent a thematic anchor within a more long-term research process. In the future, the implementation of the programme will be reviewed annually and the contents will be adjusted as needed. This can also include changes in and additions to the projects, as well as the preparation of further, either self-financed or externally financed, projects, which – building on the results of this programme – will be devoted to the thematic focal points of the research programme after 2020.

3.1 Mobility and Work

Coordinators: Dr. Robert Nadler, Dr. Jörg Plöger
Participating Research Groups: “Urban Regions” “Daily Mobility and Transportation Systems”
“City as Social Space”
Planned Duration: 01/2018 to 12/2020

Problems and Research Potential

Different forms of ‘mobilities’ (e.g. commuting, residential mobility and migration, virtual mobility) have become major constituents of societies in a post-modern era. In this context, transnational migration and multilocality have attracted the interest of researchers in knowledge economies. Both phenomena refer to the fact that everyday lives increasingly spread out across different places, generating new physical and virtual mobilities between places, but also new forms of place attachment and belonging. As such, these two strands of research – transnational migration and multilocality – try to explain interdependencies of residential location choices and travel behaviour. However, research so far has three major shortcomings. First, multilocality research is limited to a strong focus on dwelling practices and misses other important dimensions of everyday life, such as the work-related dimension. This is problematic in the light of a quickly growing body of literature on the changing character of work environments in knowledge societies, which highlights phenomena like increasing flexibilisation, deregulation, temporary arrangements and individual entrepreneurialism. These changes in work environments strongly affect the territorial organization of individual lifeworlds. Transnational migration studies include such work-related aspects as explanatory factor, but research has focussed on lower-skilled migration, filling up labour shortages, as well as presumably footloose elite migration. Therefore, as a second shortcoming, the relevance of migration and mobility for middle-class professional groups is overlooked. Finally, work-related mobilities and migration are often studied from a macro-level (countries) or micro-level perspective (looking at households or individuals). The resulting lack of meso-level analysis is one reason for a shortage in conceptual frameworks to explain interdependencies between mobilities, changing work environments and urban development. The focus project “Mobility and Work” will address these research gaps by adding 1) a work-related, 2) middle-class oriented, and 3) meso-level analytical perspective to the study of interdependencies between changing work environments, mobilities and urban development.

The research in this focus project builds on long-standing experience and thematic expertise of involved team members. Project coordinator Robert Nadler has conducted research on multilocal and transnational creative knowledge workers (Nadler 2014) and has coordinated research projects on return migration and labour mobility in border regions (Nadler/Matuschewski 2013; Nadler et al. 2016). Project coordinator Jörg Plöger was leading a previous ILS focus project on complex place attachments of mobile professionals (Plöger/Becker 2015; Plöger 2016) and he is part of the research project CITITALENT, which looks into work-related mobility and urban development in older industrial cities. Andrea Dittrich-Wesbuer has conducted PhD research on mobilities and multilocality as a challenge for urban governance (Dittrich-Wesbuer et al. 2014; Dittrich-Wesbuer et al. 2015; Dittrich-Wesbuer 2016) and leads the ILS work within the EU-funded WORKAND-

HOME project on home-based self-employment and businesses (coordinated by Darja Reuschke, University of Southampton). Cornelia Toppel is collaborating in the WORKANDHOME project and is currently finishing her PhD on lifeworlds in temporary work assignments (Toppel et al. 2017). Lisa Stadler is starting her PhD research on conditions of job-related multilocality, transnationality and temporary living. Sören Groth has recently finished his PhD project on new sharing systems in urban transport as well as changing mobility behaviour (Groth 2016; Groth et al. 2017). Susanne Kubiak is currently writing her PhD on the municipal governance of integration of incoming migrants and collaborated in the previous focus project on complex place attachments of mobile professionals.

All activities in “Mobility and Work” address key objectives of the ILS research strategy 2018+. They add valuable insights to the three research themes “Raumentwicklung und neue Arbeitswelten” (e.g. research question about the impact of shifting work spheres on locational decisions of businesses and households), “Transformation urbaner Mobilität” (e.g. research question on how new work spheres and lifestyles as well as related changes in residential decisions affect urban mobility patterns) and “Migration und Integration im Quartier” (e.g. research question on how urban policy-making can produce spatial structures which facilitate integration). Due to its methodological design of cross-national comparison, the focus project is important for implementing the ILS research approach of International Comparative Urban Research (cf. Handbook of Crossnational Urban Comparison, forthcoming by ILS). Guided by the ILS Internationalisation Strategy, individual activities in “Mobility and Work” (e.g. collaboration with University of Missouri-St. Louis, outgoing activities in Southampton and Amsterdam, conference presentations) also foster international collaboration and visibility.

Theoretical Perspectives

Global economic restructuring implies a profound transformation of the work sphere, characterised by deregulated labour markets and flexibilised employment conditions (Boltanski/Chiapello 2005; Williams et al. 2013). Within this context, mobility has been identified as a crucial characteristic of late modern biographies and careers (Sheller/Urry 2006). At the same time, migration processes – and more specifically work-related mobility – have become more complex. The work on transnational migration (e.g. Vertovec 1999; Pries 2010; Brickell/Datta 2011) and multilocality (e.g. Weichhart 2015) for example address the increasing complexity of ties on different spatial scales. Since the 2000s, we can observe a “skills turn” in migration debates for many Western countries (Williams/Balaz 2008). Confronted with projected skills shortages due to demographic change and following a rationale of competition for resources, countries such as Germany have reformed their migration policies, facilitating the entry of skilled and qualified migrants while also limiting the entry of lower-skilled migrants. Specific professions have become particularly ‘mobilised’ (e.g. Iredale 2001; Bauder 2012). Employers have contributed to the normalisation of staff mobility through the implementation of corporate mobility regimes (Kesselring 2014). Attracting and integrating an increasingly diverse workforce has become an important part of human resource management for businesses (Zikic 2014). From a governmentality perspective, Raghuram (2014) conceives of “mobility as part of the constitution of the skilled subject”. Work or specific professions are then regarded as increasingly important providers of identity (Colic-

Peisker 2010). Nonetheless, authors also stress the potential social implications of increased (work-related) mobility (Yeoh 2005). Yet, the role of employers with regard to migration remains unclear (Scott 2013). As reception contexts, cities provide different opportunity structures based on path dependencies, migrants' agency and scalar positioning (Glick Schiller/Cağlar 2011; Barbehön/Münch 2016). While some function as "immigrant gateways" (Price/Benton-Short 2008) or "talentharnessing places" (Ewers 2007), others – such as many restructuring cities – are less established as network nodes anchoring global flows (see GaWC network). While neoliberal urban strategies have widely followed a rationale of competition for resources (including skilled workers), studies show the persistence of hard locational factors, particularly labour opportunities (Musterd/Murie 2010). Therefore, the main objective of the focus project is to analyse the above processes from a spatial perspective, taking an urban scale of analysis. It explores the intersectionality of the individual perspectives of migrant/mobile workers, the institutional rationales of employers and the role of public stakeholders and local politicians.

Research Objectives

The project generates new findings in three work packages. First, we will conduct a comprehensive review of the literature and statistical sources to frame the extent of the mobilisation of workers as well as the shift in conditions of employment. Second, new empirical research will address the research gaps, which links migration/mobility studies with the sociology of labour and urban studies. In this context, the following research topics are particularly interesting: the strategies and practices of employers to manage a skilled workforce, the role of the work environment as well as urban governance for social interaction, recruitment and job-seeking practices, the role of migration and skills policies, skills/qualifications as increasingly important component of social capital, the role of employers as key actors within their respective cities/regions and the complex relationship between voluntary and forced mobility. The third work package consists of a meta-level reflection on these questions by bringing together the expertise of involved researchers. Each researcher's individual results will be discussed in the frame of continuous team debates and joint reflection on a methodological, conceptual and theoretical level. Hence, the project will add to theory development at the intersection of mobilities, changing work environments and urban development. Therefore, joint publications and research proposals will be developed. Here, junior researchers on the PhD level will profit from intensive exchange with Post Doc researchers. The main research questions for these two dimensions of research are:

1. How are transformations of work spheres interlinked with changing mobilities and place attachments of workers?
2. How do employers frame and design strategies regarding their employees' mobility and place attachment in the context of their urban locations? How do different employers' strategies shape workers' mobilities and place attachments?
3. How do (work-induced) changes in workers' place attachment and mobility interact with policy making and governance strategies for managing inhabitants' mobility and place attachment?
4. The main objective of this project is to explore the interdependencies between i) changing work environments, ii) mobilities, and iii) urban development. Therefore, we take an actor-centred approach, in which we study the strategies and practices of a) groups of skilled

workers in ‘mobilised’ professions, b) companies in knowledge-intensive economic sectors, as well as c) representatives of municipalities and public administrations. The project is particularly interested in the spatial implications of work and labour markets on an urban scale, both in their ‘uprooting’ (inducing mobility) and ‘anchoring’ (work spaces) function.

Research Design and Work Plan

The research design is organised according to the above mentioned three work packages. The first work package uses literature and secondary sources to provide the necessary background on the transformation of work and the mobilisation of workers. During the second work package, empirical research is used to study the three relevant groups of actors. Research will mainly focus on larger cities/regions in Western countries that have undergone profound economic restructuring and are characterised by more diversified economic bases now, reflecting both, historic path dependencies and a focus on more innovative sectors. Building on previous research as well as existing academic contacts we propose to focus on case studies in Dortmund, Leipzig and Manchester. The following field work is planned:

1. **Workers:** First, indepth qualitative semi-biographical interviews will be carried out with mobile professionals (2018) and compared with empirical material from interviews already carried out previously. Second, this will be complemented with a survey of employees (2019).
2. **Employers:** Qualitative interviews will be conducted with managing directors and/or heads of human resources of larger companies and research institutions in knowledge-intensive sectors (2018).
3. **Public Stakeholders/Politicians:** Expert interviews will be conducted with representatives for urban and economic development as well as other relevant stakeholders (e.g. chamber of commerce, foundations) (2018). Depending on additional sources of funding, further qualitative interviews are planned with mobility providers (2018).

The third work package is mainly analytical. Here, the main activity consists of the joint analysis of generated and existing empirical material from different stages of field work by all involved researchers. This will be organised in continuous work meetings, which will initially have the character of discussion groups with the aim of enhancing the analytical capacity of the group (2019). At a later stage, these work meetings will transform their character towards writing workshops with mutual peer review and feedback that aim at efficient publication of coauthored papers from the focus project (2019–2020). The overall aim is to generate new theoretical and conceptual results along the identified research gaps.

