PART 1:

CHANGES IN RURAL SETTLEMENT
DEFINITIONS

Rural Landscape: A mental/visual picture of a countryside as how it is perceived.

Green Belt: Areas of open land retained around city where development is restricted.

Counterurbanisation: The process of decentralization where an increasing number of urbanites, especially the affluent ones, move from large urban areas to smaller urban areas and rural areas.

Rural Depopulation: The decrease in population of rural areas – by out-migration and falling birth rates (as young people moved away to urban areas).

Urbanization of Poverty: The increasing concentration of poverty in urban area sometimes due to rural-urban migration.
DEFINITIONS

Counter-urbanization: A process of population decentralization where an increasing number of people move out of large urban areas to rural areas or smaller urban settlement – RURAL POPULATION TURNAROUND

Urban Revolution: A major change in the form and growth of settlement due to technological advance.

Urbanization: A process whereby an increasing proportion of the population in a geographical area lives in urban settlements

Urban growth: The absolute increase in physical size and total population of urban areas
DEFINITIONS

The Cycle of Urbanization: A model comprising of urban changes from the growth of a city to counterurbanisation through to reurbanization

Suburbanization: The outward growth of town and cities to engulf surrounding villages/ rural areas

Reurbanization: A process where a population of a city, after a period of clear decline, begins to rise again

Land use Zoning: A mapping exercise by local government which decides how land should be used in the various parts of a town or city
DEFINITIONS

Gentrification: A process in which wealthier people move into, renovate and restore run-down housing in an inner city or other neglected area. Such former housing may be occupied by lower income group—with tenure shifting from private rented to owner occupied.

Accessibility: The relative ease with which a place can be reached from other locations

Global city: A city that is judged to be an important nodal point in the global economic system
WHAT IS A RURAL AREA

Less densely populated land – recognized by the visual countryside look

Identified by the Social, Demographic, Economic Factor

Economy dependent on Primary activity
RURAL URBAN CONTINUUM

• Used to explain the fact that there is no sharp difference between a rural area and an urban area
• Instead – there’s a gradation
THE INDEX OF RURALITY

• Introduced by Paul Cloke in 1979

• 16 Indexes (Population density, functions, socio-economic factors, size of towns etc.)

• Determines from extreme rural to intermediate rural

Cloke’s index of rurality

- Occupational structure
- Pop density
- Household amenities
- % of pop 15-45
- Distance from nearest urban centre of 50,000
- Occupancy rate (% of pop at 1.5 per room)
- % of pop resident <5yrs
- % of people working outside settlement
- % change in pop
- Pop >65
RURAL – URBAN CONTINUUM

The Rural-Urban Continuum

Most remote rural settlement

Highly Urbanized Area
THE CONTINUUM

Isolated Farmstead
Hamlet
Village
Town
City
Metropolis
Conurbation
Megalopolis
THE CONTINUUM

Isolated Farmstead

Hamlet: A small settlement with population under 100 – has no core like a church or inn

Village: A cluster of human settlement or community – more human activities

Town: an urban area that has a name, defined boundaries, and local government, and that is generally larger than a village and smaller than a city.

City: A large permanent urban settlement with a more definitive administrative system – good transport linkages, utilities and sanitation system.

Metropolis: A Metropolis is a large city which acts as a significant economical, cultural and political center for a region – it is also a hub of international commerce, connections and communication

Conurbation: A large urban region comprising of cities and large town that through population growth and physical expansion, have merged to form a continuous urban industrially developed area

Megalopolis: A chain of roughly adjacent large metropolitan area
PATTERNS OF SETTLEMENTS

1. Isolated
2. Dispersed
3. Loose-Knit
4. Linear
5. Nucleated
6. Ring/ Green
7. Planned
ISOLATED

- Extreme difficult conditions (Cold weather – low population, Dangerous Rainforest – Amazon tribes, Bases of the Himalayas – Altitude issues)

- Natural Resources insufficient (Oasis at Sahara deserts/ Silk Roads/ Kalahari) …. Extreme rural areas may have this as well

- Planned (Canadian Prairies)
DISPERSED

- Farm houses separated by large farm areas
- No nucleation
- Hamlets with 2-3 housings
- Scottish Highlands (Along the roads but not continuous), English Plain, German plain, Sub-Saharan Africa
NUCLEATED

