

PLUREL



Driving forces and global trends

Module 1

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PERI-URBAN LAND USE RELATIONSHIPS – STRATEGIES AND SUSTAINABILITY ASSESSMENT TOOLS FOR URBAN-RURAL LINKAGES, INTEGRATED PROJECT, CONTRACT NO. 036921

D1.4.2

Future projections of changes in transport networks, travel times and the urban to rural population ratio

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6TH FRAMEWORK
PROGRAMME

Contents

Contents	2
Abstract	3
Objectives/aims	3
Methodology	3
Results / findings / conclusion	3
Popular science description of main results	3
Classification of results/outputs	4
Introduction	5
PLUREL WP1.4	5
Objectives of the deliverable	5
Structure of the deliverable	5
Transport network density & travel times	5
Ratio of urban & peri-urban to rural population	5
Methods	7
Transport network density & travel times	7
Ratio of urban & peri-urban to rural population	8
Results	9
Transport network density & travel times	9
Ratio of urban & peri-urban to rural population	10
Discussion	12
Transport network density & travel times	12
Ratio of urban & peri-urban to rural population	12
References	14
Appendix	15

Abstract

Objectives/aims

This report presents the results of two different aspects of technological change: a) transport network density & travel times and b) ratios of urban and peri-urban to rural population. These were primarily produced for use within the project, rather than as an end-product. However, they may be of interest to other users too.

Methodology

Changes in transport network density are assumed to differ between urban, peri-urban and rural/natural areas. The intensity of change in each of these follows the four PLUREL scenario storylines (D1.3.2). These changes are then applied to maps of travel time costs for Europe, to give projections of future travel times for each scenario.

Changes in the ratios of urban and peri-urban to rural population are derived from projected changes in the proportion of artificial surfaces, obtained from the RUG model, which is closely linked to population and can be used as a proxy.

Results / findings / conclusion

The future travel time maps show the effects of the four scenario storylines. These are estimates, useful to highlight differences between scenarios, rather than exact measures of change. The latter would require input about transport networks which are not readily available at such a large scale. The maps are nevertheless appropriate for uses where relative differences (between scenarios) are required.

The ratios of urban and peri-urban to rural population show a continuation of the current trend for faster population growth in urban/peri-urban than in rural areas in all scenarios. However, the scenarios differ in the location of future populations within the urban/peri-urban area, from sprawl into peri-urban areas in A1 to concentration in the urban city core in B1.

Popular science description of main results

Future land-use patterns in peri-urban areas depend largely on changes in the density and location of artificial surfaces. Scenarios exploring the possible location of built-up areas can help us to understand how policy and other factors might change European landscapes in the future.

All four PLUREL scenarios show a continuation of the rural depopulation trend of the last few decades. However, the future location of populations within the non-rural areas varies considerably. The “hyper-tech” scenario (A1), which has a very relaxed planning policy, shows increased peri-urbanisation. At the other extreme, the “peak oil” scenario (B1) leads to population concentrating in the city centres.

Classification of results/outputs

For the purpose of integrating the results of this deliverable into the PLUREL Explorer dissemination platform as fact sheets and associated documentation please classify the results in relation to spatial scale; DPSIR framework; land use issues; output indicators and knowledge type.

Spatial scale for results: Regional, national, European	European
DPSIR framework: Driver, Pressure, State, Impact, Response	Driver Response
Land use issues covered: Housing, Traffic, Agriculture, Natural area, Water, Tourism/recreation	Housing Traffic
Scenario sensitivity: Are the products/outputs sensitive to Module 1 scenarios?	Yes
Output indicators: Socio-economic & environmental external constraints; Land Use structure; RUR Metabolism; ECO-system integrity; Ecosystem Services; Socio-economic assessment Criteria; Decisions	Land use structure
Knowledge type: Narrative storylines; Response functions; GIS-based maps; Tables or charts; Handbooks	GIS-based maps Tables/charts
How many fact sheets will be derived from this deliverable:	0

Introduction

PLUREL WP1.4

The objective of this workpackage is to model changes in land use for the European territory based on the economic, demographic, environmental and technology change projections developed in M1. It draws on the scenarios and data generated in WP1.1-3 and also WP2.3. The results feed into work by other workpackages, WP2.3 in particular. It is expected to contribute to the book, training/teaching material, the PLUREL Xplorer and land use change maps.

Objectives of the deliverable

This deliverable aims mainly to provide data for other deliverables in this and other workpackages. Its contribution to PLUREL end-products is therefore indirect. It focuses on the effects of technological change and gives projections for two factors which are affected by this: travel times and the ratio of urban and peri-urban to rural population.

Structure of the deliverable

The report gives an introduction, then describes the methods used and results obtained, followed by a discussion of the results for:

- a. the transport network density and travel times;
- b. the ratio of urban and peri-urban to rural population.

The results section shows an example (case study area) for travel times and aggregated results for the population ratios. Full results for the latter are given in the appendix.

Transport network density & travel times

The development of transport infrastructure (public and private) depends largely on planning policy initiatives (Cameron *et al.* 2004) and also on demand from users such as households. Consequently future changes in transport time costs will not occur uniformly across RUR types (urban, peri-urban, rural), but will depend on planning strategies within and around urban areas. As commuters tend not to decrease their travel times below about 15-20 minutes (Maat *et al.* 2005; Redmond & Mokhtarian 2001), decreasing travel times, especially in outlying areas, is likely to lead to urban sprawl.

The PLUREL scenario storylines (D1.3.2 “Scenario Framework – a guide for exploring the future of the peri-urban”) differ in the intensity of transport network development, the preference for different transport modes and the general trend for location preference (e.g. peri-urbanisation). The information contained in the storylines can be used to define qualitatively in which areas and how strongly travel times are likely to decrease.

