

# Unit 2: Topic 5b The UK's Evolving Human Landscape– London case study

## What is the significance of site, situation and connectivity of London?

**Site:** Located on the Thames River, the land is flat as it is on the **flood plain**. Located on the Thames as this was a **'bridging point'** during Roman times. Romans bridged the Thames after their arrival in Britain in 43AD. The site they chose was the last place the Thames was shallow enough to cross. Economically this meant that businesses started in the area and trade soon started. Market traders originally met there but the new bridge met. With the market came houses and within decades a significant town – 'Londinium'.

**Situation:** London is a very well connected city. It is **situated** in the south east of England, in Western Europe. The M25 runs around London. A number of other motorways lead to London. These include the M1, M11 and M23 meaning quick access to other cities across UK. There are **5 airports** meaning tourists and trade are easily attracted- London can be considered a **global hub** for air travel. Ferries and Eurotunnel allow for further increase in trade which helps to boost FDI.

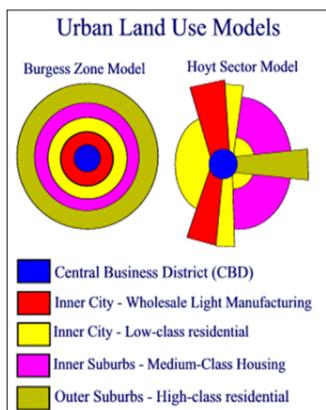


## What is the significance of London?

Regional Significance	National Significance	Global Significance
Inner London's GDP per head was 328% of the European Union average in 2010.	The UK's fastest rail services link London and major UK cities. Manchester and Birmingham each have 3 fast services an hour.	Being close to Europe, London can trade by sea or air quickly.
The capital generates 22% of UK GDP despite accounting for only 12.5% of the UK population.	Most major A roads and motorways lead to London, linking it with other major cities. It's a radial network- roads converge in London like spokes of a wheel.	London is a major 'world cities'. London has kept its position because of its connectivity. It has the world's second largest airport at Heathrow. But, add together international passengers at all its airports and it is by far the world's largest 'international air hub'.

## What is the structure of London?

London's structure is more complex than both the Burgess model and the Hoyt model. Its main economic function has shifted to the Docklands and now includes world famous building like Canary Wharf. In some ways you could say London has 2 CBDs, many businesses and tourists are attracted to Central London and as with the Burgess model the city becomes more suburban in its function as you get further out. Housing age decreases and in many areas we are seeing new development in residential areas. With the internet and transport businesses are starting to move out of town for cheaper rent, they are 'footloose'. Environmental quality improves as you get further out, there is less traffic and pollution and population density decreases.



## Central Business District (CBD)

The CBD is the oldest part of the city and is where most of the offices are found. London's radial roads mean that its very accessible from all parts of London. This leads to higher land values which make it high density, therefore buildings are built high to maximise value. London's CBD has expanded recently to include Oxford Street in West London and Canary Wharf in East London. Central London benefits from large parks e.g. Hyde Park but also has the UK's worst air quality due to traffic.

## Inner city/Inner suburbs

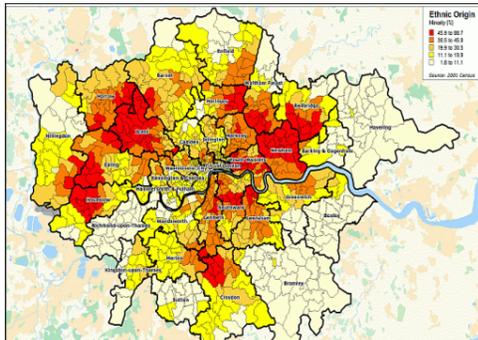
In the Industrial Revolution, factories and densely packed terraced housing were built close to central London. A few high-income suburbs also developed whose population (rich upper-class) wanted to be close to the city. The inner suburbs are very varied – Kensington is one of the world's most expensive suburbs. Hackney is an area of old factories and new flats. Large houses are now being divided into flats for rent. The environmental quality varies between run-down areas (Hackney) and Kensington.