- For economic, Social and defensive purpose
- People cluster for defenses against war (British rural areas)
- Areas of resources (e.g. Water Well in African countries)
- Valley region
- River confluence
LINEAR

- Along roads
- Rivers
- Transport lines
- People want close proximity to transportation network
- People want to be close to rivers
LOOSE-KNIT

- Similar to Nucleated
- However: Settlements are not that clustered – spaces between them
- Farm lands kept them apart
- Referred to rural settlements
PLANNED

- Some of the early settlements have been planned (Pompeii - York)
- Suburbanized villages (Cities fringes in the USA)
GREEN - RING

- A village built surrounding a circular field
- For communal/ religious purposes
- E.g. Maasai in Serengeti
THE ORIGINAL PERCEPTION OF A RURAL AREA

Tight Community – people know each other

Great family ties

Homogeneity – same languages, culture

Stronghold in religion

Less differences or less expressed differences between class

Less physical or social mobility
WHY HAS RURAL AREAS/LANDSCAPE CHANGED?

- Migration (rural-urban and urban-rural) (LEDCs)
- Urban growth - leads to urban sprawl - the outward expansion of metropolitan area (LEDCs)
- Migration – Urban to Rural (MEDCs)
- Technological changes (MEDCs)
- Rural planning policies (MEDCs)
- Government funding (MEDCs)
HOW HAS THE RURAL AREAS CHANGED

• Easily affected by: Social, Economic, Environmental changes
• Farmland: Reduced (depopulation)
• Abundance of spaces
  - Manufacturing industries
  - Natural reserves/ National Park
  - Tourism
• In-Migration of affluent, mobile classes
HOW RURAL AREAS CHANGED - MEDC

1. Rural-urban migration – people in rural areas move out of villages

2. Movement of people in the cities into rural areas (due to: Counterurbanisation, gentrification, Urban Sprawl) – middle class people exploiting the cheap land cost

3. Changes in services/industries – recreations, tourism, natural conservation

4. Housing prices are pushed up due to increased demands

5. Changes in agriculture – less employment in primary sector

6. Farm diversification

7. Decline in services/public transport due to lower pop. density
1. CHANGES IN AGRICULTURE

- Increase in Farm sizes – leads to less hedgerow – an important ecological network
- Wages reduced – farmers are among the poorest people
- A decline in farm works (ESPECIALLY IN MEDCS)
- Leads to farm diversification – uses of farm areas for other industries (Tourism)
- If too many farms diversify
- Then: Oversupply - decline
2. RURAL SERVICES DECLINE

- Services: Shops, Post offices, Healthcare, Activities, transport
- Basis for a community
- A sense of belonging and sustainable future (keeps people from moving out)
- The recent decline in services: Cause the reduction in quality of life
- ’Forgotten city of disadvantage’
PROCESS OF RURAL SERVICE DECLINE

People, especially the young, leave for more opportunities in urban areas.

Employers find it difficult to recruit labour.

Less money, less employment and fewer people leads to shops and services declining.

People notice the decline and the lower quality of life.

Less investment happens in the area and businesses shut.
MAJOR CAUSES OF RURAL SERVICE DECLINE

1. Rural – urban migration
2. Government concentrating more on urban
3. Market forces (Arrival of supermarkets in local areas)
4. Changing patterns of rural population (different shopping/ consumer pattern)
5. Change in rural population’s expectations (wanting better services)
3. COUNTER-URBANIZATION AKA RURAL TURNAROUND

- The movement of people from urban areas to rural areas (Socio-economic, Demographic reasons – to a lesser extent: movements of economic activities)

- Counter-urbanization may occur just beyond the Green Belt (commuting is possible)

- Dormitory settlement - a rural settlement which has become increasingly urbanized in recent decades and is largely occupied by people who work in nearby urban areas.
MORPHOLOGICAL EVOLUTION OF URBANIZED VILLAGES

- Introduced by Hudson R. IN 1977
- Shows the development of rural villages overtime
  1. Changes in land use – conversion of working buildings into houses – Open spaces dedicated to infills
  2. Ribbons development along roads leading out
  3. Additions of private or council house estates
GROWTH OF RURAL AREAS
* THE CONCEPT OF KEY VILLAGES