Ratio of urban & peri-urban to rural population

Current proportions of urban, peri-urban and rural population differ widely between countries in the European Union, due to the timing of historical urbanisation waves and the switch between phases in the urbanisation/suburbanisation cycle (Antrop 2004). Here, we use artificial surfaces (CORINE level 2 land-cover classes 1-11) as a proxy for

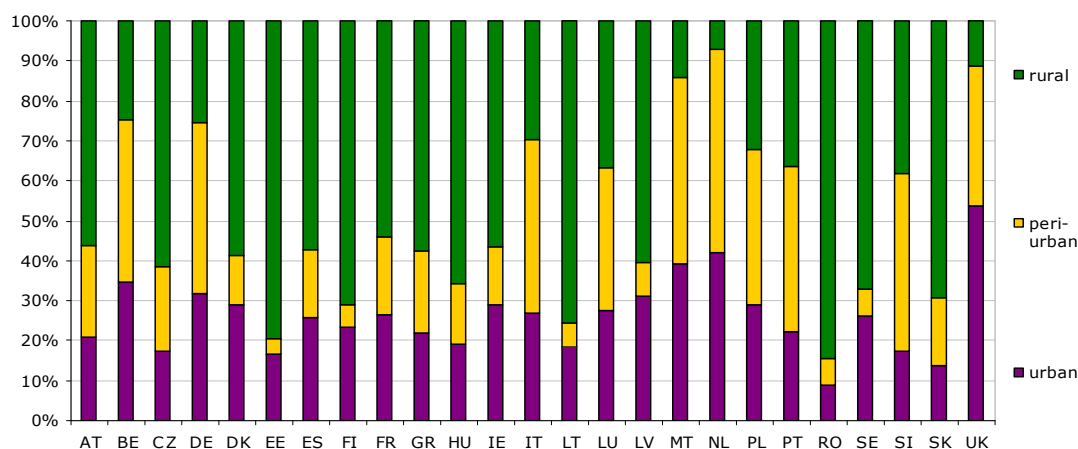


Figure 1. Proportions of artificial surfaces (CLC 1-11) in urban, peri-urban and rural areas for 25 European countries.

population. Figure 1 shows the current proportions of artificial surfaces in areas classed as urban, peri-urban and rural/natural for 25 EU countries.

There are also variations, sometimes quite large, between regions (NUTS 2) within each country. For instance, the Netherlands and the United Kingdom both have very high proportions urban/peri-urban artificial surfaces, but the former is more homogeneous than the latter. In the Netherlands, the ratio of urban + peri-urban to rural varies from 2.71 (Zeeland) to 112.04 (Drenthe), i.e. within a region there are always more artificial surfaces in urban/peri-urban than in rural areas (see table in Appendix). In the UK, this ratio varies from 0.14 (Highlands & Islands) to 300.31 (Greater Manchester) and there are also two regions with no rural areas at all (Inner London and West Midlands.) This is not only due to the size of the country, which could be expected to lead to more heterogeneity, as Belgium has more regional variation than Germany despite being smaller. Though the same historical reasons (Antrop 2004) may apply to regional differences as to national ones, geographical diversity within the country (e.g. the presence of inhospitable areas such as mountains), levels of decision-making (centralised versus decentralised) or even the way in which each country defines its NUTS 2 regions, e.g. including “city-regions” such as Inner London or Brussels, are also likely to influence regional ratios of urban to rural population.

Using the results of land-cover change simulations for the four PLUREL scenarios, we project their potential impact on the ratio of urban and peri-urban to rural population.

Methods

Transport network density & travel times

Following the PLUREL scenario storylines (D1.3.2), in particular the points relating to transport network density and urbanisation trends (Figure 2), we qualified the effects of the four scenarios on travel times in 2025 in urban, peri-urban and rural/natural areas (Table 1). We then translated these changes into a proportion of the current travel time, varying from 1 (no change) to 0.9 (10% reduction). Setting this value was somewhat difficult, due to the scarcity of available literature on the subject. This may be due to difficulties in generalising, as congestion increases car journey times while a new public transport link may substantially reduce travel times. For instance, a new tram line under construction in Edinburgh is expected to bring the journey from the airport to the city centre down to 20 minutes from 25 minutes for the current bus link, i.e. a 20% decrease. However, this type of improvement only affects areas along the new route and the average decrease for the city as a whole is much lower. Susilo & Maat (2007) show an increase in commuting speed (equal to a decrease in travel time, assuming the distance remains constant) of up to 10% between 1993 and 2005 (12 years) in areas with low urbanisation, while highly-urbanised areas show little change. A

Table 1. Effect of four scenarios on future (2025) travel times in urban, peri-urban and rural regions: qualitative interpretation and corresponding proportion of current travel time.

	A1	A2	B1	B2
urban	0 1.00	- 0.95	-- 0.90	0 1.00
peri-urban	-- 0.90	- 0.95	- 0.95	- 0.95
rural/natural	- 0.95	0 1.00	0 1.00	0 1.00

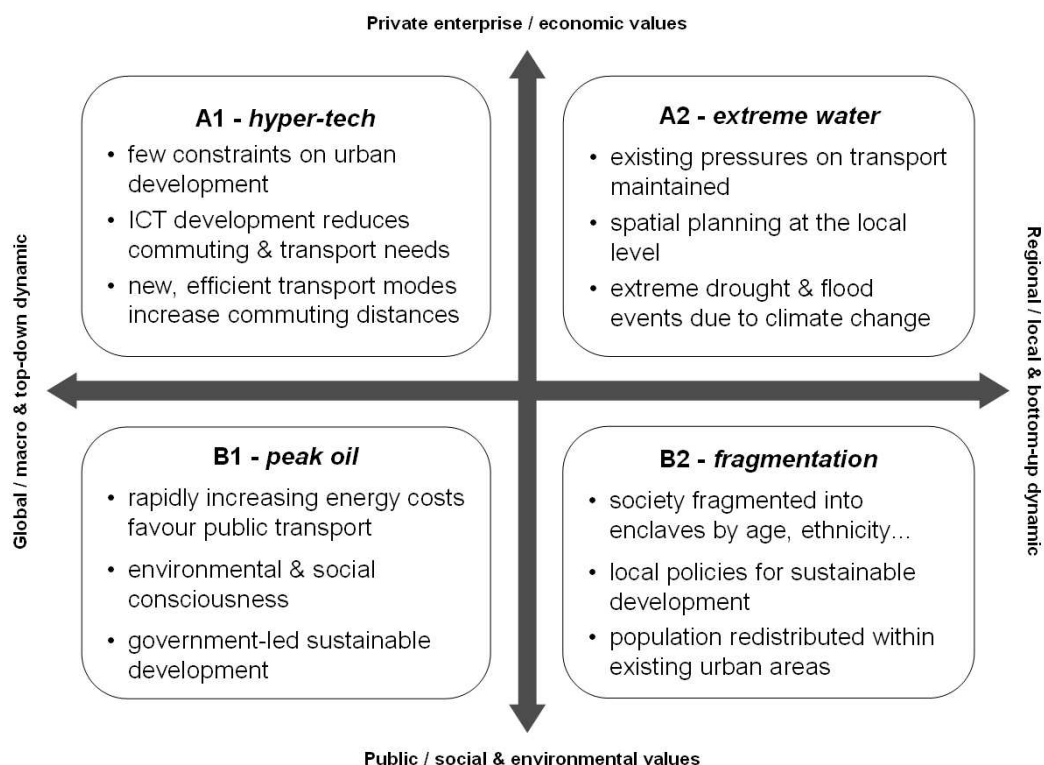


Figure 2. Summary of the four PLUREL land-use change scenario storylines (D1.3.2) with respect to transport issues, including planning constraints and household location preferences.

maximum reduction of 10% across different urban types in the 20-year period considered here (2005-2025) therefore seems reasonable.