In addition to publications and conference presentations, results of this joint reflection in the workgroup also aim at the attraction of further research funds. Proposals are being prepared for a DAAD post-doc Scholarship (2018), a DFG research project (2018) and an Innovative Training Network (ITN) within Horizon 2020 (2019). For the latter, an international scientific workshop will be organised in 6/2018 in order to bring together potential partner institutions from the EU and to discuss the formation of a research consortium and draft first ideas for the ITN proposal, which might also lead to joint publications. By pooling this research under the overarching frame of the new Focus Project we expect to achieve a high visibility of our research.

Expected Outcomes

The participants of the focus project expect to publish several papers in peer-reviewed journals. Teams of co-authors will work on different papers elaborating empirical findings as well as papers that are more theoretical. Findings from the project will be presented at at least two international conferences per year. During the project, we will organise an international scientific workshop on “Work and Mobility”. Furthermore, the project provides the frame for larger project applications with national and European funding bodies. Junior researchers will work on their PhD project within the project frame. The post-docs will provide feedback and work on joint publications. The themes of the project will also be transferred into academic teaching (seminars, excursions, supervision of Master theses) at universities in Dortmund (Stadtler), Münster (Plöger) and Jena (Nadler).

External Partners

Building on a cooperation with Todd Swanstrom at the University of Missouri-St. Louis, we will engage in conceptual and theoretical debates during workshops in St. Louis and Dortmund. Subject to funding from DAAD, partners at Amsterdam Institute for Social Science Research (AISSR) will host outgoing researcher Sören Groth for field work. Foreign researchers already linked to team members will be invited to the Scientific Workshop “Work and Mobility” at ILS and possibly participate in European funding applications. Researchers of the focus project are members of the international and interdisciplinary research networks (e.g. “Multilocality”, Cosmobilities), which facilitate the discussion of research design and findings and provide a potential platform for funding proposals.

3.2 Trends and Drivers of Urban Spatial Development

Coordinators: Dr. Angelika Münter, Dr. Kati Volgmann
 Participating Research Groups: “Urban Regions” “Daily Mobility and Transportation Systems”
 “Geoinformation and Monitoring”
 Planned Duration: 01/2018 to 12/2020

Problems and Research Needs

Urban spatial development is marked by diverging, sometimes contradictory developmental dynamics and by the interaction of different social megatrends – for instance, globalisation, digitalisation and social heterogenisation – as well as by local and/or regional initial conditions (Short/Kim 1999; Soja 2015). Both within and between urban regions, mutually reinforcing as well as contradictory processes of concentration and deconcentration are occurring. These affect the (a) residential locations of the population, (b) the distribution and underlying location decisions of employees and businesses, and also (c) networking within the “daily urban system” based on transport infrastructure and mobility options.

From an economic perspective, two fundamental and empirically observable trends of spatial development are the metropolisation of the global urban system (Krätke 2007), which has a spatially concentrating effect, and the regionalisation of cities (Soja 2015), which has a de-concentrating effect. At the same time, demographic processes of reurbanisation (Brake/Herfert 2012; Rérat 2012) and suburbanisation (Brake et al. 2001; Hierse et al. 2017) are taking place.

These trends lead to both discontinuous and disparate processes of spatial concentration and deconcentration of demographic and economic activities (Scott 2006). Numerous descriptions of these trends of urban spatial development, as well as of individual causal drivers/influencing factors, are to be found in the literature (for example, Brake/Herfert 2012; Glaeser 2011; Florida 2012; Simons/Weiden 2016). But the debates on demographic and economic processes of concentration and deconcentration, as well as their interaction with factors determining accessibility, are frequently disciplinary in character and are conducted separately from each other. This is the case even though, in the course of the dissolution of the boundaries between working and private life, essential influencing factors – so runs our hypothesis – are the product of their interaction and are assumed to reciprocally reinforce each other. These forms of interaction between the influencing factors of spatial development and the resulting, both positive and negative, externalities have only been studied to a limited extent and are little understood (Grove/Münter 2010; Hesse 2010).

From an integrative perspective, the project endeavours to assemble the drivers of urban spatial development in the areas of (a) housing, (b) work and (c) everyday mobility in a qualitative impact model and to contribute, by way of empirical analyses of German urban regions, to a better causal understanding of processes of concentration and deconcentration in urban regions.

The ILS has a long tradition of theoretically informed analysis of trends in spatial development, in particular

- a) on empirical evidence for and the urban regional significance of demographic reurbanisation and suburbanisation processes (Herfert/Osterhage 2012; Dittrich-Wesbuer et al. 2010b), on explanatory approaches to reurbanisation (Osterhage 2011; Siedentop 2008) and residential location decisions in urban regions (Danielzyk et al. 2014; Münster 2011);
- b) on economic metropolisation and regionalisation processes: in particular, on concentrations and deconcentrations of the knowledge economy (Münster/Volkmann 2014; Kronenberg/Volkmann 2014), of metropolitan functions (Grove/Volkmann 2016), and of polycentric spatial development ((Krehl 2016; Danielzyk et al. 2016a); and
- c) on the description and explanation of everyday mobility in urban regions – for example, with regard to choice of means of transport on the basis of available mobility resources or attitudes to means of transport – of the objective and subjective accessibility of spatially differentiated destinations, including the relevance of budgeted time, etc. (Welsch et al. 2016; Siedentop et al. 2017; Konrad/Wittowsky 2016).

The project concretises and connects the research areas “Spatial Development and New Work Environments” and the “Transformation of Urban Mobility”, by interweaving perspectives on the interaction between demographic and economic reurbanisation processes (Grove/Münster 2010; Osterhage/Kaup 2012), as well as on commuter interlinkages in urban regions (Volkmann 2014; Krehl et al. 2016; Danielzyk et al. 2016b). Moreover, it is closely tied to the – for the ILS, strategically important – efforts currently underway to obtain external funding (for example, draft application for a German Research Foundation research training group on “Transformation of Polycentric Metropolitan Spaces”, cooperative applications for DFG research grants) and to research networks (“Metropolitan Research” expert area of the Ruhr University Alliance).

Theoretical References

The project connects to international debates in urbanisation and mobility research on spatial processes of concentration and deconcentration. Urbanisation describes an interaction between the urban and regional levels, in which the duality between urban and suburban space is being increasingly dissolved (Keil/Addie 2015). Urban regions are characterised by an accelerated physical merging of spaces, they are increasingly polycentrically structured and embedded in global networks, and they can be understood as the outcome of agglomeration effects on a regional scale (Burger et al. 2009; Florida et al. 2017). This “new” form of regional scale urbanisation can be observed in all post-industrial countries. Up to now, however, the drivers behind the inter- and intra-regional processes of concentration and deconcentration have only been understood to a limited extent (Meijers/Burger 2017).

Spatial development and everyday mobility are in a constantly changing interrelationship, which can be primarily explained through structural changes and individual perceptions and evaluations of the costs for overcoming spatial distances and accessibility (Holz-Rau/Scheiner 2005). The fundamental aspects of this interrelationship have long been known: for example, the connec-

tion between increasing motorisation and processes of spatial deconcentration (see, for example, Manderscheid 2012). Presently, however, new heterogeneous developments are becoming apparent in the context of more general social change: patterns of mobility are characterised by increasing fragmentation; modern information and communication technologies (ICT) make possible a situation-specific choice of means of transport on the basis of new mobility services (Lanzendorf/Schönduwe 2013) or, as “virtual mobility” (Konrad/Wittowsky 2016), they replace particular routes and time-budgets for daily travel in increasingly accelerated and condensed work environments (Pohl 2009). At the same time, in an increasingly knowledge-based and digitalised economy, the relationship between work and private life is changing. The “new work environments” of these innovative economic sectors frequently demand temporally and spatially flexible working arrangements (Mückenberger et al. 2010). Gainful work is less and less tied to a company and is becoming more and more mobile. As a consequence of this dissolution of the boundaries between working life and private life (Gottschall/Voß 2005), the relations between workplace and place of residence and everyday mobility are also being readjusted. This is apparent, for example, in an increasing expansion of commuter interlinkages (Guth et al. 2011) or in new demands placed on the accessibility of residential location due to changing employment relationships (Läpple/Stohr 2006).

Different conceptual approaches to explaining urban spatial development are being discussed from the perspectives of both demographics and urban and regional economics. We would like to relate these concepts to one another: building on the life-cycle concept (Rossi 1955), population geography distinguishes between structural and behavioural effects in order to explain processes of sub- and re-urbanisation (BBR 2001; Sander 2014). Different spatial scientific disciplines – for example, (evolutionary) economic geography (concept of path dependencies: Boschma/Martin 2010) and urban sociology (concept of the inherent logic of cities: Berking/Löw 2008) – emphasise that the concrete structure and development of an urban space is marked both by factors operating generally and factors that are local and specific. To develop this insight requires comparative research designs (Frank 2012). Following the classical landuse theory of Alonso (1960), approaches in urban and regional economics highlight the importance of real estate and land markets for explaining trends in spatial development (Busch 2016). Taking this a step further, it is possible to distinguish between supply-side and demand-side influencing factors of urban regional development.

Objectives of the Research Project and Methodology

The goal of the project is to bring together and conceptually consolidate theoretical debates and empirical analyses that have hitherto been pursued separately of one another on: (a) demographic, (b) economic and (c) mobility-related influencing factors of urban development. The overriding research question aims at explaining the influencing factors in the three effective areas in the urban regional path of development – factors that sometimes reciprocally reinforce one another and sometimes conflict – and to understand the logic behind cycles of concentration and deconcentration processes in urban regions.

In the first phase of the project (01/2018–12/2018), we want, in a multi-level approach and by way of a qualitative meta-analysis, sufficiently to analyse the international, European and German

theoretical-conceptual literature, as well as the empirical literature, in order to be able to assemble a qualitative impact model, revolving around different concepts and explanatory approaches, and to explain the driving logics behind the upwards and downwards movements on the urban regional development path. In a literature search process, we will consult different sources on spatial development (electronic databases, “footnote chasing”, expert commissions, conferences, among others) and analyse them on the basis of still-to-be-defined criteria of exclusion and inclusion. A draft of the qualitative impact model, involving concentrating and deconcentrating drivers/influencing factors, will be presented in an expert workshop and further developed on this basis.

