



DEFINING THE ECONOMIC BOUNDARIES OF CITIES

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Problem and approach

- A **functional urban area (FUA)**: place where **one person** is likely to meet **any other** person within **the same day**
- **Boundaries** based on **administrative borders** of single municipalities do not accurately represent FUAs
- EC-OECD **FUAs**: Define **commuting zone** around **urban centres (UCs)** based on commuting intensity
- **Problem**: Find a way to define commuting zones in places where there is no commuting data
- **Approach**: make the most of the FUAs we know to learn about the ones we do not know



EC-OECD FUAS



EC-OECD Functional Urban Areas (FUAs)

Main characteristics

- Based on people and their **daily behaviour** instead of administrative or purely morphological approaches
- (Partially) overcome administrative boundaries
- Facilitate international comparisons
- Support the design of urban policy and governance solutions

Method developed in cooperation with the EU in 2012

- Identified 1,197 FUAs in **33 OECD countries + Colombia**
- **Replicable** methodology for non-OECD countries



Defining Functional Urban Areas

STEP 1: Identification of urban cores

1. Apply a threshold to identify densely populated grid cells

> 1,500 inhabitants per km²

2. Identify contiguous high-density urban clusters

> 50,000 inhabitants

3. Identify core municipalities

If at least 50% of the population of the municipality lives within urban clusters

STEP 2: Connecting non- contiguous cores belonging to the same functional area

Two or more urban cores will belong to the same functional urban area

If more than 15% of the population
of one urban core commutes to
work to another urban core

STEP 3: Identifying the commuting zone

Individual municipalities will be part of the “working catchment area”