For current travel time costs to medium ($\geq 100'000$ inhabitants) and large ($\geq 500'000$ inhabitants) cities, we used the maps produced by Verburg *et al.* (2008) on a 1 km grid. We then applied the changes to the current maps as described in the following equation:

$$TTC_{t1} = TTC_{t0} \cdot \Delta TTC_{RUR, scenario} \quad (1)$$

where TTC is the travel time cost (current to and future t1) and ΔTTC is the change, which depends on the scenario and the RUR typology of the cell considered.

Ratio of urban & peri-urban to rural population

We obtained projections of artificial surfaces (CORINE level 2 land-cover classes 1-11) for 2025 using the RUG (Regional Urban Growth) model (Fontaine unpublished) and scenarios A1, A2, B1 & B2 (see D1.3.2 for a description of the scenarios & D1.4.3 for the model parameters). As RUG allows the proportion of artificial surfaces on each grid cell to exceed 100% (which can be translated as increased pressure to build in the third dimension), this can be used as a proxy for population. It has to be noted that RUG only models increases in artificial surfaces, so the results will show an absence of change if there is a decrease in population, which does happen in a few regions/scenarios.

Each grid cell of the RUG result map was classed as urban, peri-urban or rural using the PLUREL 3 class delineation (D2.1.4 “Report on a methodology to delineate RUR sub-regions”). Natural areas were grouped with the rural class. The total artificial surface areas (in square kilometres, which corresponds to the proportions as the grid cells are 1x1 km) for these three classes were calculated in each NUTS 2 region and country of the EU-27, minus Bulgaria & Cyprus. From this, we calculated the ratios of artificial surfaces in urban to peri-urban, urban to rural, peri-urban to rural and urban + peri-urban to rural areas.

Results

Transport network density & travel times

The maps of travel times to the nearest town with 100'000+ inhabitants for the area around Montpellier and neighbouring cities (Figure 3) give an example of the differences between the current situation and the four scenarios. Scenario A1 shows a distinct reduction in travel times for rural, more remote areas (dark blue) and along the main routes between cities (e.g. Avignon and Marseille.) Scenario B1 also shows links extending in urban and peri-urban areas between neighbouring cities, but no change in the more

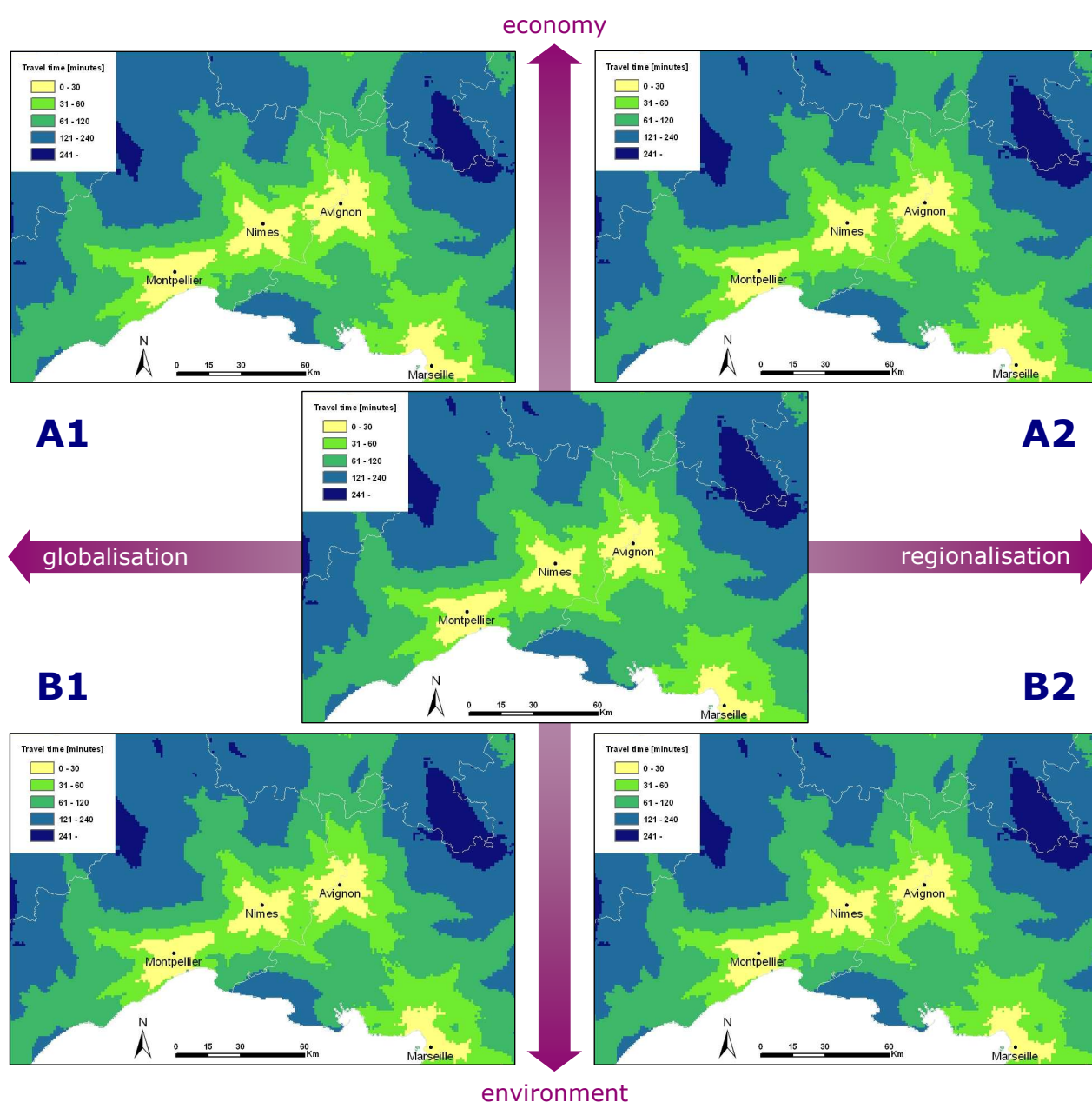


Figure 3. Changes in transport time cost to the nearest medium-sized city (≥100'000 inh.) for the region around Montpellier (France) and neighbouring cities. The central map is the current situation, the four others each represent the outcome of one scenario.

remote areas. Scenarios A2 and B2 both give similar results, with small changes occurring in the peri-urban and urban areas.