In the second phase of the project (01/2019–06/2020), on the basis of review of the literature and the qualitative impact model, empirical research needs regarding the drivers of urban spatial development will be identified at the interfaces between (a) housing, (b) work and (c) everyday mobility. In this phase of the project, the focus project serves as a platform for addressing selected questions of these research needs in smaller teams and/or with external partners in the framework of joint publications or applications for external funding. The emphasis will be placed on spatial analyses from a spatial scientific macro perspective. By way of these analyses, we will analyse both the intra-regional processes of concentration and deconcentration within German urban regions and the processes occurring between urban regions and rural regions in the German city system. To this end, we will use the municipality-level and thematically open regionalisation of “ILS urban regions”, which is based on accessibility by car. This allows us to undertake differentiated analyses of city-surroundings development between 32 German urban regions. The ILS-developed regionalisation and the data structure that has thus far been assembled (ILS-Monitoring Urban Regions) will thereby be used for the first time in a major research project and this also provides an opportunity to further refine the model.

Given the current state of knowledge, we can only suggest the direction that the research project’s own empirical work will take:

- The commuter interlinkages/commuter flow indicator is particularly well-suited for depicting both urban regional changes and spatial shifts at the interface between residence and work. This can be seen as the visible outcome of altered location decisions and new transport infrastructures and mobility choices. The question arises here of what driving forces are responsible for the distribution of residential and work locations (for example, the increase in dual-earner households, the dissolution of the boundaries between working life and private life, new patterns of mobility...) and whether processes of concentration and deconcentration in favour of cities or in favour of their surrounding areas can be observed overtime in different (mono/polycentric) spatial contexts. In conjunction with commuter interlinkages, additional spatially related analyses of the institute (for example, the distribution of mobility options), and other traffic data – Mobility in Germany (MiD), the Mobility Panel (MOP) – demographic and economic indicators can be analysed on the municipality level by way of longitudinal analyses (the objective is to cover the period from the beginning of the 2000s until today). Such indicators include, for example, micro-census, the Socio-Economic Panel (SOEP), GDP, population and employment trends, and metropolitan functions. Using structural testing procedures (for

example, regression analyses and spatial autocorrelation), connections between variables and explanatory models can then be identified.

- The land and real estate markets represent a key explanatory factor/driver with respect to processes of concentration and deconcentration in urban regions and they have particular influence, in turn, on the location decisions of households and businesses and hence on commuter behaviour. Increasingly comprehensive digital data that is available on land values, along with time-series on rents and building lot prices and on construction completion dates of both public and private providers (for example, real estate price data from ImmoScout), could be analysed, above all, in relation to the question of under what conditions “spillover effects” arise in urban regions and where they are spatially manifest.

In the process of deepening our empirical understanding in the framework of externally funded projects, it could, moreover, be useful to address specific issues, not comprehensively for all ILS urban regions, but rather in case-studies of individual national and international urban regions. This can help us to have a clearer view of local or regional particularities, path-dependencies and influencing factors that cannot then be quantified over all cases (for example, small-scale analysis of the influence of land and real estate prices below the level of the municipality or of the effect of planning tools on processes of spatial concentration and deconcentration).

In the final phase of the project (07/2020–12/2020), the empirical results obtained will be fed back into the impact model and we will test whether knowledge of the developmental paths in urban regions gives insight into the validity of the model (or if conclusions on scenarios involving short- or long-term shifts in tendency can even be drawn).

Expected Outcomes

Thanks to the qualitative impact model, in addition to generating new empirical knowledge on influencing factors of urban spatial development, the project also hopes to make a contribution to theory formation, which will be fed back into the international debates in urbanisation and mobility research in the form of journal publications and conference papers. The project is conceived as a platform: whereas the preparation of a joint journal publication is planned for both the beginning and the end of the project (a “state-of-the-art” paper and a paper summarising the project results), the resources of the focus project should be chiefly used to treat the partial research questions that are to be concretised in the course of the project and to publish corresponding findings (at least three more papers).

Involvement of External Partners

Concrete discussions are already underway with A. Growe (Universität Heidelberg) and A. Krehl (IÖR, Dresden) concerning possible collaboration, as well as with the “Land-Use Mod-elling Work Group” (C. Gertz, R. Moeckel, G. Wulfhorst, among others) on empirical studies or obtaining external funding. The expert workshop that is planned at the end of the first phase of work is meant also to serve to concretise further forms of cooperation for treating partial research questions (joint publications and/or the acquisition of external funding).

3.3 Arrival Neighbourhoods: Functions of Arrival Spaces for Socio-Spatial Integration

Coordinators: Dr. Heike Hanhörster, Dr. Jan Polívka
Participating Research Groups: “City as Social Space” and “Built Environment”
Cooperation with “Geoinformation and Monitoring” and
“Daily Mobility and Transportation Systems”
Planned Duration: 01/2018 to 12/2020

Problems and Research Needs

Increases in migration and refugee movement confront cities and neighbourhoods with particular challenges. This is reflected in growing social and ethnic diversity and the increasing intraurban polarisation of cities (Vertovec 2015; Iceland 2014). The project takes up international theoretical discussions on neighbourhood effects (Musterd et al. 2016; van Ham et al. 2012) and spaces and settings with growing diversity (Superdiversity: Vertovec 2007; van Kempen/Wissink 2014; Wessendorf 2014), as well as discussions on increasing mobility (Urry 2000) and resilience (Keck/Sakdapolrak 2013; Endreß/Rampp 2015), and considers their relevance for neighbourhood development (Schnur 2013). In the research project, these discussions are analytical starting points for explaining processes of inclusion and exclusion of immigrants in different arrival contexts.

In recent years, the significance of so-called “arrival cities” and “arrival spaces” has been increasingly the focus of media and political discussions¹ (cf. Saunders 2010; BBSR 2017). However, a scientifically based analysis and systematic classification of the concept of “arrival neighbourhood” or “arrival space” and its spatial form and functions for socio-spatial integration has yet to follow. In this project, arrival neighbourhoods are understood as neighbourhoods or spatial sub-divisions of a city that, apart from the charge they bear in political discourse, represent traditional arrival and orientation spaces for the most resource-poor arriving immigrants, due, among others, to their available living space or infrastructure that is concentrated in them. Such neighbourhoods are understood in a context that also takes on different functions depending on their spatial and social embedding in the city as a whole. Due to specific resources for developing social networks (Kurtenbach 2017), local opportunity structures/micro-publics (Biehl 2014) and governance structures (Swanstrom et al. 2009; Zimmermann 2005), arrival neighbourhoods offer particular potential as orientation spaces. Due to the fluctuation and spatial concentration of resource-poor households, however, they also represent a challenge for urban development. The capacity and accessibility of housing markets is attributed a particular significance in this connection (Aring 2016).

The focus project is meant to help us to grasp the “arrival neighbourhood” type more precisely, both in Germany and internationally. By juxtaposing different countries (“restructuring regions”), we will analyse its functions for urban societies and its specific developmental dynamics. This includes reflection on the peculiarities of these neighbourhoods for the initial reception of immigrants – also with regard to resources (infrastructural facilities, social networks) that have a crucial

¹ This was reflected, for example, in 2016 in the German entry in the architecture Biennale in Venice.

significance for immigrants who do not live in the neighbourhood (any more). We will ask under what both societal and spatial conditions arrival neighbourhoods become a catalyst of social integration for certain groups of immigrant, but also under what conditions they become a mobility trap. The project proposal thus takes up the focus formulated in the ILS 2018+ research strategy on microlevel processes of inclusion and exclusion (“Migration and Integration in Urban Neighbourhoods” research area). Access to integration is analysed by way of three inter-connected analytical perspectives, which are discussed, in particular, in the context (of the small-scale structure) of the housing market:

- Social networks in the housing environment (and beyond), by way of which neighbourhood residents gain access to resources for everyday coping (getting by) and social mobility (getting ahead) (Briggs 1998).
- Micro-publics, understood in Ash Amin’s (2002) sense as structures of opportunity in the neighbourhood and the immediate residential environment, in which persons of different origins meet as equals, try out new forms of coexistence and, as needed, expand their social networks.
- Governance as negotiation and steering processes in conjunction with the appropriation and forming of social and physical living space and of micro-publics in the residential environment (Münch 2010).

Two case studies are planned. In the form of a pilot study, the empirical focus is placed first on Dortmund, as a city that has been clearly marked by different phases of migration and structural change. In a case study of Düsseldorf, an urban context will be analysed that, in contrast to Dortmund, is characterised by great economic and growth potential, a tight housing market and strongly limited development space. Thus, the studies each represent different framework conditions for spatial and social integration. The case studies are also useful inasmuch as particular synergies with externally funded projects or with the ILS Municipality Panel can be created.

In both case studies, small-scale characteristics and overall city dynamics are first depicted for different time periods by means of quantitative data (for example, on the housing market, migratory movements and institutional facilities). On the basis of this data, we are able then, in a next step, to identify those neighbourhoods that exhibit relevant particularities in the sense of a typology that has been previously developed (on the basis of secondary literature) and possibly reflect different types of arrival neighbourhoods. In the case of Düsseldorf, support for the data will be sought in typical construction morphologies (see, among others, Venerandi et al. 2017, Kropf 2018). Selected neighbourhoods or subdivisions will then be subject to a more precise qualitative analysis (cf. the discussion of methodology below). Experiences drawn from the chosen examples will be juxtaposed with other investigative areas in Germany and other countries (USA, France).

The project can draw on the institute’s many years of experience analysing neighbourhood-level processes of integration (and segregation). Thanks to their findings at the interfaces between social capital, diversity and neighbourhood research, the two previous focus projects on “Permeability of Disadvantaged Neighbourhoods” and “Social Mixing: Permeability and Social Inter-

actions in Neighbourhoods” offer an important point of departure (Beißwenger/Hanhörster 2018; Hanhörster/Weck 2016; Weck/Hanhörster 2015). In addition, the project draws on the findings of the dissertation by Heike Hanhörster (2014), which analyses the functions of highly segregated neighbourhoods for resource-rich migrants in the course of their housing history. Thanks to an ongoing externally funded project (Social Integration in the Neighbourhood, 08/2016–07/2018), which deals with the significance of the small-scale neighbourhood for cross-group contacts in disadvantaged areas, some first empirical findings from Dortmund’s Nordstadt district can already be fed in. Whereas social networks were hitherto the analytical focus of self-financed research, this aspect will be illuminated in the new focus project in closer conjunction with spatial opportunity structures (micro-publics) and urban governance structures. We can draw on the dissertation by Jan Polívka (2016) for the purpose of analysing the inter-relationship between governance networks and developmental paths in a neighbourhood. Further, the project will enhance the institute’s expertise in sustainable housing development and thematically related morphologic analysis of settlement space.