If more than 15% of its population
commutes to work in the urban
core area

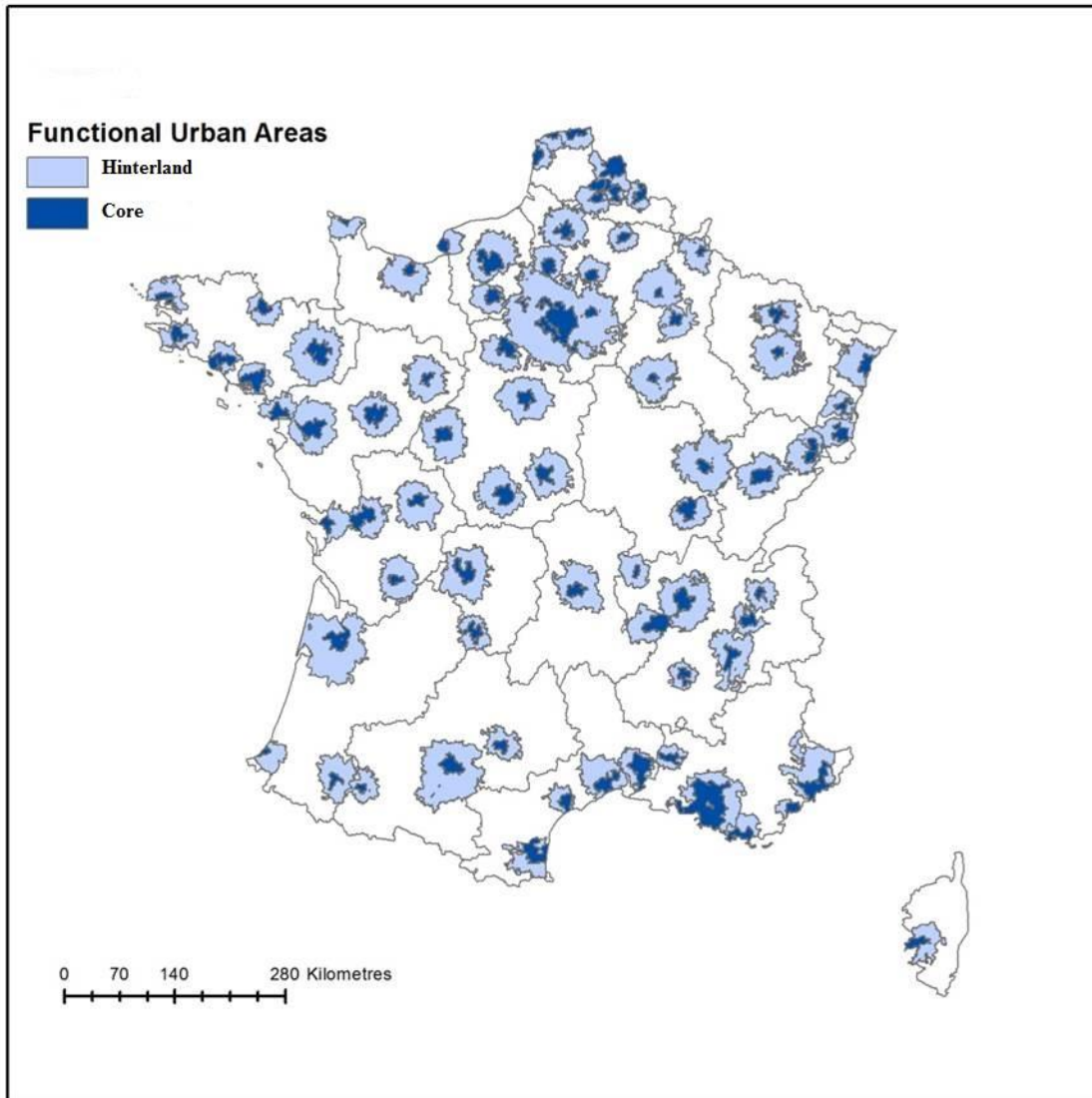
RESULTS

**Monocentric
functional urban
areas** (with only one
urban core)

**Polycentric
functional urban
areas** (with more
than one urban core)



Example: French FUAs



- 83 FUAs identified
- Total population in 2011 ranges from 85,000 to 11.7 million (Paris)
- 65% of French population live in FUAs (Paris represents 19%)