As the travel time maps were primarily intended for internal use within WP1.4, as input to the RUG model, these results have not been uploaded to the project data warehouse. However, they can be obtained upon request from the author of this report.

Ratio of urban & peri-urban to rural population

The ratios of artificial surfaces in urban to peri-urban, urban to rural, peri-urban to rural and urban + peri-urban to rural areas for the countries of the EU-27 (except Bulgaria & Cyprus) show that the differences between the four scenarios for a given country are much smaller than the differences between countries (Table 2). “Current” values are in fact for 2000 (latest CORINE data), while the four scenarios are projections for 2025. The same ratios per NUTS 2 region are given in the Appendix.

Table 2. Ratios of artificial surfaces in urban to peri-urban, urban to rural, peri-urban to rural and urban + peri-urban to rural areas. Current values (2000) and projections for 2025 using four scenarios. Values in blue indicate a projected ratio which is higher than the current one.

country	current				A1				A2				B1				B2			
	u/p	u/r	p/r	u+p/r	u/p	u/r	p/r	u+p/r	u/p	u/r	p/r	u+p/r	u/p	u/r	p/r	u+p/r	u/p	u/r	p/r	u+p/r
AT	0.91	0.37	0.41	0.78	0.74	0.35	0.48	0.83	0.77	0.36	0.47	0.84	0.90	0.41	0.45	0.86	0.88	0.40	0.45	0.85
BE	0.85	1.40	1.65	3.05	0.93	1.85	1.99	3.84	0.99	1.94	1.96	3.90	1.08	2.03	1.88	3.91	1.03	1.92	1.86	3.78
CZ	0.82	0.28	0.35	0.63	0.74	0.25	0.34	0.59	0.78	0.27	0.35	0.61	0.92	0.31	0.34	0.65	0.87	0.30	0.34	0.64
DE	0.74	1.24	1.68	2.92	0.67	1.42	2.12	3.54	0.71	1.50	2.12	3.62	0.82	1.70	2.07	3.76	0.79	1.61	2.04	3.65
DK	2.34	0.49	0.21	0.70	2.30	0.51	0.22	0.73	2.34	0.52	0.22	0.74	2.70	0.62	0.23	0.85	2.63	0.59	0.23	0.82
EE	4.04	0.21	0.05	0.26	4.03	0.22	0.05	0.27	4.08	0.22	0.05	0.28	4.58	0.27	0.06	0.33	4.49	0.26	0.06	0.31
ES	1.54	0.45	0.29	0.74	1.47	0.41	0.28	0.69	1.54	0.42	0.27	0.69	1.79	0.46	0.26	0.72	1.73	0.45	0.26	0.71
FI	3.96	0.33	0.08	0.41	3.59	0.29	0.08	0.37	3.68	0.30	0.08	0.38	4.12	0.35	0.09	0.44	4.06	0.34	0.08	0.42
FR	1.34	0.49	0.36	0.85	1.30	0.55	0.42	0.97	1.35	0.56	0.42	0.98	1.59	0.64	0.40	1.04	1.53	0.61	0.40	1.01
GR	1.07	0.38	0.36	0.74	1.09	0.43	0.39	0.82	1.08	0.42	0.39	0.80	1.28	0.47	0.37	0.83	1.20	0.44	0.37	0.81
HU	1.24	0.29	0.23	0.52	1.30	0.37	0.29	0.66	1.35	0.38	0.28	0.67	1.51	0.39	0.26	0.65	1.47	0.38	0.26	0.64
IE	1.99	0.51	0.26	0.76	1.95	0.66	0.34	0.99	2.02	0.65	0.32	0.97	2.65	0.74	0.28	1.01	2.50	0.69	0.28	0.96
IT	0.63	0.91	1.45	2.36	0.58	1.06	1.81	2.87	0.62	1.08	1.75	2.83	0.74	1.23	1.67	2.90	0.71	1.19	1.68	2.87
LT	3.00	0.24	0.08	0.32	2.88	0.27	0.09	0.37	3.06	0.29	0.09	0.38	3.83	0.33	0.09	0.42	3.64	0.32	0.09	0.41
LU	0.77	0.75	0.98	1.73	0.77	0.83	1.07	1.90	0.81	0.95	1.17	2.12	0.96	1.12	1.17	2.29	0.91	1.06	1.17	2.23
LV	3.61	0.51	0.14	0.65	3.57	0.60	0.17	0.77	3.69	0.62	0.17	0.79	4.41	0.69	0.16	0.84	4.27	0.68	0.16	0.84
MT	0.84	2.82	3.34	6.16	0.88	3.73	4.23	7.96	0.91	3.87	4.24	8.11	1.03	4.11	3.98	8.09	1.00	3.90	3.90	7.81
NL	0.83	5.83	7.03	12.86	0.88	6.98	7.97	14.95	0.91	7.38	8.08	15.46	1.04	8.29	8.01	16.30	1.00	7.89	7.91	15.80
PL	0.74	0.90	1.22	2.12	0.80	1.00	1.26	2.26	0.83	1.06	1.28	2.34	0.93	1.16	1.25	2.41	0.89	1.12	1.25	2.37
PT	0.53	0.61	1.14	1.74	0.46	0.42	0.90	1.32	0.48	0.43	0.91	1.34	0.54	0.49	0.90	1.38	0.52	0.47	0.90	1.37
RO	1.31	0.10	0.08	0.18	1.30	0.11	0.08	0.19	1.36	0.11	0.08	0.19	1.56	0.12	0.08	0.20	1.50	0.12	0.08	0.19
SE	3.99	0.39	0.10	0.49	4.47	0.33	0.07	0.40	4.72	0.35	0.07	0.42	5.51	0.40	0.07	0.47	5.27	0.38	0.07	0.45
SI	0.39	0.45	1.16	1.62	0.39	0.49	1.27	1.76	0.41	0.52	1.26	1.78	0.49	0.60	1.21	1.81	0.47	0.56	1.21	1.78
SK	0.81	0.20	0.25	0.45	1.06	0.28	0.26	0.54	1.12	0.30	0.27	0.56	1.23	0.33	0.26	0.59	1.14	0.30	0.27	0.57
UK	1.54	4.77	3.10	7.87	1.55	3.96	2.56	6.52	1.58	3.94	2.49	6.43	1.72	4.13	2.39	6.52	1.66	3.96	2.39	6.35