Theoretical References

The analysis of access conditions to resources is nested along three theoretical perspectives. A first theoretical strand that is fundamental for the project deals with social capital and social networks (Bourdieu 1983; Coleman 1990; Putnam 2000; Portes 1998), which illuminates access to resources by way of the embedding of actors in social networks. This includes the question of the access of different migrant groups to the housing market (both in the arrival neighbourhood and outside it) by way of their integration in social networks.

The second perspective treats the nature of local micro-publics, which are understood, in Ash Amin’s (2002) sense, as structures of opportunity for social interactions and for the emergence of social networks in the neighbourhood and the immediate residential environment. Depending on the respective form of these crystallisation points (such as sports clubs, parks and nearby courtyards), diversity as equals can be negotiated by way of repeated contact and cross-group action can be learned (Harding/Blokland 2014; Small 2009).

The third perspective (governance) comprises steering processes of urban actors, inasmuch as they influence capacity for action and urban development perspectives by way of organisational repertoires and alliances (Swanstrom et al. 2009; Pierre 2011; Borchard 2011) and related development paths of changes in shape of urban fabrics (cf. Polívka 2016). Here, questions of controlling segregation – for example, by way of making housing available, the formation of micro-publics or mixing policies – play a key role (Münch 2010).

Objectives of the Research Project

The project serves to provide scholarly analysis of the effect of current (refugee) migratory processes on mechanisms of inclusion and exclusion in different urban contexts and country contexts. We will discuss the functions and particularities of arrival spaces for the reception of immigrants in selected cities with different framework conditions. The project aims to give stronger analytical underpinnings to the concept of arrival neighbourhoods, which has hitherto been predominantly

used in a political or normative fashion. We develop the significance of spatial and social framework conditions, which support the arrival and individual orientation processes in the urban structure. This also involves the question of the form in which arrival neighbourhoods develop in urban spaces: including the question of the spatial delimitability of arrival neighbourhoods – this also in connection with social networks (going beyond neighbourhood borders) and frequented micro-publics and the characteristic governance processes in the city as a whole. We will, in particular, examine the role assumed by available housing and nearby open spaces for the functioning of arrival neighbourhoods. By obtaining external funding, this initial focus on the domain of housing is to be supplemented by the fields of education/labour market and leisure time.

Besides Dortmund's Nordstadt, one arrival neighbourhood each in Hanover and Leipzig will be identified and studied over the three year period within the framework of the "Kooplab" project, which is funded by the Federal Ministry of Education and Research. In addition, other spaces outside Germany will be integrated into the analysis of the focus project for comparative purposes. Thus, specific characteristics of arrival neighbourhoods in Germany will be juxtaposed to the particularities of US arrival neighbourhoods by way of the example of St. Louis (and possibly also, during the course of the project, Portland). These two national contexts represent spaces that are comparable in terms of their experience of industrialisation (and de-industrialisation). But in terms of experience of immigration, the housing markets taking in immigrants, and the steering of urban development processes, they exhibit highly different patterns of development. On the basis of this comparison, we will identify commonalities and differences in different neighbourhoods, cities and countries and establish priorities for action in dealing with the increasing diversity of arrival neighbourhoods.

Core Hypotheses

- Arrival neighbourhoods offer important resources for the socio-spatial integration of immigrants and, by virtue of growth in mobilities and diversity, they will also assume central importance in the future. Three factors have special influence on the capacity for integration of arrival neighbourhoods. They are the structure of social networks, the availability and form of micro-publics, and urban governance structures
- For immigrant groups of different origins and for different phases of arrival, the arrival neighbourhoods take different forms and they exhibit, moreover, differences in their functional and spatial integration in the city as a whole.

The project answers the following overriding **research questions**:

- What characterises arrival neighbourhoods in different national contexts and what access to resources do they make available? What different forms/types can be observed? What peculiarities do German arrival neighbourhoods exhibit in comparison to those of other arrival neighbourhoods elsewhere in Europe or North America?
- What is the relevance of social, functional and built-physical/spatial preconditions and what is the role played by the social networks, opportunity structures and governance structures that are located in the arrival neighbourhood and beyond it? What relations to the city as a whole can be observed?

- What factors can promote the strengths of arrival neighbourhoods/arrival spaces (also in the future)?
- To what extent is the neighbourhood level suitable as analytical unit for arrival spaces and their different facets?

The detailed research questions will be further differentiated among the following three aspects:

- What role do social networks play for individual integration in the neighbourhood and, furthermore, for the access of immigrants to the housing market and their social integration also more generally, going beyond the neighbourhood and the city (role of brokers; relationship channels connecting the arrival space and the space of origin, etc.)?
- What role do micro-publics play for processes of inclusion and exclusion in the neighbourhood and, in particular, in the immediate residential vicinity and beyond (appropriation by groups, “neighbourhood change”, etc.)?
- What modes of governance and developmental paths underlie arrival neighbourhoods (the role that neighbourhoods are assigned by municipal politics, policies and public support in residential construction, institutional networks)?

Scholarly Objectives

The goal is the definition of arrival spaces, a more precise understanding of their processes, and the comparison of arrival spaces in different national contexts. This also includes a conceptualisation and typology of arrival neighbourhoods on the basis of preliminary theoretical studies, as well as quantitative and qualitative data analyses for various urban settings. The project prepares theoretical contributions on the significance of social networks, micro-publics and governance structures for processes of inclusion and exclusion in this specific neighbourhood typology.

Methodology and Schedule

Für die empirische Untersuchung ausgewählt wurden die Fallstudiengebiete Düsseldorf und Dortmund. Der qualitative Baustein bezieht sich zunächst auf ein Fallstudienquartier in Dortmund.

1. A review of the literature on arrival neighbourhoods is conducted. This includes assessment of the current state of research, the development of a typology of arrival neighbourhoods, and a deepening of our understanding with regards to the role of housing (01–10/2018).
2. Building on the foregoing, and using cartography, we will undertake to identify types of spatial sub-divisions of Dortmund and Düsseldorf. Data (if available, periodic data) is assembled on the domains of segregation (socio-demographic data on the square-block level from municipal statistics, possibly Microm-data), the development of real estate values and rental prices (Mietspiegel, possibly ImmoScout), ownership and housing stock structures, accessibility/transport integration in the urban structural context (for example, walkability index for welfare and social security facilities), and business registrations/closures (IAB, Yellow Pages for time periods) (01–12/2018).

3. Qualitative Study Dortmund-Nordstadt:

- Interviews will be conducted with current and former residents (both persons with immigrant backgrounds and persons without) concerning, for example, migratory paths and housing histories, processes of inclusion and exclusion on the housing market, use and accessibility of infrastructural facilities both in the neighbourhood and outside it. Image-hermeneutic instruments and GIS-based tools (collector app) are used and explorative use is made of “contact diaries” (Fu 2013) for recording broker activities (06/2018–12/2019).
- Governance analysis: expert interviews are conducted in the domains of politics, administration, housing, civil society, etc. The aim is the identification of governance arrangements and the analysis of their inclusion potential. Institutionally anchored broker activity is exploratively recorded by way of “contact diaries” (06/2018–12/2019).
- A supplementary analysis is conducted of the available empirical materials on the mobility behaviour of migrants in Dortmund-Nordstadt and in other neighbourhoods in the Ruhr Valley (06/2018–12/2018).

4. A comparison of different experiences in Germany then follows (case studies on three arrival neighbourhoods in Hanover, Leipzig and Dortmund drawn from the publicly funded “Koo-plab” project), as well as of different international experiences (2020, in particular). Some milestones are:

- Workshop in April 2018 with the University of St. Louis/USA. Objective: joint research agenda.
- Workshop in November 2017 and visiting scholar stay in March 2018 at Sciences Po Paris for the purpose of exploring possibilities of cooperation.
- Involvement of a visiting scholar from Portland in comparative neighbourhood change research at the ILS (2018).

Expected Outcomes

By connecting theoretical concepts regarding social capital – micro-publics – and governance in the context of urban space, the “arrival neighbourhood” concept will be further developed and made more precise. A supplementary focus is located in the “housing” field, with the prospect of also examining the fields of work/economy, education and leisure after obtaining additional external funding. Analysis then follows with regard to the developmental paths of arrival neighbourhoods and processes of formation of (partially) public spaces and institutionalised settings (individual and governance dimensions). On the basis of a review of the literature, and supplemented or tested by individual case studies, a typology of arrival neighbourhoods will be developed. Explorative testing and further development of innovative methods of recording brokerage activities will take place in the project, as will the further development of GIS-based collaborative methods of surveying the current situation.

A deepening of cooperation with international partners will follow. As external funding is acquired, further international cooperative relationships will be initiated: for example, with French partners. In the national context, the submission of a German Research Foundation (DFG) application is planned in 2018/19. In addition, the promotion of young scholars will be strengthened by way of a dissertation connected to the project.

Involvement of External Partners

- Prof. Todd Swanstrom (University of Missouri-St. Louis) on the topic of “immigrant incorporation”
- Sciences Po Paris (visiting scholar stay: Dr. Heike Hanhörster in March 2018)
- Dr. Yvonne Franz, ISR (Institute for urban and regional research, Vienna)
- Prof. Antonie Schmiz (IMIS, University of Osnabrück) and Dr. Annegret Haase (UFZ, Leipzig), externally funded “Kooplab” project, 01/2018 to 12/2020
- Prof. Andreas Farwick (University of Bochum) and Prof. Reiner Staubach (Planerladen, Dortmund), externally funded “Social Integration in the Neighbourhood” project, up to 08/2018

3.4 Cities under Pressure (CuP): Sustainable Urban Growth Management in Europe

Coordinators: Dr. Tine Köhler, Dr. Mario Reimer
 Participating Research Groups: “Urban Regions”, “Built Environment”, “Geoinformation and Monitoring”
 Planned Duration: 01/2018 to 12/2020

State of the Art

Urban growth management (UGM) – comprising a set of services, measures and strategies that seek to guide, manage and regulate urban land use to counteract probable negative impacts of urban sprawl, also referred to as smart growth (Freilich et al. 2010) – has a long-standing tradition in the US (Nelson/Moore 1993; Dierwechter 2008; Anthony 2017) and in European cities (Fertner et al. 2016) and is inextricably linked to the idea of sustainable development in cities and regions. However, UGM is only one topic under the semantic umbrella of sustainability next to other approaches such as mobility management or climate adaptation. Thus, after three decades of societal and political debate, sustainable development is still facing severe constraints when it comes to regional conceptualisation and local implementation from a spatial perspective (Levesque et al. 2017; Bauriedl 2007). The concepts’ many contesting interpretations and “conceptions of the concept” (Connelly 2007), e. g. the smart city concept or the new urbanism movement (Grant 2009; Duany et al. 2009), and its implementation are still mostly unexplored. Recent debates concerning SDG 11, Habitat III and the New Urban Agenda (NUA) as decisive frameworks and “prouurban policy consensus” (Barnett/Parnell 2016) for the future development of sustainable cities across the world show that their implementation will face multiple problems ranging from conceptual and methodological clarification to possibilities of integrating spatial planning and problems of indicator-based measurement of sustainability (Caprotti et al. 2017; Kaika 2017; Birch 2017; Watson 2016).