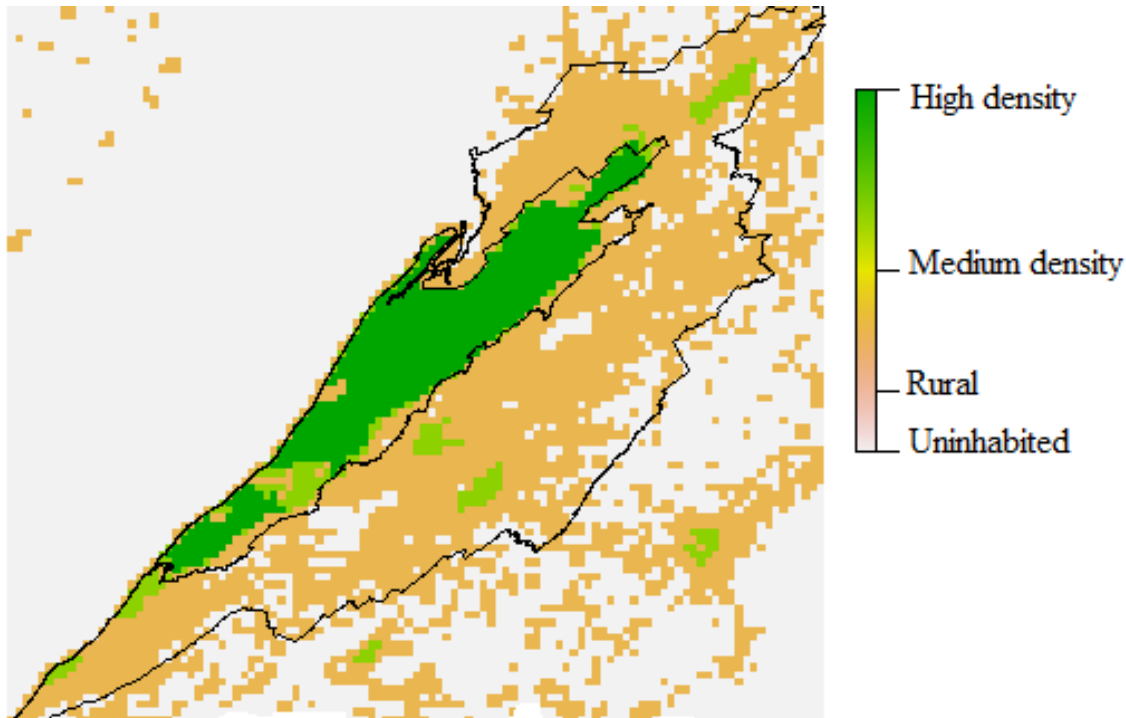
MODELLING FUAS OUTSIDE OECD COUNTRIES



Departing point: What is inside FUAs?



We use the **Global Human Settlements Population Layer (GHSL)** and **Population Model (SMOD)** produced by JRC, containing population by 1km² cells to characterize points inside FUAs



FUA Boundaries + SMOD, Adelaide (AU)

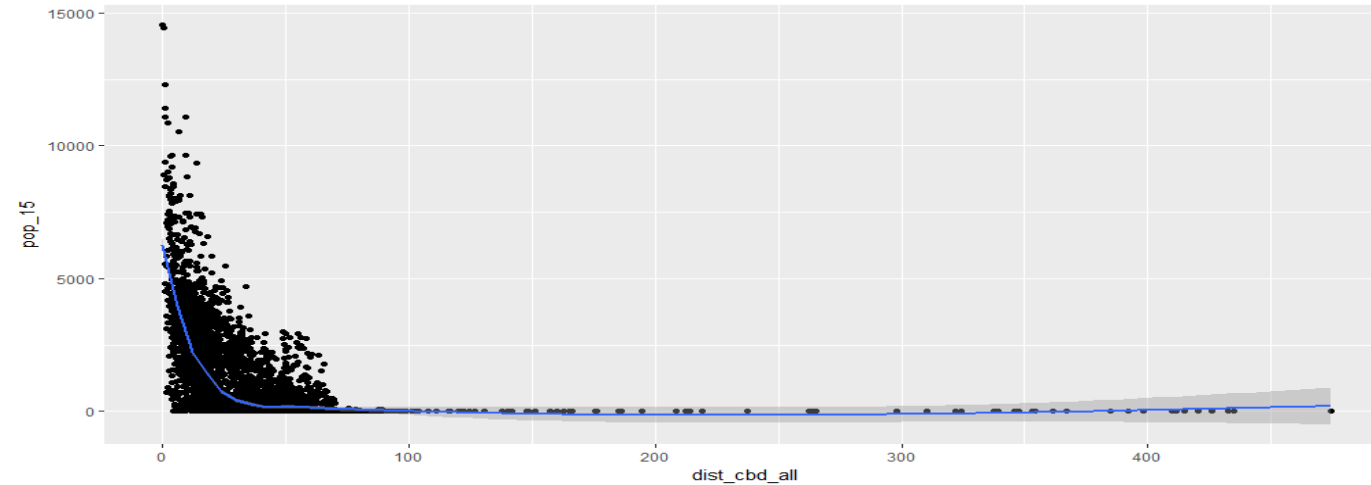


Medium density area, Vienna (AT)