Expressing the difference between the projected and current ratios as a percentage of the current value allows comparison of the scenarios across all countries (Figure 4). All scenarios show a general increase in the ratio of urban + peri-urban to rural artificial surface (purple boxes). However, the scenarios differ in the ratio of urban to peri-urban artificial surfaces (mauve boxes). Scenario A1 is the only one where the urban to peri-urban ratio decreases in a majority of countries (14/25), but it is also the scenario with the smallest changes in this ratio. Scenario A2 mostly shows a positive but small increase in artificial surfaces in urban versus peri-urban areas. Both the B scenarios show a more definite increase in urban areas. For scenario B1 in particular, the shift from rural to urban/peri-urban areas is almost exclusively due to an increase in urban, rather than peri-urban, artificial surfaces.

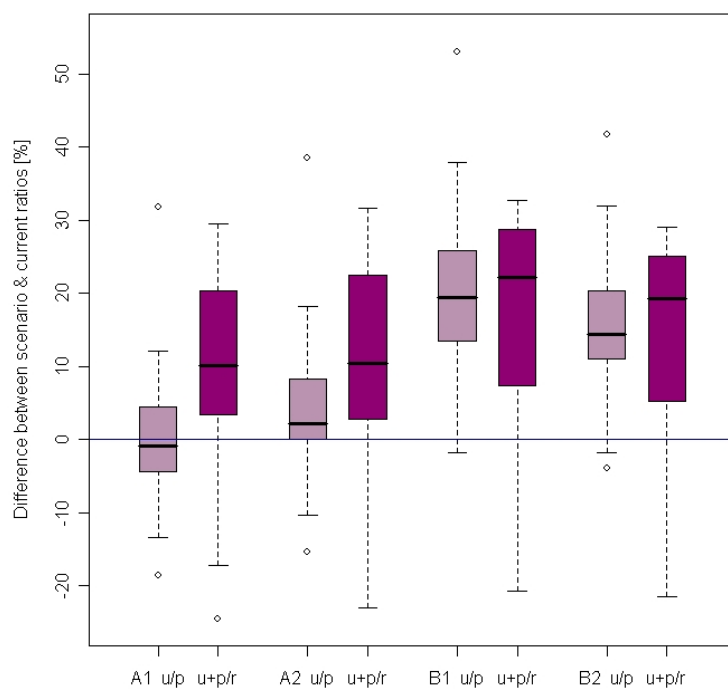


Figure 4. Percentage difference between the 2025 ratios (scenarios A1, A2, B1, B2) of urban to peri-urban artificial surfaces (mauve boxes) and the current (2000) value, for the 25 countries in the study area (EU-27 minus Bulgaria & Cyprus). The purple boxes show the difference in the urban + peri-urban to rural ratio.

Discussion

Transport network density & travel times

The travel time maps presented here are large-scale, low-resolution interpretations of the four PLUREL scenario storylines. They are useful for high-lighting how the scenarios differ in terms of effort and priority areas for the development of transport infrastructure. As such, they may be used to take into account the variations between scenarios in models which use transport times as an input variable, such as the RUG model (see D1.4.3).

However, the actual values of future travel time costs are only rough estimates and should not be relied upon to quantify change compared to the current situation, for instance. To obtain more precise and better spatially-resolved projections would require the input of maps of projected new transport infrastructure, including information about the nodes and the integration with the existing network and between transport modes. Unfortunately, the absence of coordinated transport policies in many parts of Europe, even at the regional level (Geerlings & Stead 2003), means that this information is difficult to access, as it includes different levels of decision-making (e.g. national for rail and motorways, municipal or regional for local public transport) and may not include the integration of various transport modes, for instance. Specific projections could however be developed for case studies at the local or even national level, though the latter would probably have to be restricted to a particular mode such as high speed rail or air travel. European-wide projections at the moment still require a degree of generalisation, as we did here, but case studies may still provide better parameters for the interpretation of the scenario storylines.

This data is available as grids of travel time costs to the nearest medium, respectively large, city according to the four PLUREL scenarios.

Ratio of urban & peri-urban to rural population

The distribution of urban, peri-urban and rural areas differs greatly between the 25 countries in the study area and so do the artificial surfaces (used here as a proxy for population) within these different areas. These differences are mostly due to variations in planning policy, history, size, etc. between the countries. Nevertheless, the results of the RUG model for 2025 (four scenarios) show one clear general trend: an increase in the urban + peri-urban to rural population ratio. This is a continuation of the rural depopulation and urbanisation trend of the past decades (Antrop 2004; MacDonald *et al.* 2000; Westhoek *et al.* 2006).

Although all scenarios show the same trend of population increasing more in non-rural areas, the distribution within these varies between scenarios. In scenario A1, the urban to peri-urban ratio does not change much overall (in most cases <10% variation), though contrary to the other scenarios, it decreases in a small majority of countries. There is no clear pattern as to the type of country which sees an increase (or a decrease) in this ratio. For instance, both Sweden and the Netherlands see a shift towards urban areas, though the former currently has a large proportion of artificial surfaces in rural areas and very little in peri-urban areas, whereas the latter is highly urbanised, with a large proportion of its people living in peri-urban areas (Figure 1). Scenario A2 shows a weak trend for urbanisation rather than peri-urbanisation. In both the B scenarios, there is a clear increase in the urban to peri-urban population ratio. The most extreme case is scenario B1, where the oil price shock is expected to concentrate populations in the urban cores of cities, which are better connected by public transport systems.

In short, although all scenarios show a continuation of the rural depopulation trend, the future location of populations within the non-rural areas varies from spread throughout urban and peri-urban areas (A1) to concentrated mostly in urban areas (B1).

This data is given here in tables by country (p. 7) and by NUTS 2 region (Appendix), but can also be provided in an Excel spreadsheet.

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Appendix

Ratios of artificial surfaces in urban to peri-urban, urban to rural, peri-urban to rural and urban + peri-urban to rural areas. Current values (2000) and projections for 2025 using four scenarios, by NUTS 2 region. NA indicates either that one of the terms does not exist (e.g. rural areas in Inner London) or that there was no data on urban, etc. delineations for that region (Canary Islands.)