Correspondingly, the institutional and societal influences on UGM have rarely been considered (Lisec/Miran 2012). Conflicts in UGM may arise from competitive land use, e.g. concerning affordable housing vs. urban green infrastructure (Sanesi et al. 2017). Thus, UGM integrates and weights conflicting targets (Singh et al. 2012). However, decisions mostly are not made in a consistent framework relating to clear aims and measurable indicators (Burinskiene et al. 2017) but result from stakeholders’ interests and power to assert and negotiate as well as from collective institutional frames and individual cultural values. The latter argument implicates a more contextualised analysis of the discourses, strategies and practices of UGM, as they relate to a huge diversity of territorial contexts that need to be considered in comparative spatial research (Sykes 2008). This is the focus of the proposal which is strongly linked to the ILS Research Strategy 2018+, and namely the research topic “Development of Sustainable Built Environment”. It deals with the “relational complexity” (Healey 2006) of spatial strategy making for sustainability and will contribute to a better understanding of the diverse mechanisms of UGM in different spatio-temporal contexts.

Recent research has shown that not only the basic drivers for urban sprawl vary but also that UGM policies and strategies have different impacts concerning their efficacy and effectiveness (Siedentop et al. 2016). Following Fertner et al. (2016, p. 11), „further knowledge of the context is necessary to evaluate the influence of the growth management policies“. Similarly, Rudolf et al. (2017) emphasise the need for diversified approaches and innovative policies concerning growth management in cities. As Haughton and Counsell (2004) rightly put it, “rather than focus on searching for a definitive meaning of ‘sustainable development’ it is necessary to recognise the multiplicity of sustainabilities and to analyse the ways in which these are shaped and mobilised in political discourse”. The project is built on substantial conceptual work done at ILS in the previous years and is designed as a thematic hub addressing already existing activities and projects dealing with sustainability and UGM from different angles (i. e. two current projects financed by the DFG and one Leibniz-Association project the former two dealing in a comparative manner with planning cultures in shrinking cities and regions and land use management in Germany and Switzerland and the latter with the management of single-family-housing in different spatial contexts).

Theoretical Foundation

To speak with Healey (2006), social practices such as urban planning are linked to place-specific cultural assumptions defining the way themes (i. e. sustainability and UGM) are addressed and implemented into regulatory practice. She argues that transformative approaches and governance innovations need to break through local resistances to become routinised. Thus, the project basically rests upon a “sociological institutionalist” perspective (González/Healey 2005) and on recent concepts of institutional change (e. g. Buitelaar et al. 2007). The latter can be used to describe the complex processes of recombining institutional repertoires for sustainability and UGM through different strategies (Lowndes 2006). The sociological institutionalist perspective emphasises the complex interplay of governance episodes, processes and cultural assumptions guiding UGM. This perspective is used to further develop more recent work on planning cultures (Reimer 2016). These are understood as complex institutional matrices combining formal and informal spheres guiding spatial development (Reimer 2013) and used as a conceptual framework to investigate contextualised planning practices and their structural and cultural embeddedness. To approach different discourses, strategies and practices of sustainable UGM, the project acknowledges spatial planning as “the aggregate of the social, environmental and historical conditions describing the specific ‘cultural traits’ in which planning is embedded and operates” (Othen- grafen 2012: 24 f.)

Since institutions determine arenas of negotiation processes, the project also refers to governance theory (Mayntz 2010). To implement the comparative design the project will refer to a multilevel perspective (Geels 2002) to identify relevant “niches [that] act as ‘incubation rooms’” (Geels/Schot 2007: 400) for potential innovation concerning sustainability and UGM, the established regimes in the field and their interplay. The conceptual framework will thus be enriched by crosslinking planning cultural, governance and new institutionalist perspectives on UGM from a multiscale perspective, leading to a more robust conceptual framework in comparative urban studies. The project also takes into account debates on the empirical evaluation of policy effectiveness and impacts of growth management strategies (Bengston et al. 2004; Gennaio

et al. 2009) and will benefit from recent ILS research on planning cultures (Reimer 2016) and planning strategies and instruments (Köhler/Schaffert 2015).

Research Objectives

The ambiguous concept of sustainable development is to be perceived as a travelling idea in spatial planning and “meta-consensual policy term” (Rosol et al. 2017). As global narrative, it might unfold hegemonic power but still is bound to local circumstances and unique filtering mechanisms when it comes to its enactment and local implementation. Within the project, we critically ask for the specific mechanisms and logics of sustainability transitions in overall growing cities and regions with a high need for effective UGM strategies (Siedentop et al. 2016). Thus, the main aim of the project is to analyse and compare the different pathways, strategies and cultures of UGM in densely populated cities and regions, focusing especially on the importance of urban and regional sustainability thinking under such conditions.

Main research questions are: (1) How is the ambiguous concept of sustainability framed, operationalised and transferred into policy and planning with regard to urban growth? (2) Which actors are responsible for agenda setting, which interests and motivations are decisive, and how are conflicts of interest negotiated? (3) How are capable governance regimes for sustainability put into place? (4) How is governance for sustainability embedded into socio-cultural contexts and what are the crucial differences between countries and cities and (5) How do (effective) UGM strategies shape urban design in urban and suburban areas?

The project will contribute to the conceptual, methodological and empirical enhancement of planning cultural discussions, hence strengthening the term concerning its place in current theoretical debates. Therefore, the project is meant to generate progress in planning theory by presenting and testing an analytical framework that helps to explain UGM practices across different contexts

Case Studies and Methods

The analysis will focus on a cross-national, case-based and explorative comparison of three European cities, namely Stuttgart (Germany), Zurich (Switzerland), and Copenhagen (Denmark). In addition, a fourth case in the US (Portland/Oregon) will complete the set of case studies. Although the planning contexts and societal cultures differ, it is meant to be a reference case for comparison and transatlantic policy transfer (Stead 2012). The cities were chosen as they share the characteristics of a growing population and a strong need for urban growth management and a long-standing history in dealing with sustainability issues in policy and planning documents. Existing cooperation between ILS and research bodies will allow in-depth access (cf. table 1).

| Case Studies | Stuttgart | Zurich | Copenhagen | Portland |
|--|---|--|---|---|
| Inhabitants / City | 623,738 | 419,688 | 591,481 | 639,863 |
| Inhabitants/ Agglomeration | 2,735,425 | 1,315,000 | 1,280,371 | 2,028,282 |
| Population growth 2010-2016 | 4.26% (Destatis 2017) | 12.56% (Stadt Zürich 2016) | 8.39% (Statistik-banken Danmark 2017) | 9.6% (United State Census 2017) |
| Density [inh//km ²] | 3,000 (compared to 866,6 on average in Germany in 2013 (Eurostat, 2017)) | 4,600 (compared to 762,5 in Switzerland in 2013 (Eurostat, 2017)) | 6,800 (compared to 2,443,1 on average in Denmark in 2013 (Eurostat, 2017)) | 1,689 (compared to 35 in the USA in 2016 (U,S, Census Bureau, 2017)) |
| Urban patterns | European city, location in a basin (urban expansion rarely possible) | European city, location in a valley bordered by a lake (urban expansion rarely possible) | European city, bordered by the Baltic Sea and by densely developed hinterland (urban expansion rarely possible) | North-American city, bordered by the Columbian River and strict Urban Growth Boundaries (urban expansion rarely possible) |
| Sustainability encoded in planning documents | Urban development Concept since 2006 with projection until 2021-2026 addressing sustainability in principles Sustainable Mobility Concept 2030 since 2014 Sustainable Land Management since 2001 (City of Stuttgart, 2017) | Spatial Development Strategies (RES) since 2010 with projection until 2025 (based on Strategies Zürich 2025 and the ten principles of sustainable development) Mobility Strategy as part of the RES Masterplan Energy and 2000-Watt-Society since 2006 (City of Zurich) | Urban Planning Strategy as part of the Copenhagen: Solutions for Sustainable Cities – Concept since 2014 with projection until 2025 Mobility Concept as part of the Copenhagen: Solutions for Sustainable Cities – Concept Climate Plan Copenhagen since 2009 (City of Copenhagen, 2017) | 2035 Comprehensive Plan adopted 2016 Central City 2035 Concept Plan since 2012 Transport System Plan Amendments (Vol,2B of Central City Concept Plan) Climate Action Plan since 2015 (City of Portland, 2017) |

Table 1: Case study facts

The project will follow four methodological steps:

1. Monitoring and Mapping of Urban Growth in a Comparative Perspective

For monitoring and mapping urban growth in the four chosen case studies, the dynamic of land cover and land use change is one crucial component. Corresponding to the Land Resource Impact by Hasse/Lathrop (2003), the existing Earth observation data, statistical (e.g. Urban Atlas) and environmental data (from the last ten years if possible) will be analysed to show recent development trajectories. Indicators also might be the Normalised Difference Vegetation Index (NDVI) and property/land prices. Next, we will choose a set of indicators for sustainable urban growth based on literature review (e.g. Bell/Morse 2008) and evaluate the level of compliance in the case studies regions (from statistical and empirical data). Due to the complexity of urban growth, UGM and sustainability, the data set needs to be structured and simplified by using statistical methods, i.e. factor analysis.