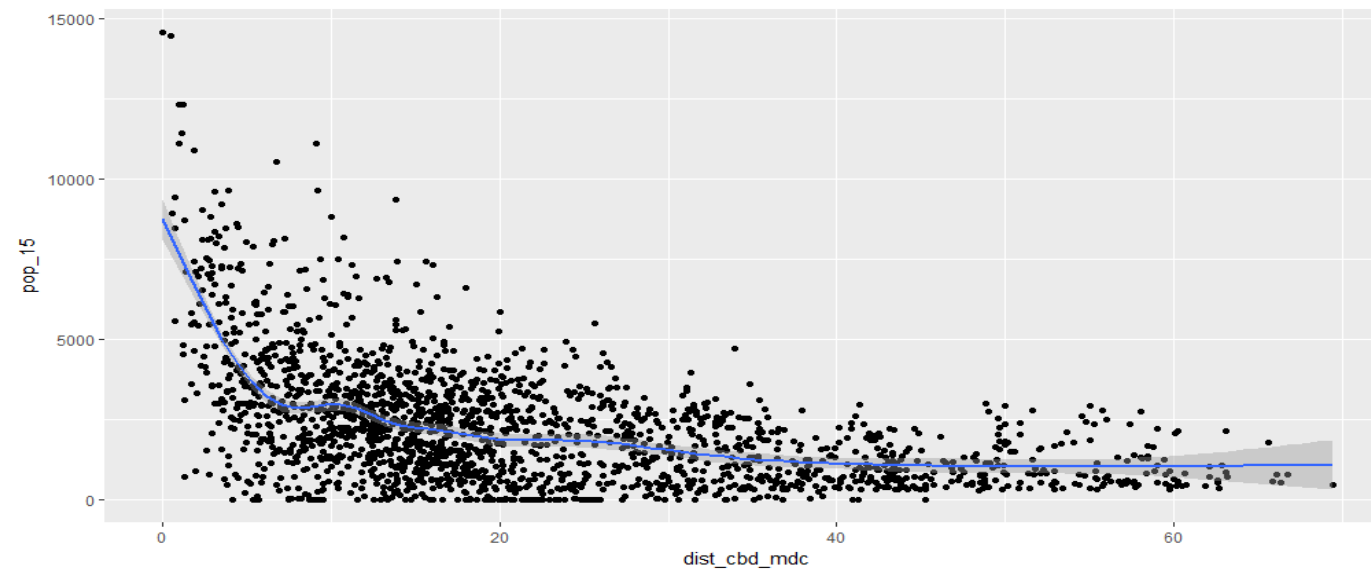
Should we consider all cell types?

1) All cells



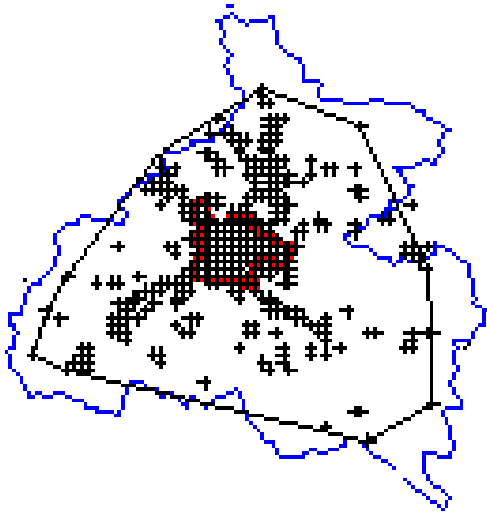
Distance to highest density cell versus population, Sydney

2) **Medium
density** cells

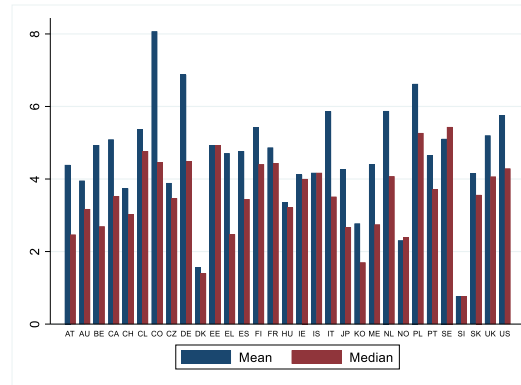




Is it OK to exclude rural cells?