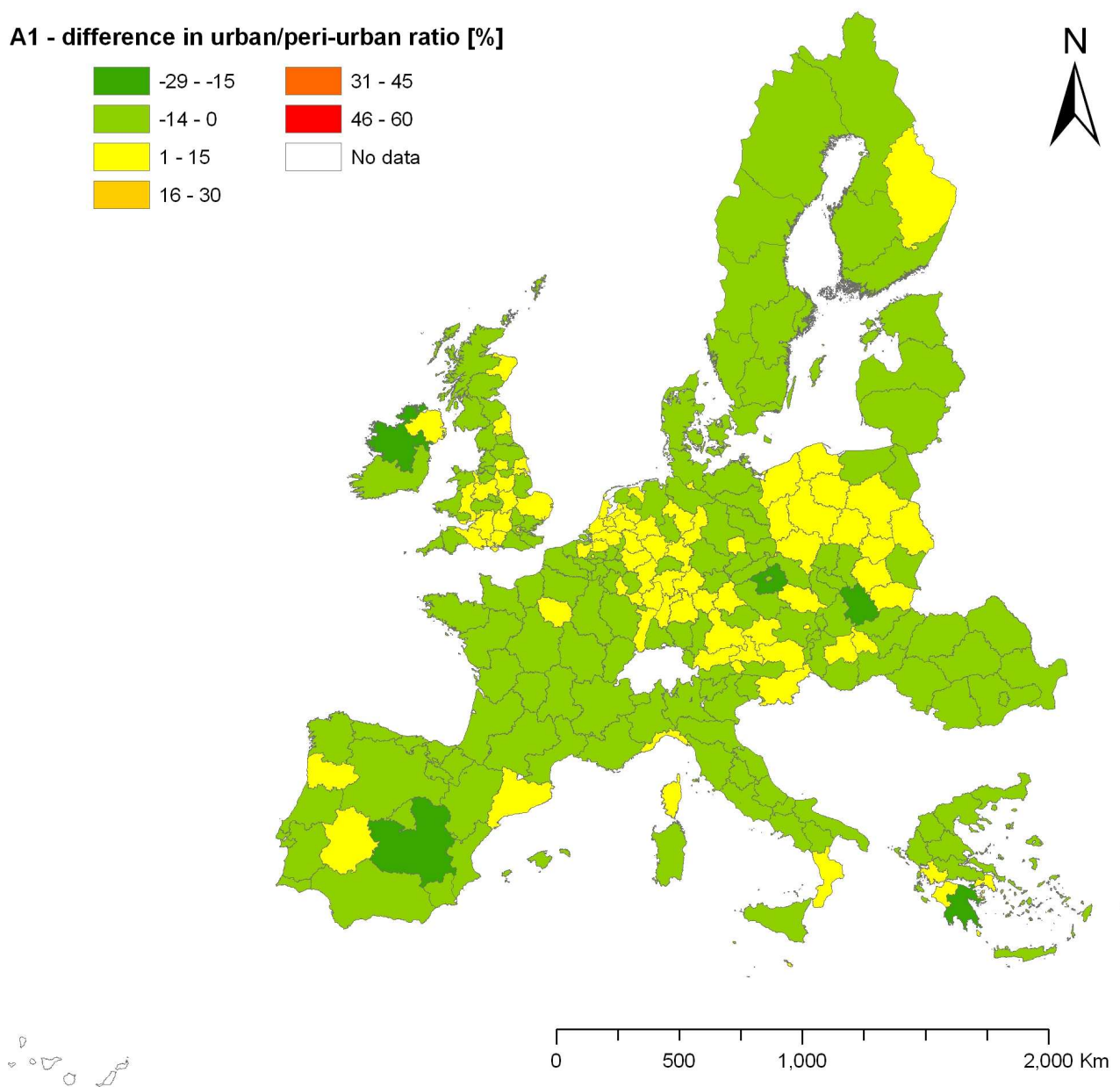
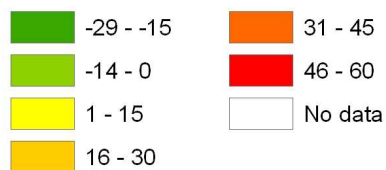
NUTS 2	current				A1				A2				B1				B2			
	u/p	u/r	p/r	u+p/r	u/p	u/r	p/r	u+p/r	u/p	u/r	p/r	u+p/r	u/p	u/r	p/r	u+p/r	u/p	u/r	p/r	u+p/r
AT11 - Burgenland	0.07	0.01	0.10	0.11	0.07	0.01	0.10	0.10	0.07	0.01	0.10	0.10	0.08	0.01	0.10	0.11	0.07	0.01	0.10	0.11
AT12 - Niederösterreich	0.77	0.19	0.25	0.43	0.77	0.20	0.26	0.46	0.81	0.21	0.26	0.48	0.93	0.24	0.26	0.50	0.90	0.23	0.26	0.49
AT13 - Wien	11.51	18.36	1.59	19.96	11.51	18.36	1.59	19.96	11.51	18.35	1.59	19.94	11.51	18.35	1.59	19.94	11.51	18.35	1.59	19.94
AT21 - Kaernten	1.40	0.20	0.14	0.33	1.28	0.18	0.14	0.33	1.41	0.21	0.15	0.35	1.74	0.26	0.15	0.41	1.66	0.24	0.15	0.39
AT22 - Steiermark	0.81	0.30	0.37	0.68	0.87	0.35	0.40	0.75	0.86	0.35	0.41	0.76	0.99	0.39	0.40	0.79	0.95	0.38	0.40	0.78
AT31 - Oberösterreich	0.32	0.73	2.26	2.99	0.35	0.81	2.34	3.15	0.35	0.84	2.39	3.23	0.40	0.99	2.44	3.43	0.39	0.94	2.41	3.35
AT32 - Salzburg	0.52	0.31	0.61	0.92	0.53	0.40	0.76	1.16	0.53	0.39	0.72	1.11	0.63	0.40	0.64	1.04	0.60	0.39	0.65	1.04
AT33 - Tirol	0.78	0.16	0.20	0.37	0.82	0.19	0.23	0.42	0.81	0.18	0.23	0.41	0.95	0.20	0.22	0.42	0.92	0.20	0.22	0.41
AT34 - Vorarlberg	2.69	1.16	0.43	1.59	2.47	1.18	0.48	1.66	2.68	1.31	0.49	1.81	3.14	1.47	0.47	1.94	3.03	1.43	0.47	1.91
BE10 - Bruxelles-Capitale / Brussels Hoofdstedelijk	38.57	45.96	1.19	47.15	39.49	47.51	1.20	48.71	42.91	53.74	1.25	54.99	49.70	69.83	1.41	71.24	47.48	66.28	1.40	67.68
BE21 - Prov. Antwerpen	0.89	4.83	5.44	10.27	0.96	5.13	5.36	10.49	1.03	5.71	5.53	11.24	1.11	7.04	6.33	13.37	1.11	6.75	6.10	12.84
BE22 - Prov. Limburg (B)	0.68	1.94	2.86	4.80	0.68	1.92	2.84	4.76	0.68	1.94	2.86	4.80	0.68	1.94	2.86	4.80	0.68	1.94	2.86	4.80
BE23 - Prov. Oost-Vlaanderen	0.54	8.54	15.84	24.38	0.54	9.17	17.00	26.17	0.58	10.20	17.48	27.67	0.66	11.55	17.38	28.93	0.64	11.17	17.51	28.68
BE24 - Prov. Vlaams-Brabant	0.75	3.75	4.98	8.74	0.74	4.24	5.69	9.93	0.81	5.07	6.22	11.29	0.95	5.71	6.04	11.75	0.91	5.55	6.08	11.63
BE25 - Prov. West-Vlaanderen	0.67	4.39	6.56	10.95	0.64	4.35	6.75	11.10	0.70	4.92	7.01	11.93	0.79	5.42	6.88	12.30	0.75	5.07	6.80	11.87
BE31 - Prov. Brabant Wallon	0.99	1.07	1.08	2.15	0.96	1.15	1.19	2.34	1.06	1.38	1.30	2.68	1.23	1.59	1.29	2.87	1.20	1.55	1.29	2.84
BE32 - Prov. Hainaut	1.26	1.01	0.80	1.80	1.24	1.07	0.87	1.94	1.31	1.17	0.89	2.06	1.55	1.33	0.86	2.19	1.50	1.28	0.86	2.14
BE33 - Prov. Liege	1.28	0.79	0.62	1.41	1.26	0.89	0.71	1.60	1.31	0.96	0.74	1.70	1.52	1.07	0.71	1.78	1.46	1.04	0.71	1.75
BE34 - Prov. Luxembourg (B)	0.13	0.02	0.16	0.18	0.12	0.02	0.18	0.20	0.14	0.03	0.20	0.22	0.16	0.03	0.19	0.22	0.15	0.03	0.20	0.23
BE35 - Prov. Namur	0.69	0.18	0.26	0.44	0.63	0.19	0.29	0.48	0.68	0.20	0.30	0.51	0.77	0.21	0.27	0.49	0.75	0.21	0.27	0.48
CZ01 - Praha	2.94	33.26	11.31	44.57	2.94	33.38	11.36	44.74	2.94	33.25	11.31	44.56	2.94	33.24	11.31	44.54	2.94	33.24	11.31	44.54
CZ02 - Stredni Cechy	0.42	0.07	0.15	0.22	0.35	0.06	0.16	0.22	0.38	0.07	0.17	0.24	0.51	0.09	0.17	0.26	0.47	0.08	0.17	0.25
CZ03 - Jihozapad	1.02	0.16	0.16	0.32	1.00	0.17	0.17	0.34	1.08	0.19	0.18	0.36	1.31	0.23	0.17	0.40	1.23	0.21	0.17	0.38
CZ04 - Severozapad	0.63	0.34	0.54	0.88	0.62	0.33	0.53	0.86	0.62	0.34	0.54	0.88	0.64	0.35	0.55	0.90	0.63	0.34	0.55	0.89
CZ05 - Severovýchod	1.02	0.17	0.17	0.34	1.01	0.20	0.19	0.39	1.08	0.21	0.20	0.41	1.30	0.24	0.18	0.42	1.23	0.22	0.18	0.41