- METROPOLITAN AREAS/ DEPOPULATING AREAS
- The concentration of services
- Amenities in an area can satisfy
- Essential needs of the villages/ hamlets around the area.
- Assured threshold population
- Reduce the decline of services
*CHARACTERISTICS OF KEY VILLAGES*

- Existing Services
- Existing employment (Other than farming)
- Accessible by road
- Bus/ Rail services
- Public Utilities
- Land Value is high enough for development
- Proximity to Urban centre/ accessible to urban center
THE CONCEPT OF SECOND HOME

URBANITES PURCHASING SECOND HOMES IN RURAL AREAS

Larger threshold population for rural services
Higher employment
Improved landscape
Exposure to high price market
Less demand on resources
Taxes increase finance of local communities

Installation of costly facilities/infrastructures
Higher prices of housings
Future amenities scheme hindered by higher land prices
Agricultural land fragmented
Environmental issues
Visual degradation – construction done wrongly
Distraction from local works
Cultural issues
THE CONCEPT OF GREEN BELT

Having an area around an urban metropolis where development can not take place – to protect rural areas from being interfered by urban development.
RURAL TRANSPORT PROBLEM

- Increase in Car ownership
- Public Transport Decline
- Isolates the poor, the elderly, the young (those without cars)
- Reduction in public transport affected low income household
- Prices of fuel increase – worsened the situations
PART 2

URBAN TRENDS AND ISSUES OF URBANIZATION
THE FIRST CITIES – FIRST URBAN REVOLUTION

- From Gordon Childe – the idea of urban revolution
- First cities emerge 5500 years ago
- Cradle of civilization areas: The Fertile crescent
- A form of defense, settlement growing from agriculture, place of worship, a community-based settlement with hierarchies and state laws – idea of traditional trade/commerce possibly commencing
- Cities founded along shorelines – Indian ocean trades
THE INDUSTRIAL REVOLUTION

• In the 19th Century
• The second urban revolution – a result of industrialization
• Mass production caused by industrialization
• Led to concentration of economic activities, employment, and hence population
• Industrialization/ urbanization – hand in hand
POST 1950 URBAN EXPLOSION

- Urbanization/ economic progress – always stick together
- HOWEVER
- After 1950
- Development of urban areas in developing world > economic progress
- Due to the introduction of capitalism/ transnational company/ government concentration of policy
- Leads to rural-urban migration
- Urban explosion
CURRENT PATTERN

- The most urbanized countries (meaning countries with most of the population in urban areas) – MEDCs
- The highest rate of urban growth are in LEDCs
- The rate of rural urban migration has been increasing in LEDCs
- Whereas in MEDCs – counterurbanisation is the dominant process
CURRENT PATTERN

- By 2025 – 80% of urban dwellers – developing world
- Since 1970 – urban growth has been declining in MEDCs
THE CYCLE OF URBANIZATION

• A model to show the development of urban settlement in modern periods

1. Urbanization
2. Suburbanization
3. Counterurbanisation
4. Reurbanization
SUBURBANIZATION

• Can occur due to improvement in transport
• Can occur with government policies
• Usually a middle class phenomenon
• Growth of suburban area – leads to council housing/housing projects – usually more expensive
• Goes hand in hand with growth of infrastructures, services, commerce

https://en.wikipedia.org/wiki/Suburbanization

SUBURBANIZATION

REASONS FOR SUBURB GROWTH:
1. Government support house building – subsidies (may want to solve inner urban area problems)
2. Local authority provides standard amenities
3. Low Interest rates
4. Public transport route
5. Road networks

(TO LINK TO CBD)
REURBANIZATION

• When an area in a city experience urban decay
• Urban decay can arise from pollution, overpopulation, unemployment, inadequate housing [Processes alluded to constraints]
• Government’s incentives and projects allow movement of people back into these areas
• Redevelopment/ Renewal may play a part
• May also be the result of immigrants moving in e.g. London – inner cities attract young migrants
• Natural Increase

• [Link to the article: http://www.academia.edu/2950073/REURBANIZATION_AS_AN_OPPORTUNITY_TO_ENHANCE_URBAN_RESILIENCE_THE_CASE_OF_NORTHWESTERN_IBERIAN_PENINSULA]
ISSUES WITH URBANISATION

The issues with urban development
COMPETITION FOR LAND

• All urban areas see this competition for land areas
• Measures: Land prices, rental cost
• A result of free market – however urban areas are not always shaped by free market
• Land use Zoning by government can affect this
competition for land