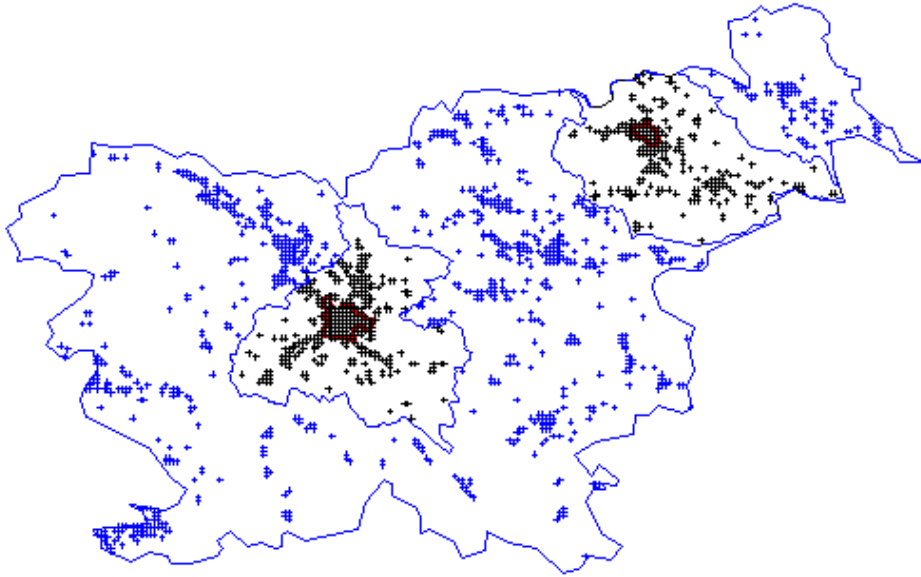
Ljubljana, actual versus convex hull border based on medium density cells



Predicted vs. actual FUA population, differences (%) by country

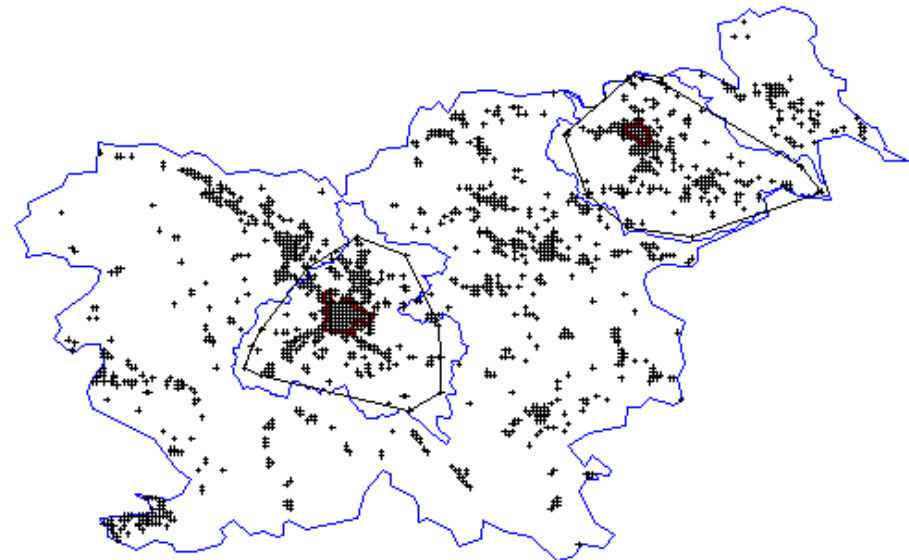


Method steps: Estimation



1. Subset grid-cells with population >300 inhabitants in each country (**medium density** cells)
2. Identify cells falling within FUA borders (dummy_FUA=1 (black), 0 (blue) otherwise)
3. Calculate the distance of each cell to the closest **urban centre**

4. Pool data for all countries and estimate a logistic regression of dummy_FUA on distance + size of the **urban centre** + size of cell + country controls (~ 0.5 million obs.) to estimate the probability that a cell = 1





Estimating travel times



We use the *costDistance* function of the R *gdistance* package (van Etten 2017) to obtain travel times between the centroid of each **urban cluster** and each **medium density** cell within country borders using:

1) **Global travel impedance grid** (<https://map.ox.ac.uk/>):