2. Case-Based Literature Review of UGM

Based on step 1, general patterns of urban growth will be identified. These will help to formulate case-study-tailored presumptions concerning the contextualised challenges and strategies of UGM. Based on these presumptions, a case-based literature review (including scientific literature and official planning documents) will be conducted to identify key institutions, strategies and instruments and to prepare the field studies in detail. It will contribute to analysing important policy fields that are relevant for local sustainability discourses and practices. To prepare the following field studies, we will identify current hot topics and issues that are framed within the sustainability and UGM discourse (i.e. climate change, infill development and density, mobility etc.) across all case studies that will be deepened in step 3.

3. Field Studies

The field studies will generate empirical data on UGM in each selected case study. The field studies are based on a qualitative approach including interviews with key actors who are engaged in UGM (i.e. planning professionals, politicians, NGO's). As these will vary across case studies, they will be identified not only based on the literature review (step 2), but also in close cooperation with corresponding domestic partners (see section six). Within each case study, the domestic UGM discourse will be analysed in a diachronic perspective (based on previous and recent planning documents dealing with sustainability and urban growth), and its effects on urban design (such as strategies and tools to optimise urban density and preserve open landscape) will be studied. This step will lead to a contextualised understanding of the different perceptions regarding urban growth and sustainability rhetoric and sets of operationalisation. In each case study, at least ten interviews are planned to analyse different interests and motivations of UGM as well as to reconstruct the contextualised governance landscapes for UGM and their strategies and actions to implement sustainability in their domestic context.

4. Comprehensive Analysis and Dissemination

Finally, a comprehensive analysis of UGM will be conducted encompassing both the analysis of the monitored data and the qualitative research results. Based on the interviews, the case studies will be evaluated and compared in a qualitative way. All interviews will be transcribed and stored by using MAXQDA. The main categories will be distilled and used as comparative dimensions, highlighting similarities and differences of UGM between all cases. The results will contribute to the basic goals of comparative research (explanation and interpretation of social realities and improving planning practices through case-based learning).

Expected Outcomes

The projects' final results will contribute to international debates on sustainability, sustainable planning and cross-national comparative studies on growth management policies and will be published in peer-reviewed articles building on conceptual and empirical work done in this project. The papers will wrap up the relevance of UGM in different spatial settings, its manifestation in urban design and the additional value of a theoretical framework, deal with methodological and methodical questions regarding comparative efforts and will present the empirical results of the field studies in a comparative way. To deepen single research questi-

ons (see above), the project will develop a proposal for DFG funding. Results will be presented at international conferences. Sessions held on conferences will improve the international scientific exchange. Expected policy transfer will be supported by an ILS-workshop.

International Partners

The project is designed as a network of experts from ILS and other international institutions, i.e. the Swiss Federal Institute for Forest, Snow and Landscape Research (WSL, Anna Hersperger), the Norwegian University of Life Sciences (NMBU, Daniel Galland), and the Portland State University, Institute of Portland Metropolitan Studies (PSU, Sheila Martin). All partners are important domestic hubs in the chosen international case studies. Furthermore, exchange of participating researchers will be an essential part of the project. Researchers from ILS will visit partner institutions during the field studies, doing empirical research together with scientific partners from abroad and vice versa (a first visit of D. Galland and PSU scientists at ILS are foreseen for 2018, resulting in a joint publication on comparative planning research complementing the project goals). Formal institutional partnerships with PSU and WSL are under way and will strengthen the overall international collaboration of ILS.

4 Geoinformation and Monitoring

Task Description and Objectives

The Geoinformation and Monitoring (GuM) team has the task of developing an independent scholarly research agenda at the interface between urban research and geo-information science. With expertise in geoinformation technology it provides the research groups with support for geospatial data acquisition, management and application of geoinformation technology for their research studies. The latter include digital applications of spatial analysis and modelling. The research deals with questions of settlement structure and its functional inter-connections and the development and management of spatial datasets for the purpose of monitoring this process over longer periods of time. In addition, the GuM team develops new methods of spatial analysis for use in the ILS research areas: for example, data collection methods using mobile devices and online platforms, the integration and analysis of user-generated geographic information, use of cartographic techniques for visualisation and development of WebGIS functionalities for the publication of research findings.

The individual objectives for the programme period can be described as follows:

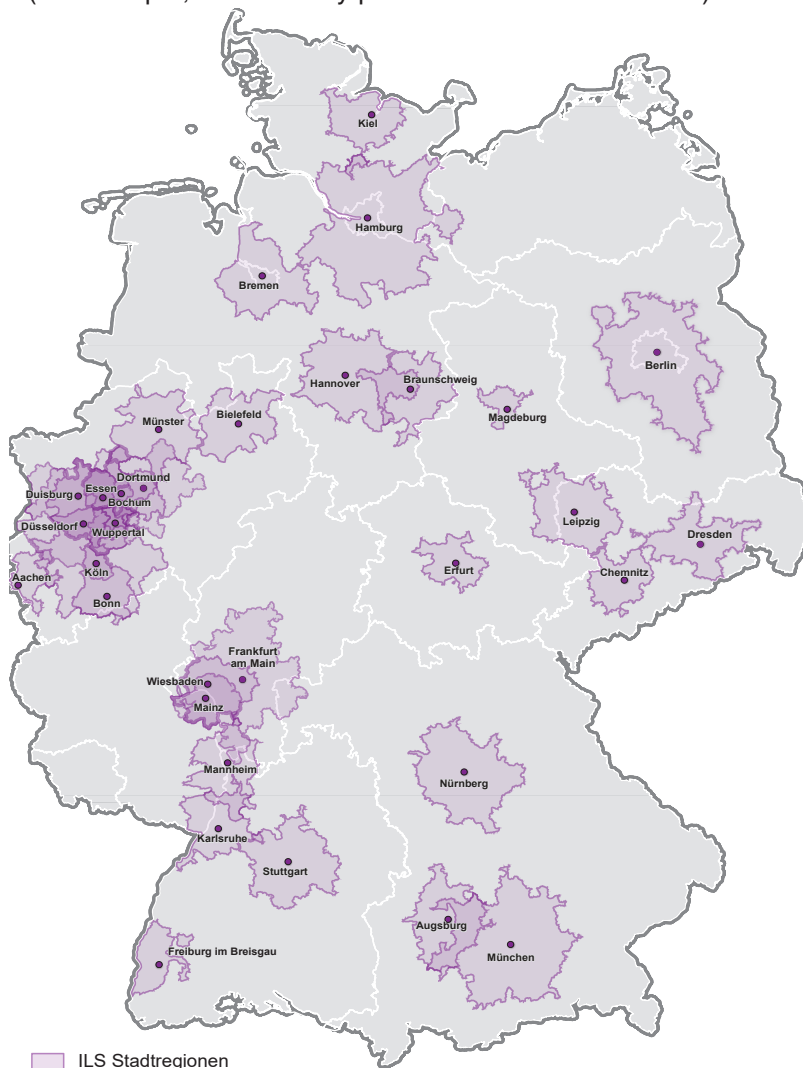
- Active involvement in shaping methods and processes for the observation of regions and cities in cooperation with expert partners in both the national (for example, BBSR, the Federal Statistical Office, BKG) and international (for example, European Environment Agency, Eurostat) environments. To this end, intensive expert exchange is already taking place with institutions of scholarly research: in particular, with the institutes of the Leibniz Society concerned with spatial science ("5R institutes").
- The provision and maintenance of the spatial data infrastructure for storage and processing of geo-data models which can be interlinked and analysed using geospatial and statistical software. The development and maintenance of the institute's own geo-data infrastructure uses client-server technologies. It is open towards the integration of networked services of public and specialised agencies using corresponding network technologies.
- The provision of IT-expertise for the development of web technology, such as WebGIS platforms and/or (carto-)graphic products to enable easy access to research findings/results and allow public/community participation.
- The provision of the above mentioned ILS focus projects with data and services on top of the services listed above.

The objective and challenge are the development of indicators and information platforms for the observation of regions and cities over time, giving effect to changing demands of policy and research landscapes on the monitoring of urban development. New data and technical possibilities along with potentially contradictory demands on monitoring have to be taken into account. For the purpose of longterm tasks, meeting these demands requires stable sources of information over time, as well as flexibility in adaptation of information to new issues in urban development (for example, climate-sensitive urban development, new patterns of migration, etc.). An important key in this regard is constant comparison of possibilities and demands of monitoring with data-providing

public agencies and private providers and with user groups from various scholarly disciplines and levels of government. Moreover, the GuM team participates in networks of national and international partners in spatial and urban monitoring. The results are incorporated into the concepts of geo-monitoring employed at the ILS.

Products and Services

The GuM area maintains two core building blocks of spatial and urban monitoring which are available in this form at no other institution: these are the monitoring of urban regions (“ILS urban regions”) with a special delineation (“regionalisation”) in accordance with spatial-functional aspects and the development of time-series starting from 2008. On the basis of this monitoring, analyses of trends in spatial development will be regularly published by ILS scholars in the *Jahrbuch Stadtregionen* (which appears every other year) and used for further research work. The second monitoring approach follows the internationally much discussed methodology that involves transferring spatial-statistical indicators onto a unitary, small-scale grid-cell level using innovative transformation rules. Thereby, an analytical homogeneity is produced, which, due to the dependence on administratively tailored spatial references (for example, municipalities of different sizes, urban sub-divisions, square blocks), is not available in the current data landscape of municipal statistics, thus complicating small-scale research work (for example, on inner-city processes of transformation) in many ways.



The strategic goal for these two long-term geomonitoring products consists of: (a) increasing the precision of new indicators, which are the result of an analysis of the current demands of spatial and urban monitoring, (b) in the case of the municipalities panel, supplementing the current pilot municipalities (two medium-sized cities in North Rhine-Westphalia) with other participating municipalities of different sizes, (c) knowledge transfer and added-value of the use of these products by way of publications in scholarly journals, conference papers, and their incorporation in research projects (in particular, the ILS focus projects), and (d) publication in WebGIS platforms and community data services.

In addition to its own products, the GuM area facilitates in-depth knowledge of the possibilities for using relevant products of other data-providing organisations and – as a function of inhouse user demands and licensing possibilities – it durably incorporates individual datasets into the institute's geodata infrastructure (for example, data models of land use and land cover, infrastructure and topography, spatial statistics, administrative units and spatial subdivision). Other datasets are acquired as needed, prepared for inhouse use and made available to the users (for example, routing-enabled transport networks for the calculation of catchment areas, welfare and social security facilities, etc.). This also includes consultation on the use of methods of spatial analysis and of monitoring. The GuM team also participates in the preparation of research applications and the implementation of projects in disciplines involving spatial analytical methods for which geodata is relevant. The Work Group on Geomonitoring provides one platform, among others, for this interdisciplinary exchange. The Work Group regularly discusses current demands and develops conceptual strategies for extending the spectrum of data and methods.