Drivers (underlying causes)

Socio-economic and technology factors
- Technology
- Trade
- Macroeconomics
- Infrastructure investments
- Commodity price changes
- Market failures

Societal trends
- Population growth
- Agricultural intensification
- Dietary preference
- Non-food goods and services
- Urbanization
- Economic development
- Migration patterns
- Cultural factors

Institutional factors
- Land distribution
- Land tenure security
- Land-use policies
- Regulations and degree of illegality
- Institutional capacities
- Governance

Pressures (direct causes)

Natural causes
- Hurricanes
- Natural fires
- Pests
- Floods
- Water availability
- Global warming

Land transition
- Crops and pastures
- Urban sprawl
- Road building
- Forest clear-cutting (e.g., pulp, paper)
- Oil and mining

Land degradation
- Logging
- Induced fires
- Over-grazing
- Firewood over-harvesting
- Defaunation
LAND USE ZONING - SINGAPORE
FIXING THE URBAN ISSUES

URBAN RENEWAL, REDEVELOPMENT, REGENERATION, GENTRIFICATION, ACCESSIBILITY
URBAN REDEVELOPMENT

• The complete clearance of existing buildings and site infrastructure and construction of new buildings
• After urban decay
• Destruction by disasters – first world war
URBAN RENEWAL

- Keeps the best element of the previous urban area
- That was safeguarded by planning regulation
- Improving them to be sustainable
- Adapts to new usage
URBAN REGENERATION

- Urban regeneration
- Development of urban areas in a large scale
- After 2nd world war for example

2. Reconstruction of Canary Wharf
3. For the 2012 Olympic – Lea Valley
CUMULATIVE CAUSATION

- Economic impulses cause by a process
- Leads to self-reinforcement
- Positive feedback loop
- Upward spiral of economic development
GENTRIFICATION

- There are 2 reasons why inner city areas are occupied by high socio-economic status
  1. Originally fashionable – accessible to CBD – large open space – high quality housing – proximity to services
  2. Others – became so due to Gentrification
- Gentrification: A process coined by Sociologist Ruth Glass
GENTRIFICATION

• Gentrification: A process in which wealthier people move into, renovate and restore run-down housing in an inner city or other neglected area. Such former housing may be occupied by lower income group – with tenure shifting from private rented to owner occupied.

• People with money to buy houses

• New houses – rent prices increase
GENTRIFICATION

- Areas that can be gentrified:
  1. Attractive park – attractive to the higher classes
  2. Larger houses – good for investments, can be developed
  3. Proximity to transport route – of course

- Evidences of gentrification
  1. Many houses renovated
  2. House prices rising faster in the area in question
  3. Trendier shops appearing

https://sites.google.com/site/gg2wpdermotmitchell/history-and-explanation-of-gentrification
CHANGING ACCESSIBILITIES/ LIFESTYLE

• As cities spread
• There are less concentration of population
• People enjoy higher quality of life
• Better transport routes
• Rise of accessibility to the Urban inner areas
CHANGING ACCESSIBILITIES/ LIFESTYLE

• Increase in personal cars – mean transport system must be developed alongside

• Reasons for this:

1. Rising real incomes
2. Decentralization – forces people to use cars for commuting
3. Growth in number of households – more trips
4. Changes in family – more people working
5. Secondary schools/ university larger – less local – more trips at further distances
6. Perceived high cost/ low quality of public transport
GLOBAL CITIES

A city that is judged to be an important nodal point in the global economic system
WHAT ARE THEY?

- These are cities that have influences on the global economy – Stock markets
- Affects the international politics
- Are culturally diverse
- Conglomeration of modern cultures
- Technological developments
- Overall: they represent globalization
CHARACTERISTICS

• Demographic trend: Large population clusters, high rates of natural increase, in-migrations

• Economically developed: Manufacturing/ service centers to be found that have importance in a continental/ regional level – key nodes in global trading systems

• Cultural/ Social status: Cultural facilities attract foreign investments

• Political importance: Capital cities – benefits from high level of investment and infrastructures/ activities
Top 30 global cities by HNWI population

Number of high-net-worth individuals
- 1,000
- 5,000
- 10,000

Map by Zara Matheson, Martin Prosperity Institute
Source: The Wealth Report 2013 (Knightfrank.com)
FORCES AT WORK WITH MODERN CITIES AND URBAN MODELS