## London's urban-rural fringe

Where the city meets the countryside is the urban-rural fringe. Almost every house has a garden, so building density is lower. Most houses were built in the late 20<sup>th</sup> century and there is some industry, near underground, but the area is mainly residential. Environmental quality is much higher.

## How is migration affecting London?

Most migrants are adults aged between 18-35. Migrants from within the UK tend to be graduates from UK universities seeking work and a London lifestyle. International migration consists of skilled and unskilled workers.

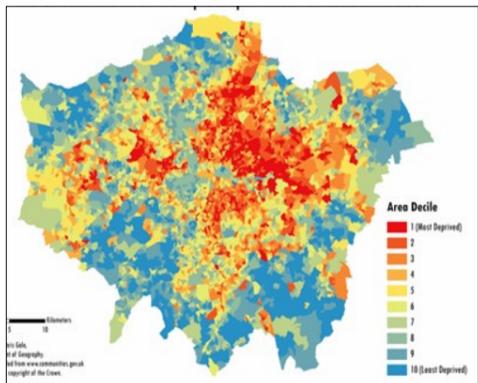


**Skilled workers** – take up well-paid jobs in the knowledge economy in London. Migrants with particular skills get jobs when there are not enough skilled people in the UK. Most migrants tend to be white, high-qualified professionals from the EU, USA, South

Africa and Australia. **Unskilled workers** – do jobs unwanted by UK workers (refuse collection), unsociable hours (pizza delivery). Construction, hotel and restaurant companies would not have enough workers without them. any come from the EU, but also India, Pakistan, Bangladesh and West Africa. Most recent migrants seek cheap rented accommodation. They aren't eligible for social housing so take private rented property in inner city areas. Clusters of particular ethnic communities develop which help defend migrants from discrimination, support ethnic shops and services and help to preserve cultural distinctiveness. **Brick Lane** is an example of immigration playing a role in changing culture, restaurants, shops selling saris and a mosque are all evidence of this.

## What are the patterns of inequality in London?

The **Index of multiple deprivation (IMD)** measures inequalities across cities. In London inequality is highest in East London. Traditionally the London **docks** were in this area, **transport links** were poor to reduce potential for robbery as a result few businesses were located here. This means a **negative multiplier effect** where people don't have jobs, there is less tax paid, councils have less to invest in education and services so people get worse jobs. In 2012, over 2 million people lived in poverty (28% of the population). Incomes in London are more unequal than any other part of the UK.



## How do Newham and Richmond upon-Thames compare?

Newham is one of London's most deprived areas while Richmond is one of the wealthiest. Incomes were low in Newham, so more students are on free school meals. Incomes in Richmond are twice as much on average than Newham. The percentage of those with degree qualifications is much higher which allows people to get better paid employment. Health of those in Newham is worse, with more people having a limiting long-term illness which limits people's ability to learn and work. In both areas, percentage of 19 year olds without qualifications is high, meaning they are limited to unskilled jobs.

	Newham	Richmond
People with long-term illness	12.3	7.6
Premature deaths (before 65/100 000)	210	121
% with 5 GCSEs A*-C	38	37
% adults with degree	26	64

## Why is there inequality in London?

**Deindustrialisation** London's dock closed in 1981, due to the use of containers to transport goods by sea. The new container ships were larger so ports moved downstream where the water was deeper. Industries that relied on the port moved too. Industries in London's biggest manufacturing area closed down. In 2001, only 7.5% people worked in manufacturing, from 30% in 1971.

**Depopulation** - Closures had a massive impact on communities. East London had an unemployment rate of 60% in some areas. People left in search of work – over 16% of the population left inner London suburbs between 1971-1981 (500 000 people!)