Research Subjects in the GuM Area

As a further strategic objective, the GuM area has the declared aim of enhancing its own research profile and acquiring research funds to employ additional staff for third-party funded projects. It aims to continually modernise its equipment and expand its capacities with regard to software expertise. This also includes the supervision of doctoral theses as well as courses that are developed within the framework of mandatory subjects at the RWTH Aachen University.

Participation in the focus projects ensures that the research subjects are aligned with the overarching aims of the ILS 2018+ research strategy and the present research programme. Traditional spatial monitoring products as well as methods of data collection ("collector apps") are used in this context; innovative analytical methods are developed by synergic use of datasets from private data providers and public databases. In addition, the GuM area deals with new possibilities of spatial and urban monitoring using the latest high-resolution satellite imagery from the European Union's Copernicus Programme. Substantive focal points for research and applications for external funding are located in the domains of settlement area monitoring, integrated transport models, public health, environmental justice and neighbourhood change. The team envisages a wide variety of possibilities for the use of methods of spatial analysis. In cooperation with both in-house and external experts this will lead to research applications and projects and an increased number of journal publications.



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List of Projects (Status: January 2018)

| Project Title | Duration | Funding | Project Partners | Contact |
|---|--------------------|---|---|---|
| Funded by the European Union | | | | |
| WORKANDHOME – Reshaping Society and Space: Home-Based Self-Employment and Businesses | 10/2015 to 09/2020 | European Commission (EU), European Research Council (ERC) "Starting Grants" | University of Southampton, Department of Geography and Environment (UK); Utrecht University, Department of Human Geography and Spatial Planning (NL) | Dr. Andrea Dittrich-Wesbuer Cornelia Toppel Frank Osterhage |
| COMPASS – Comparative Analysis of Territorial Governance and Spatial Planning Systems in Europe | 09/2016 to 08/2018 | European Commission (ESPON EGTC) | Delft University of Technology (NL) (Coordinator); Academy for Spatial Research and Planning (ARL) (DE); Polish Academy of Sciences, Institute of Geography and Spatial Organisation (PL); Politecnico di Torino, Interuniversity Department of Regional and Urban Studies and Planning (IT); Hungarian Academy of Sciences, Centre for Economic and Regional Studies (HU); University College Dublin, Department of Architecture, Planning and Environmental Policy (IR) | Dr. Mario Reimer Dr. Angelika Münter |
| RELOCAL – Resituating the Local in Cohesion and Territorial Development | 10/2016 to 09/2020 | European Commission (Horizon 2020-Programme) | Itä-Suomen Yliopisto, University of Eastern Finland (FIN) (Coordinator); University of Newcastle (UK); University of Stockholm (SE); Delft University of Technology (NL); University of Luxembourg (LU); University of Lodz (PL); University of Thessaly – The South and Eastern European Development Centre (GR); NORDREGIO (SE); The James Hutton Institute (UK); Hungarian Academy of Sciences – Research Centre for Economic and Regional Studies (HUN); MCRIT (ES); Foundation Desire for Social Reflection and Openness (ROU) | Dr. Sabine Weck Dr. Jörg Plöger |

List of Projects (Status: January 2018)

| Project Title | Duration | Funding | Project Partners | Contact |
|---|--------------------|----------------------------------|--|--|
| Funded by the European Union | | | | |
| RAISE-IT – Rhine-Alpine Integrated and Seamless Travel Chain | 11/2016 to 12/2019 | European Commission (INEA) | Instituto Superiori sui Sistemi Territoriali per l'Innovazione (SIT); Istituto Internazionale delle Comunicazioni (IT); Comune di Genova (IT); Interregional Alliance for the Rhine-Alpine Corridor (EGTC) | Dr. Dirk Wittowsky Marlene Damerau |
| Funded by German Research Foundation (DFG) | | | | |
| Empirische Planungskulturforschung in schrumpfenden Städten und Stadtregionen am Beispiel von Freiraum-, Wohnflächen- und Einzelhandelsentwicklungen <i>Empirical Research on Planning Cultures in Shrinking Cities and Urban Regions as Represented by Open Space-, Living Space- and Retail Space Development</i> | 08/2016 to 07/2018 | German Research Foundation (DFG) | Ruhr-University Bochum, Department of Geography; Leibniz University Hannover, Institut für Freiraumentwicklung | Dr. Mario Reimer Peter Stroms |
| Der Einfluss der Raumplanung auf die Siedlungsentwicklung in Deutschland und der Schweiz: Eine vergleichende Analyse von Steuerungsfähigkeit und -wirkungen <i>The Influence of Spatial Planning on Settlement Development in Germany and Switzerland: A Comparative Analysis of Governance Capacity and Impacts</i> | 01/2018 to 12/2020 | German Research Foundation (DFG) | Justus-Liebig-University Gießen, Department of Geography; Swiss Federal Institute for Forest, Snow and Landscape Research (WSL) (CH) | Prof. Dr. Stefan Siedentop Sebastian Eichhorn |

List of Projects (Status: January 2018)

| Project Title | Duration | Funding | Project Partners | Contact |
|---|--------------------|---|---|--|
| Funded by German Research Foundation (DFG) | | | | |
| Where are the jobs? Stadtregionale Zentrenstrukturen im internationalen Vergleich <i>Where are the Jobs? Urban Spatial Structure and Subcentering in an International Comparison</i> | 04/2018 to 10/2020 | German Research Foundation (DFG) | TU Dortmund, Faculty of Spatial Planning (Project is handled by TU Dortmund) | Prof. Dr. Stefan Siedentop |
| Funded by Federal Ministry of Education and Research (BMBF) | | | | |
| UrbanRural SOLUTIONS – Innovationen im regionalen Daseinsvorsorgemanagement durch optimierte Unterstützung von Stadt-Land-Kooperationen <i>UrbanRural Solutions – Innovations in the Regional Management of Services of General Interest through Optimal Support for Urban-Rural Cooperation</i> | 04/2015 to 03/2019 | Federal Ministry of Education and Research (BMBF) (Innovation Groups for Sustainable Land Management) | Hamburg University of Technology, Institute for Technology and Innovation Management (coordination); University of Cologne, Institute for Public Economics; Academy for Spatial Research and Planning (ARL) – Leibniz Forum for Spatial Sciences, Hannover; District Göttingen-Osterode; Network Extended Economic Area Hannover/Region Hannover; City of Cologne | Dr. Dirk Wittowsky Jan Garde Alexandra Terhorst Janina Welsch |
| Kommunale Labore für Soziale Innovationen (KoSI-LAB) <i>KoSI-Lab – Municipal Social Innovation Labs</i> | 06/2016 to 05/2019 | Federal Ministry of Education and Research (BMBF) (Funding initiative „Kommunen innovativ“) | TU Dortmund, Sozialforschungsstelle; Wuppertal Institute for Climate, Environment and Resource; City of Dortmund, Economic Development; City of Wuppertal, Business Unit Citizen Participation, Law, Investment Management, E-Government; Zentrum für gute Taten Wuppertal e. V. | Ralf Zimmer-Hegmann Mona Wallraff |

List of Projects (Status: January 2018)

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| Funded by Federal Ministry of Education and Research (BMBF) | | | | |
| Kleinstadt macht Leute, Leute machen Kleinstadt: Innovative Anreizsysteme für aktive Mitgestaltung im demografischen Wandel am Beispiel Weißwasser/ Oberlausitz <i>Co-creating the Town – Innovative Solutions to the Stimulation of Civic Engagement in the Context of Demographic Change – The Case of Weißwasser/O.L.</i> | 06/2016 to 05/2019 | Federal Ministry of Education and Research (BMBF) (Funding initiative „Kommunen innovativ“) | City of Weißwasser; cityclub of Weißwasser e. V. | Dr. Robert Nadler Dr. Olivia Kummel |
| KlimaNetze. Transformationen im Klima- und Ressourcenschutz durch die Gestaltung von Governanceprozessen <i>ClimateNetworks. Transformations in Urban Climate Mitigation and Resource Protection by Designing Governance Processes</i> | 10/2016 to 06/2019 | Federal Ministry of Education and Research (BMBF) (Funding initiative „Nachhaltige Transformation urbaner Räume“) | RWTH Aachen, Chair for Technology and Organization (IfS) and chair for Planning Theory and Urban Development (PT); City of Bielefeld; City of Darmstadt | Dr. Martin Stark Johannes Vogelsang Runrid Fox-Kämper |
| DoNaPart – Psychologisches und zivilgesellschaftliches Empowerment durch Partizipation im klimaneutralen Stadtbau <i>DoNaPart – Psychological and Communal Empowerment through Participation in Sustainable Urban Reconstruction</i> | 11/2016 to 10/2019 | Federal Ministry of Education and Research (BMBF) (Funding initiative „Nachhaltige Transformation urbaner Räume“) | FH Dortmund; City of Dortmund; Wuppertal Institute for Climate, Environment and Resource | Dr. Andrea Ditttrich-Wesbuer Moritz Hans |

List of Projects (Status: January 2018)