MODERN CITIES
URBAN LAND USE MODEL

Burgess, Hoyt, Ullman-Harris, Griffin/-Ford
MODELS FOR CITIES

• Cities are complex entities
• They are ever-changing and unpredictable with various forces at work
• They go through cycles discussed in the previous section of this presentation: The Cycle of urbanization - Urbanization, Suburbanization, Counter-urbanization, Reurbanization
• Various processes at work: Gentrification in inner regions, competition for land, growth of economy
• Therefore it is difficult to come up with models for the cities
• Those that were actually invented do not represent all the cities, but give rough ideas about how cities grow
BURGESS’ CONCENTRIC ZONE MODEL

- Designed by Sociologist: Ernest Burgess in 1920
- Suggest that cities expand outward from CBD
- Oldest parts in the city center
- Quality, size of houses, income of residents increase with distance from CBD
HOYT SECTOR MODEL

- By the land economist Homer Hoyt in 1939
- Took rents within a city as the major factor
- Effect of transportation/communication as the main force to shape cities
- Cities develop along transport routes – canals, roads
- Wedges radiating from CBD
- Sometimes due to physical features
- Contrast with Burgess: Thinks that rent could remain the same in certain slices
- Work better with European cities
The **Sector Model** suggests that a city grows in sectoral wedges radiating from the CBD rather than concentric rings. In his model, Hoyt is taking into account **differences in accessibility** and, therefore, in land values along transportation routes.
ULLMAN AND HARRIS’ MULTIPLE NUCLEI MODEL MODEL

- Developed in 1945 by geographers – Chauncey Harris and Edward Ullman
- Argues that CDB are losing importance – are only nucleus
- Lessened effects of transportation due to the rise in automobile
- Greater movement of people to suburbs
- Most representative of expansive/ sprawling cities
- They develop in nuclei – pockets of land uses
- Certain economic activities support one another – make a nucleus
GRiffin AND FORD’S MODEL

• 1980: Geographers Ernest Griffin, Larry Ford
• Developed to describe structure of Latin America cities
• These cities are built up around the core CBD
• Commercial spine surrounded by elite housing (in Bangkok the spine is formed through transport lines)
• These areas are then surrounded by 3 concentric zones of housings – decreasing in quality as they move away from CBD
• Zone of maturity, Zone of in-situ accretion, Perifico
• [http://geography.about.com/od/urbaneconomicgeography/a/Latin-American-City-Structure-Model.htm](http://geography.about.com/od/urbaneconomicgeography/a/Latin-American-City-Structure-Model.htm)
BID-RENT THEORY

• Cost of rent increase to the center of the cities
• Rent highest in CBD – so the only ones who can really buy the lands: Commercial centers for large manufacturing industries – hence land uses in generally commercial
• Rent still high one the next ring: Mostly residential sectors
• At the periphery: Industries – require large space so cannot go for the high rent
• The closer to the center cities: building are taller – rent is high so people live in high density residential areas.
CHARACTERISTICS OF CBDS

CBD, Inner City, Spatial competition
HISTORY OF CBD

• A lot of CBDs are simply market town that has grown to a certain extent
• These areas provide sites for cities
• Areas for exchange, trades
• CBDs soon become of fixed locations
• Points where most infrastructures are concentrated
• Where there is the highest commercial activities: Large population threshold
• Goods with large sphere of influence appear here e.g supermarkets, railways, sky trains
• High amount of workers available
CBDS

Over time, the CBD developed into a center of finance and control or government as well as office space. In the early 1900s, European and American cities had CBDs that featured primarily retail and commercial cores.

In the mid-20th century, the CBD expanded to include office space and commercial businesses while retail took a back seat.
OLD CORE

✓ According to Burgess and most other models – cities start in the CBD
✓ Hence the core of CBDs tend to have the oldest/ tallest buildings
✓ Lots of historical sites
✓ Urban renewal may also change this together with suburbanization
VERY ACCESSIBLE

• All roads lead to, or in a sense, grow out of the CBD
• Traffics restriction placed due to high pedestrian density during work days
HIGH LAND VALUES

• According to the Bid-Rent Theory
• Due to high accessibility
• And high market importance
• Central Market square!