- Represents time associated with moving through grid cells, quantified as a movement speed within a “**friction**” grid (30 arcsec resolution). Unit of measurement in grid is **minutes** required to travel **one kilometre**
- Information on roads (fastest type in grid takes precedence over others, with speeds given by OSM tables), railroads, water bodies and movement over land is used to characterize each grid cell

2) **GAUL country boundaries** (FAO)

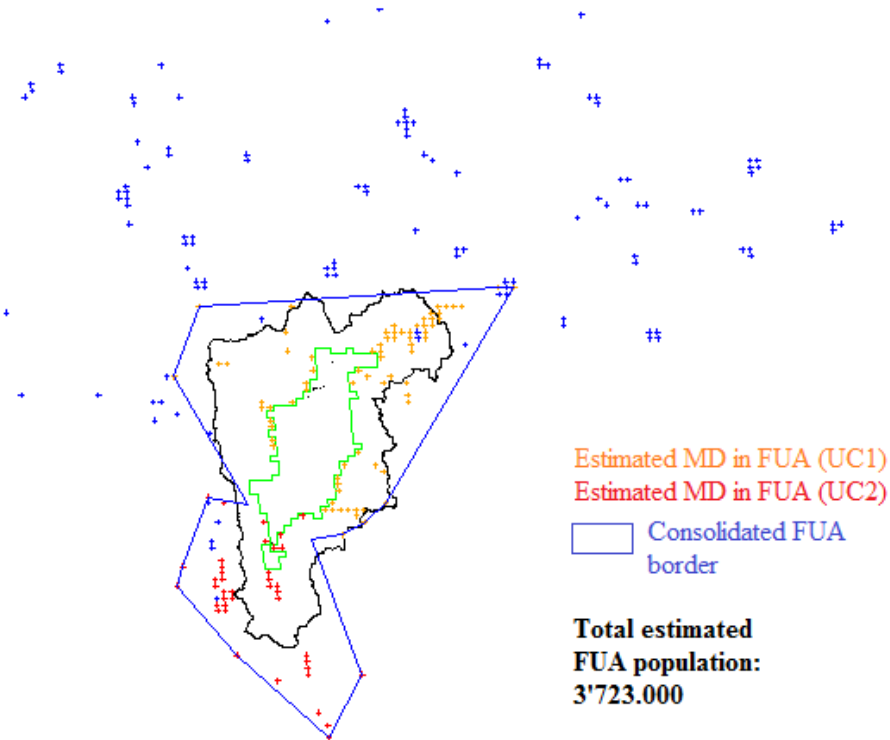




IMPLEMENTATION



Implementation steps



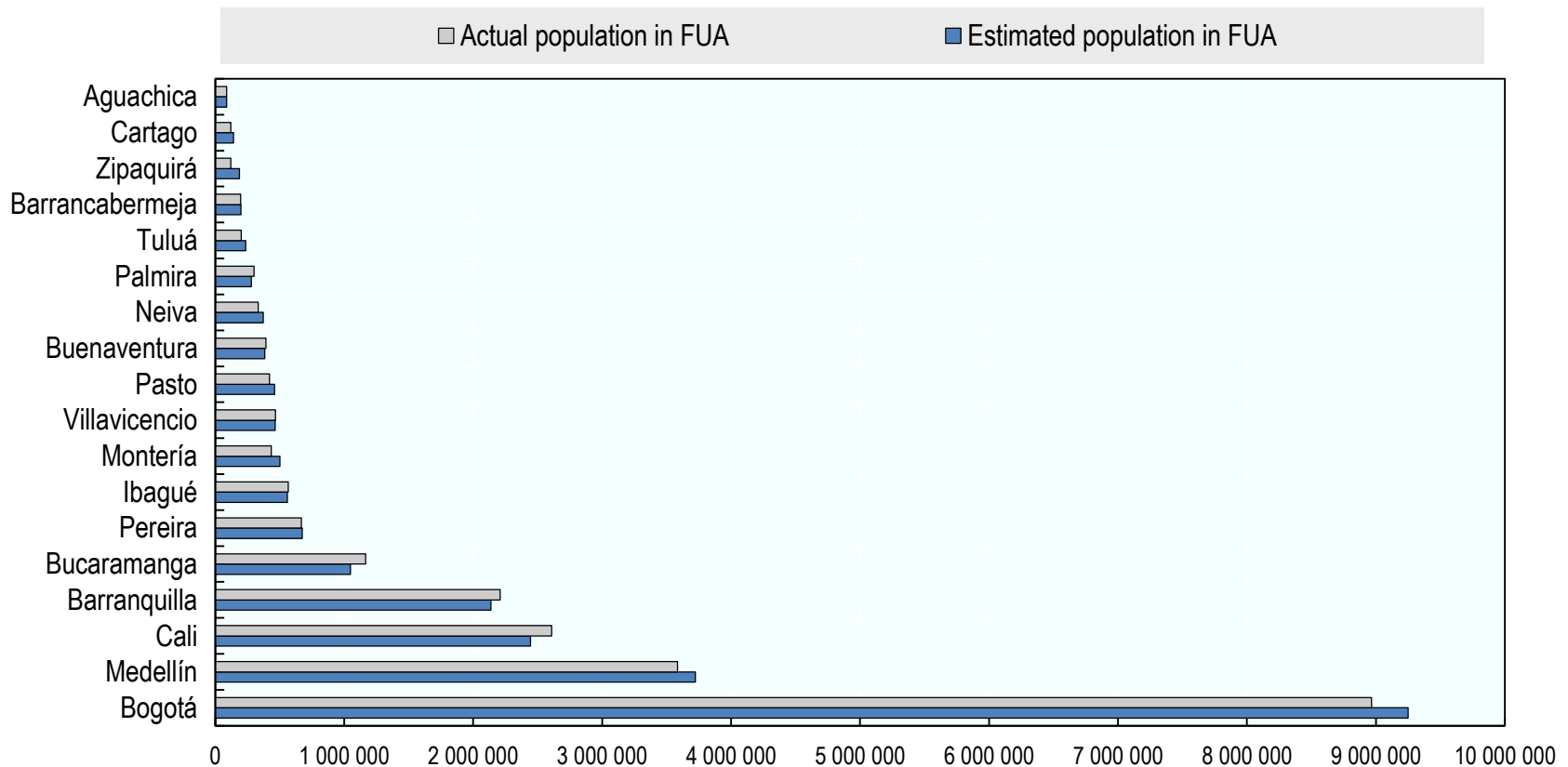
Medellín (CO), actual vs estimated FUA borders

1. Calculate distance from all **medium density cells** to all **urban clusters** within country borders
2. Assign **medium density** cells to most proximate **urban cluster**
2. Assign =1 to **medium density** cell if predicted probability < 0.75 (based on estimated coefficients)
3. Draw FUA border based on cells = 1
4. Merge borders if an estimated FUA border crosses an **urban cluster** (polycentric FUAs)



Performance: Colombia

Accuracy of models using all countries except Colombia as training set and Colombia as test set: ~80% (average all countries: ~ 75%)