CZ06 - Jihovýchod	0.65	0.21	0.32	0.52	0.65	0.23	0.35	0.58	0.68	0.25	0.36	0.61	0.83	0.30	0.36	0.66	0.78	0.28	0.36	0.63
CZ07 - Stredni Morava	0.63	0.25	0.40	0.65	0.62	0.25	0.41	0.66	0.65	0.27	0.41	0.68	0.76	0.31	0.41	0.72	0.71	0.29	0.41	0.69
CZ08 - Moravskoslezsko	0.63	0.80	1.26	2.06	0.62	0.91	1.47	2.38	0.65	1.00	1.53	2.53	0.80	1.18	1.48	2.65	0.75	1.11	1.47	2.59
DE11 - Stuttgart	0.43	3.48	8.13	11.61	0.43	3.79	8.79	12.57	0.46	4.26	9.22	13.48	0.54	4.97	9.25	14.22	0.52	4.76	9.25	14.01
DE12 - Karlsruhe	0.55	1.72	3.10	4.82	0.59	1.82	3.10	4.93	0.61	1.98	3.24	5.21	0.70	2.36	3.37	5.73	0.67	2.21	3.28	5.49
DE13 - Freiburg	0.33	0.95	2.85	3.79	0.33	1.00	3.06	4.07	0.35	1.11	3.16	4.26	0.42	1.30	3.13	4.43	0.40	1.25	3.16	4.41
DE14 - Tuebingen	0.27	1.07	4.03	5.10	0.26	1.09	4.14	5.22	0.29	1.28	4.39	5.67	0.35	1.60	4.59	6.18	0.33	1.48	4.50	5.98
DE21 - Oberbayern	0.57	1.34	2.37	3.71	0.60	1.47	2.46	3.93	0.61	1.53	2.48	4.01	0.73	1.82	2.48	4.30	0.70	1.73	2.46	4.20
DE22 - Niederbayern	0.17	0.53	3.10	3.63	0.16	0.48	3.03	3.51	0.18	0.56	3.08	3.64	0.23	0.73	3.19	3.92	0.21	0.67	3.11	3.78
DE23 - Oberpfalz	0.31	0.71	2.29	2.99	0.32	0.77	2.39	3.16	0.34	0.82	2.40	3.23	0.41	0.98	2.40	3.38	0.39	0.92	2.37	3.29
DE24 - Oberfranken	0.32	2.13	6.68	8.81	0.29	1.96	6.82	8.78	0.33	2.44	7.36	9.80	0.44	3.47	7.85	11.32	0.40	3.04	7.60	10.64
DE25 - Mittelfranken	0.68	1.76	2.61	4.37	0.75	2.03	2.69	4.72	0.77	2.15	2.78	4.94	0.89	2.47	2.78	5.25	0.86	2.39	2.79	5.18
DE26 - Unterfranken	0.30	0.62	2.06	2.67	0.31	0.70	2.24	2.94	0.33	0.76	2.28	3.05	0.39	0.84	2.16	3.00	0.37	0.83	2.22	3.04
DE27 - Schwaben	0.38	0.86	2.30	3.16	0.37	0.92	2.46	3.38	0.39	0.96	2.46	3.42	0.48	1.16	2.44	3.61	0.45	1.09	2.41	3.50
DE30 - Berlin	24.59	17.42	0.71	18.13	24.57	17.40	0.71	18.11	24.57	17.40	0.71	18.11	24.57	17.40	0.71	18.11	24.57	17.40	0.71	18.11
DE41 - Brandenburg - Nordost	1.63	0.34	0.21	0.55	1.42	0.34	0.24	0.58	1.53	0.39	0.26	0.65	1.89	0.48	0.25	0.73	1.77	0.45	0.26	0.71
DE42 - Brandenburg - Suedwest	1.66	0.30	0.18	0.49	1.65	0.33	0.20	0.52	1.72	0.35	0.21	0.56	1.90	0.39	0.20	0.59	1.82	0.38	0.21	0.58
DE50 - Bremen	6.71	30.82	4.59	35.41	6.71	30.80	4.59	35.39	6.71	30.80	4.59	35.39	6.71	30.80	4.59	35.39	6.71	30.80	4.59	35.39
DE60 - Hamburg	6.21	28.24	4.55	32.79	6.50	28.31	4.36	32.67	6.92	29.55	4.27	33.83	6.62	30.23	4.57	34.79	6.34	28.88	4.56	33.44
DE71 - Darmstadt	0.68	2.38	3.48	5.86	0.75	2.64	3.52	6.16	0.78	2.85	3.66	6.51	0.89	3.28	3.68	6.95	0.87	3.16	3.64	6.79
DE72 - Giessen	0.22	1.75	8.07	9.82	0.19	1.55	7.94	9.49	0.22	1.82	8.22	10.04	0.27	2.22	8.32	10.54	0.24	1.97	8.16	10.13
DE73 - Kassel	0.36	1.52	4.20	5.72	0.40	1.77	4.47	6.24	0.41	1.92	4.64	6.56	0.47	2.20	4.65	6.85	0.45	2.07	4.59	6.66
DE80 - Mecklenburg-Vorpommern	2.02	0.22	0.11	0.33	1.79	0.22	0.12	0.35	1.96	0.24	0.12	0.36	2.31	0.27	0.12	0.37	2.19	0.26	0.12	0.37
DE91 - Braunschweig	0.55	1.54	2.82	4.35	0.55	1.81	3.29	5.10	0.58	1.98	3.40	5.38	0.71	2.24	3.15	5.39	0.67	2.17	3.23	5.40
DE92 - Hannover	0.61	2.61	4.30	6.90	0.63	3.26	5.20	8.47	0.68	3.75	5.56	9.31	0.81	4.19	5.19	9.37	0.77	4.17	5.38	9.55
DE93 - Lueneburg	0.49	0.35	0.70	1.05	0.44	0.35	0.80	1.15	0.48	0.39	0.81	1.20	0.59	0.44	0.74	1.18	0.56	0.42	0.75	1.17
DE94 - Weser-Ems	0.50	1.47	2.95	4.42	0.48	1.53	3.17	4.69	0.51	1.62	3.16	4.78	0.59	1.91	3.23					