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| Funded by Federal Ministry of Education and Research (BMBF) | | | | |
| TRASIQ – Transformative Strategien einer integrierten Quartiersentwicklung: Bewertungsoptionen für Schwarmstädte <i>Transformative Strategies for an Integrated Urban Quarter Development: Plans of Action and Assessment of Options for German High-Influx Cities (so-called "Schwarmstädte")</i> | 01/2017 to 12/2019 | Federal Ministry of Education and Research (BMBF) (Funding initiative „Nachhaltige Transformation urbaner Räume“) | Öko-Institute – Institute for applied ecology (Verbundkoordination); German Institute of Urban Affairs (DIFU); Schader-Foundation; Science City Darmstadt Office for Economy and Urban Development; City of Griesheim | Ralf Zimmer-Hegmann Sebastian Eichhorn |
| Werkzeuge und Methoden zur Erstellung kleinräumiger Bevölkerungsprognosen und Wirkungsszenarien in der interkommunalen Kooperation (WEBWiKo) <i>Tools and Methods to Conduct Small Scale Population Projections and Impact Scenarios in Intermunicipal Cooperation (WEBWiKo)</i> | 04/2017 to 09/2019 | Federal Ministry of Education and Research (BMBF) (Funding initiative „Kommunen innovativ“) | Kommunalverbund Niedersachsen/Bremen e.V.; City of Bremen/ statistical office; regio gmbh, Institute for Urban Development and Information Systems, Oldenburg; Department for Computing Science at Carl von Ossietzky University Oldenburg, Oldenburg (OFFIS) | Dr. Karsten Rusche Thomas Handke |
| MobiliSta – Mobilitätsräume abseits der autogerechten Stadt. Eine multimodale und sozial-ökologisch gerechte Anpassungsstrategie am Beispiel Bielefeld <i>MobiliSta – Going beyond the Automotive City Paradigm. A Multimodal and Sustainable Transformation Strategy on the Example of the City of Bielefeld</i> | 10/2017 to 09/2020 | Federal Ministry of Education and Research (BMBF) (Funding initiative „Umsetzung der Leitinitiative Zukunftsstadt“) | City of Bielefeld; Bielefeld Marketing GmbH; FH Bielefeld, Faculty of Social Sciences; MCC Berlin; Mobiel GmbH (an associated partner) | Dr. Kathrin Konrad Dr. Dirk Wittowsky |

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| Funded by Federal Ministry of Education and Research (BMBF) | | | | |
| Integration durch kooperative Freiflächenentwicklung – Reallabore zur Stärkung sozial-ökologischer Entwicklung in Anknüpfungsquartieren (KoopLab) <i>Integration through Cooperative Development of Open Spaces – Real-World Labs Strengthening the Socio-Ecological Development of Arrival Neighbourhoods</i> | 01/2018 to 12/2020 | Federal Ministry of Education and Research (BMBF) (Funding initiative „Umsetzung der Leitinitiative Zukunftsstadt“) | Helmholtz Centre for Environmental Research (UFZ), Leipzig; Institute for Research on Migration and Intercultural Studies (IMIS), University of Osnabrück; Plan zwei; Stadtplanung und Architektur GbR, Hannover; ANNALINDE gGmbH, Leipzig; City of Dortmund, Ombudsstelle für Bürgerinteressen und -initiativen; Planerladen e. V., Dortmund | Dr. Heike Hanhörster Nils Hans Mona Wallraff |
| NEILA – nachhaltige Entwicklung durch interkommunales Landmanagement in der Region Bonn/Rhein-Sieg/Ahrweiler <i>NEILA – Sustainable Development through Inter-Municipal Land Management in the Bonn/Rhein-Sieg/Ahrweiler Region</i> | 03/2018 to 02/2023 | Federal Ministry of Education and Research (BMBF) (Funding initiative „Stadt-Land-Plus“) | TU Dortmund, Faculty of Spatial Planning (coordination); City of Bonn; Rhein-Sieg region; District of Ahrweiler; WWG Königswinter | Dr. Angelika Münter Dr. Andrea Dittrich-Wesbuer |
| Funded by other third parties | | | | |
| Die altersfreundliche Stadt – Autonomie und nachhaltige Mobilität im Zeichen des Klimawandels (Interdisziplinäre Juniorforschungsgruppe autonomMOBIL) <i>Age-friendly City – Autonomy and Sustainable Mobility in the Context of Climate Change – (autonomMOBIL)</i> | 03/2014 to 03/2018 | Fritz und Hildegard Berg- Foundation | University of Stuttgart, Chair of Sport and Health Sciences; Goethe University Frankfurt/Main, Chair for Interdisciplinary Ageing Sciences; University of Stuttgart, Institute of Landscape Planning and Ecology; Robert-Bosch-Hospital Stuttgart, Clinic for Geriatric Rehabilitation | Kerstin Conrad Prof. Dr. Stefan Siedentop Dr. Dirk Wittowsky |

List of Projects (Status: January 2018)

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|--|--------------------|--|--|--|
| Funded by other third parties | | | | |
| Vulnerabilitäts- und Resilienzprofile städtischer Systeme (Graduiertenkolleg Resilienz in Zeiten von Unsicherheit und Ambivalenz) <i>Vulnerability- and Resilience-Profiles of Urban Systems (Graduate School Resilience in Times of Uncertainty and Ambivalence)</i> | 04/2015 to 03/2018 | Foundation "Stiftung Umwelt und Schadenvorsorge der SV Sparkassenversicherung/ Gebäudeversicherung", Stuttgart | University of Stuttgart, Institute for Urban Design and Institute for Social Sciences; TU Dresden, Chair of Environmental Development and Risk Management; Karlsruhe Institute of Technologie, Institute of Meteorology and Climate Research | Martin Schulwitz Prof. Dr. Stefan Siedentop |
| Verkehrlich-städtebauliche Auswirkungen des Online-Handels <i>Impacts of Online Trade on Traffic and Urban Development</i> | 11/2015 to 01/2018 | Federal Institute for Research on Building, Urban Affairs and Spatial Development (BBSR) (Research Programme „ExWoSt“) | Prognos AG, Berlin; KE-CONSULT Kurte & Esser GbR, Transportation and Business Consultants, Köln | Dr. Kathrin Konrad Dr. Dirk Wittowsky Dr. Sören Groth Anna-Lena van der Vlugt |
| Monitoring und Evaluation „Gute Wege zur guten Arbeit“ <i>Monitoring and Evaluation "Gute Wege zur guten Arbeit"</i> | 01/2016 to 06/2018 | Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety (BMUB)/ National Climate Initiative; Auto Club Europa e. V. (ACE) | Eco Libro GmbH, Troisdorf; Office for Mobility Consulting and Moderation, Wasserliesch; K+K Küpper Kommunikation, Bonn | Mechtild Stiewe Dr. Dirk Wittowsky |
| Urbane digitale Produktion: Interaktionsformen für die adaptiven Produktionssysteme der digitalen Wirtschaft in Ballungsräumen <i>Urban Digital Production – Interaction Forms for the Adaptive Production Systems of the Digital Economy in Agglomerations</i> | 05/2016 to 02/2018 | Ministry of Innovation, Science, Research and Technology (now: Ministry of Culture and Science) of the State of North Rhine-Westphalia | Fraunhofer UMSICHT, Oberhausen; Wissenschaftsforum Ruhr e. V.; Grönemeyer Institute of Micro Therapy, Bochum (GIMT); Economic Research and Policy Advice (RWI), Essen | Frank Osterhage Martin Schulwitz Cornelia Toppel |

List of Projects (Status: January 2018)

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|---|--------------------|---|--|--|
| Funded by other third parties | | | | |
| Soziale Integration im Quartier: Förderung von Netzwerken und Begegnungen in benachteiligten Sozialräumen <i>Social Integration within Urban Neighbourhoods: Promoting Networking and Encounters in Disadvantaged Areas</i> | 09/2016 to 08/2018 | Forschungsinstitut für gesellschaftliche Weiterentwicklung (FGW) (funded by the Ministry of Innovation, Science, Research and Technology (now: Ministry of Culture and Science) of the State of North Rhine-Westphalia) | Ruhr-University Bochum, Department of Geography; Planerladen e. V., Dortmund | Dr. Heike Hanhörster Isabel Ramos Lobato |
| Integrierte Monitoring- und Steuerungssysteme für die Wasserwirtschaft (Interdisziplinäre JRF-Junior-Forschungsgruppe „Wasser in der Stadt der Zukunft“) <i>Water in the City of the Future / Integrated Monitoring and Control Systems for Water Management</i> | 10/2016 to 09/2019 | Foundation "Stiftung Zukunft NRW" | RWTH Aachen, Research Institute for Water and Waste Management; Rheinland-Westphalian Institute for Water (IWW), Mülheim/ Ruhr | Benjamin Scholz Prof. Dr. Stefan Siedentop Dr. Andrea Dittrich-Wesbuer |
| Grundlagenuntersuchung Mobilität im Rahmen des Dialog- und Planungsprozesses zum Agglomerationskonzept für die Region Köln/Bonn <i>Mobility Study Köln/Bonn Region</i> | 11/2016 to 02/2018 | Region of Köln/Bonn e. V. (EFRE 2014 to 2020) | Planung Transport Verkehr (PTV Transport Consult GmbH) | Dr. Dirk Wittowsky Jan Garde Juliane Kemen |
| Prozessbegleitende Evaluation im Rahmen der Umsetzung der Sozialen Stadt „Mülheimer Innenstadt“ <i>Evaluation of Federal programme "Socially Integrative City Programme" City Centre Mülheim</i> | 01/2017 to 12/2020 | City of Mülheim an der Ruhr | StadtRaumKonzept GmbH | Mona Wallraff Ralf Zimmer-Hegmann |

List of Projects (Status: January 2018)

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| Evaluation Sonderprogramm Städtebau/ Projekt „Flüchtlinge im Stadtumbau in Altena“ <i>Evaluation of the Project "Refugees and Urban Redevelopment in Altena"</i> | 03/2017 to 12/2018 | City of Altena | - | Ralf Zimmer-Hegmann Nils Hans |
| Evaluation des Projekts „mobil-gewinnt“ – Betriebliches Mobilitätsmanagement im Rahmen des Aktionsprogramms Klimaschutz 2020 <i>Evaluation of the Project "mobil-gewinnt" – Mobility Management as Part of the Climate Protection Action Programme</i> | 08/2017 to 08/2018 | ACE – Autoclub Europa | Bundesdeutscher Arbeitskreis für Umweltbewusstes Management (B.A.U.M.) e. V. und der B.A.U.M. Consult GmbH | Mechtild Stiewe Dr. Dirk Wittowsky |
| Chancen und Vorbedingungen der Smart City als interdisziplinärer Inkubator der Energiewende <i>Opportunities and Preconditions of the Smart City as an Core Aspect of the Energy Transition</i> | 09/2017 to 02/2018 | Leibniz Research Alliance "Energy Transition" | University of Kiel, Leibniz Institute for Science and Mathematics Education (IPN); Leibniz Institute for Research on Society and Space (IRS), Erkner | Dr. Dirk Wittowsky |
| Climate Change Impacts on Migration and Urbanization (IMpeTUs) | 01/2018 to 01/2020 | Leibniz Collaborative Excellence funding programme (SAW) | Potsdam Institute for Climate Impact Research; Social Science Research Center Berlin (WZB); City University of New York (CUNY) | Prof. Dr. Stefan Finke Jigeeshu Joshi |

Research Programme

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2018 - 2020

Urban Research in Challenging Times