## What challenges have been created by the changes in London?

**Suburbanisation** – depopulation speeded up a process whereby outer London suburb gained people that left inner London suburbs. Flats were replaced by houses with a garden. Over 1.5 million left London between 1951 – 1981. Reasons for suburbanisation include: Underground was established by 1930 so workers could be in the inner city in 30 minutes. Electrification of surface rail made it easier to travel to London from further away e.g. Guildford which is 50km away **Decentralisation**- Shift to the suburbs meant people spent their money there. People began to shop by car, not train and this shifted the shopping activity and employment from the CBD towards: **Out of town shopping centres** – developed undercover shopping to attract customers e.g. Treaty Centre, Hounslow **Retail parks** – built away from suburban shopping centres but close to major circular roads **Business parks** – areas for employment e.g. Stockley Park near Heathrow **E-commerce** – buying online has further decreased the shopping e.g. Amazon

How has urban living in London been made more sustainable and improved quality of life?		
	Aim	Outcome
<b>Transport</b>	Reduce greenhouse gas emissions	Congestion charge introduced in 2003 to encourage more people to use public transport. All London buses are hybrid which reduces CO2 emissions 4500 electric vehicle charging points to be in place by 2018
<b>Employment</b>	People encouraged to work from home ½ days a week	Number of people who work from work increased from 4.3% to 8.6% in 2012 Increase in flexible working hours which helps people avoid rush hour/ pay cheaper fares
<b>Affordable housing</b>	To increase the amount of affordable housing	East Village in Stratford has 50% affordable housing but still need to earn £60 000! Shared ownership is becoming more common – own part of a property and rent the rest
<b>Energy efficiency</b>	To promote sustainability	BedZED has 100 apartments and offices – it uses 81% less energy for heating, 45% less electricity, recycles 60% of waste and 58% less water. It is London's only project though.
<b>Green Spaces</b>	Increases quality of life	Can lead to loss of farmland and loss of rural scenery. The Green Belt around London could be in trouble – it is close to London and ideal to build houses
<b>Waste</b>	Reduce household waste by 10% by 2010	Re-using waste and providing accessible recycling/ composting services (bins everywhere) Developing waste-burning power stations to create heat and power

## How have parts of London experienced economic and population growth?

More recently (during the 1980s) the Docklands and East London have experienced regeneration. Government investment in attracting business (Special economic zones – low taxes) and more transport links (Jubilee line, East London line, DLR). This has had a positive multiplier effect. More job opportunities attracts more people which means more income and facilities are created. Gentrification (the movement of wealthier people into the area) and studentification (arrival of students in increasing numbers) means that the culture of the area changes, there are more cafes, restaurants and shops which at times can be unaffordable for the 'locals'. As the area becomes more popular house prices increase and 'local's are 'forced out'. Stratford has also undergone regeneration through the Olympics. This has changed people's perception of the area 'rebranding' and is attracting people into the area.

## How have regeneration and rebranding of the city had positive and negative impacts on people?

Positive impacts	Negative impacts
Transport links were improved – the new DLR and Jubilee Line. Transport links are running expanded hours (buses 24 hours), Eurostar, city airport, cycle lanes	Many local people were forced out. 36% of the local people were unskilled workers living in social housing – they weren't qualified for the jobs available (Borough of Newham)
The environment has been improved and quality green space created e.g. Olympic village - Biggest urban park in Europe	Traditional businesses closed and were replaced with services for the wealthier population (expensive restaurants)
Businesses have been attracted back, creating jobs and investment	Existing communities were destroyed, local people were moved to new towns and estates on the edge of London (Chigwell, Essex)

## How is London interdependent with its rural surroundings?

Chelmsford's population has increased from 58 000 in 1971 to 168 000 in 2011. It's population growth is due to people migrating from London. This works well for people as high London salaries mean that rail tickets are affordable and house prices are much cheaper. London relies on the rural-urban fringe as there are not enough people living in London to work, 650000 people **commute** to central London. Rural-urban fringe areas benefit from higher salaries paid in London but residents have to deal with crowded commuter trains and congested roads. Housing estates are built on the edges of London, so the fringes shift outwards so Greater London changes from outer suburbs, to green belt to dormitory towns (during the day empty, commuters return to sleep and eat) to villages to rural landscape. London relied on the surrounding rural areas for food – many farmers sell their produce to supermarkets and wholesalers who transport it into the city. Also, many rural people travel into London to do some of their shopping as there is a greater selection of shops.