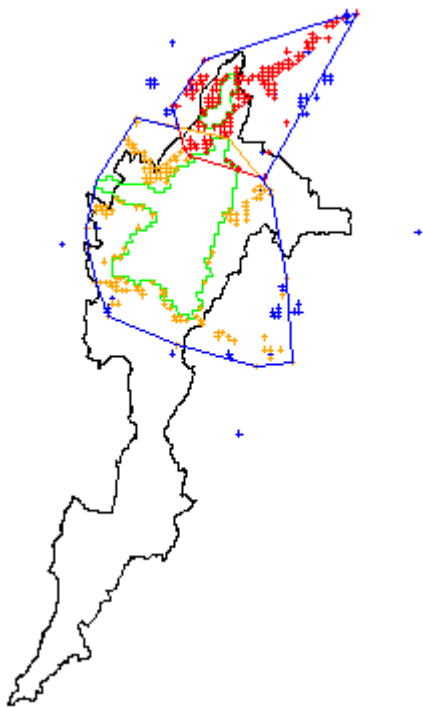


Actual vs estimated FUA population, selected cities, Colombia

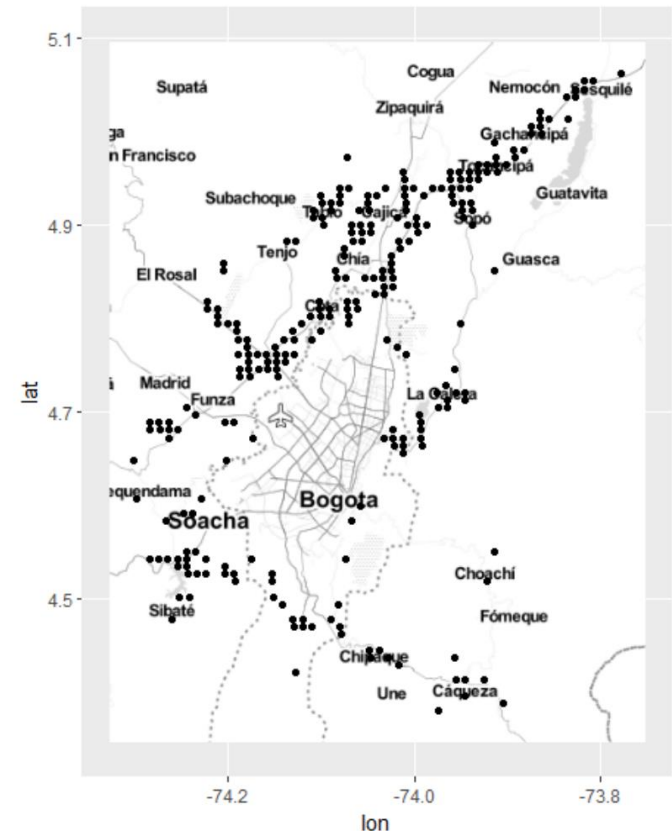
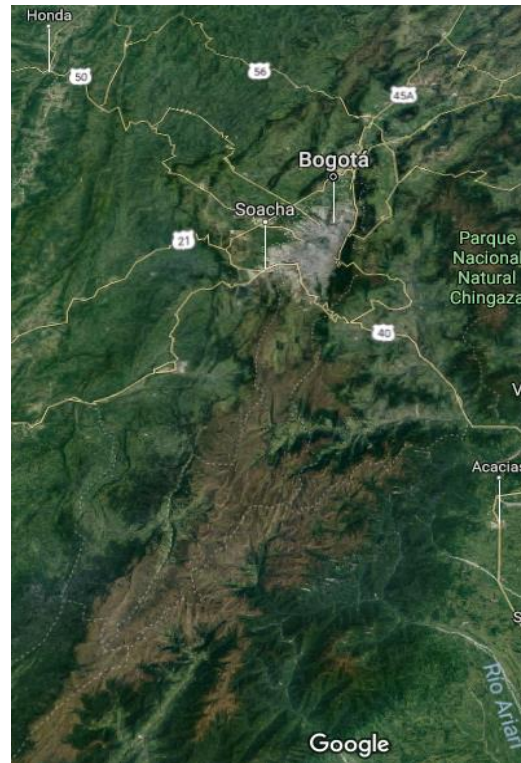


Estimated borders: Bogotá

Objective is **not** to reproduce actual **border lines** but to approximate population in the commuting zone of urban clusters



Actual vs estimated
FUA border, Bogotá,
Colombia



Estimated MD cells = 1



Next steps

- Test stability of method to different specifications
- Implement method outside OECD (preliminary tests conducted for Tunisia, Morocco and Thailand)
- Define additional rules in case estimated FUAs become unrealistically large
- Use estimated FUA borders to understand suburbanization patterns



Thank you!

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