THEREFORE:
• Minimal residential uses – too expensive
• Multistory buildings
• Shopping malls, banks, office buildings, government administration – accessibility and capability of affairs
• Entertainment areas/ Historical sites
POPULATION OF THE CBDS

- The experts of the city are often located at workplaces or institutions in the CBD – lawyers, doctors, academics, government officials and bureaucrats, entertainers
- CBD has been given new life with gentrification in inner city regions
- Mega malls, theatres, museums, stadiums
- Most people do not live here
- They commute here to work
**PLVI (PEAK LAND VALUE INTERSECTION)**

- The intersection with the most valuable real estate in the city
- City’s tallest, most valuable skyscrapers
- Public Transits/ Highways converge at CBD (For Bangkok: Sathorn district – where BTS and MRT converges)
- Convergence of road networks
EDGE CITIES/
SUBURBAN CBDS

- Development through suburbanization
- Spatial competition may have forced the commercial activities to relocate elsewhere
- For some metropolitan areas – they become an even larger magnet than CBD
CITIES PROBLEMS

Spatial Competition, Urban decline, Pollution, traffic congestion
SPATIAL COMPETITION

• Occurs usually in CBDs
• Accessibility and central location of CBD = high density land use
• Cost of land is very high
• Dominated by large capital markets
• Smaller stores do not have the capacity to expand here
URBAN DECLINE

- This can result from high density in CBDs
- High density may force some large stores to relocate elsewhere – to edge cities or suburban areas
- Quality of buildings in inner areas decrease
- Vacant building – sites of crime/ vandalism – Urban decay ensue
- Development of inner city slum
TRAFFIC CONGESTION

- CBD – easy to access
- High car ownership in the city
- Traffic problems
- Can affect the amount of pollution
- Can slow down traffic movements
- Can cause stress
POLLUTION

- Large amount of automobile
- Release a lot of Sulfur dioxide/ Nitrogen dioxide
- May cause smog
- May cause acid rain
- Chemical weathering of the pavement
POLLUTION

• Land Pollution
• Large amount of rubbish being produced by the residents
• In LEDCs where social cleanliness is not well funded by the government – large amount of trash
• Land fill sites
• Visual pollution may also affect tourism as well as becoming a push factor for migration out of the city
POLLUTION

- Water Pollution
- In canal cities e.g. London in the 19th Century
- Large amount of domestic wastes may be dumped into the river
- EUTROPHICATION
- Trash may be thrown into the river
- Acid rain can affect the water content
- Damage the ecological system
HEAT ISLAND EFFECT

- Nature of the city means it absorbs more heat
- Large building affects wind patterns – causing warm wind to circulate in the city
INNER CITIES

- Lack of open space
- High Crime rate
- Unemployment
- Decayed housing with no government funding for development
- Declining industries
- Growth of slums
SLUM PROBLEMS

CASE STUDIES

1. Rio Dejaneiro
2. Bangkok
3. India
4. China no slum – and the Hukou system
5. Egypt
6. Mexico cities
7. South Africa
SLUMS

• A heavily populated urban informal settlement characterized by substandard housing and squalor.

• With rural-urban migration/ natural increase : urban population peak

• This creates a constraint of land/ jobs/ housings/ waste disposals etc.

• Such overpopulation of urban area tends to lead to higher land cost in the cities, usually increasing to the centre (Bid-rent theory)

• This leads to formation of slums and areas of informal housing
CAUSES OF SLUMS  
E.G. IN SAO PAULO

- Income inequality – capitalist market typical of a city
- Lack of economic growth (especially in LEDCs) – resulting in rural-urban migration
  - Poverty among urban population
  - Lack of affordable housings
  - People having to live in slums
SLUMS

• The Urban poor had to sought for any unwanted and/or unprotected areas in the cities – they may be able to live without being taxed or paying rent

• Near industrial areas, in decayed housings, on the river, on the river bank, on hill slopes

• Housings may not have electricity, plumbing services and security may be low
ATTEMPTS TO SOLVE THE URBAN PROBLEMS

1. Ideas of self-help scheme: providing money for locals in slum – allowing them to improve the area by themselves

2. Projecto Cingapura – Building of apartment buildings next to a slum area – making them available for the urban poor – this proved unsuccessful as the scheme simply could not support itself

3. Public policies for social inclusion – to solve the problem of urban poverty/ income inequality