NUTS 2	current				A1			A2				B1				B2				
	u/p	u/r	p/r	u+p/r	u/p	u/r	p/r	u+p/r	u/p	u/r	p/r	u+p/r	u/p	u/r	p/r	u+p/r	u/p	u/r	p/r	u+p/r
FR10 - Ile de France	3.27	2.58	0.79	3.37	3.36	2.84	0.85	3.69	3.49	2.87	0.82	3.69	3.27	2.58	0.79	3.37	3.29	2.60	0.79	3.39
FR21 - Champagne-Ardenne	2.51	0.22	0.09	0.31	2.37	0.24	0.10	0.35	2.56	0.27	0.10	0.37	3.32	0.32	0.10	0.42	3.10	0.30	0.10	0.39
FR22 - Picardie	0.90	0.15	0.16	0.31	0.89	0.15	0.17	0.32	0.90	0.15	0.17	0.32	0.92	0.15	0.16	0.31	0.91	0.15	0.16	0.31
FR23 - Haute-Normandie	1.43	0.44	0.31	0.75	1.42	0.50	0.35	0.84	1.49	0.53	0.36	0.89	1.82	0.62	0.34	0.96	1.70	0.59	0.35	0.94
FR24 - Centre	2.11	0.29	0.14	0.43	1.94	0.31	0.16	0.47	2.09	0.34	0.16	0.50	2.69	0.40	0.15	0.55	2.50	0.38	0.15	0.53
FR25 - Basse-Normandie	1.22	0.25	0.20	0.45	1.13	0.25	0.22	0.47	1.21	0.26	0.21	0.47	1.49	0.30	0.20	0.51	1.43	0.29	0.20	0.50
FR26 - Bourgogne	2.09	0.21	0.10	0.32	2.00	0.22	0.11	0.33	2.17	0.24	0.11	0.36	2.70	0.30	0.11	0.42	2.55	0.28	0.11	0.39
FR30 - Nord - Pas-de-Calais	1.07	1.51	1.41	2.92	1.06	1.74	1.64	3.38	1.12	1.80	1.60	3.40	1.25	1.85	1.47	3.32	1.23	1.79	1.46	3.25
FR41 - Lorraine	1.52	0.37	0.24	0.61	1.44	0.41	0.29	0.70	1.52	0.44	0.29	0.73	1.86	0.50	0.27	0.77	1.76	0.48	0.27	0.75
FR42 - Alsace	0.70	0.50	0.71	1.21	0.72	0.58	0.80	1.38	0.73	0.57	0.78	1.35	0.82	0.59	0.72	1.31	0.79	0.57	0.72	1.29
FR43 - Franche-Comte	1.27	0.21	0.17	0.38	1.21	0.24	0.20	0.44	1.27	0.24	0.19	0.43	1.43	0.24	0.17	0.41	1.38	0.24	0.17	0.41
FR51 - Pays de la Loire	0.92	0.30	0.33	0.63	0.87	0.30	0.34	0.64	0.92	0.31	0.34	0.64	1.16	0.39	0.34	0.73	1.11	0.37	0.33	0.70
FR52 - Bretagne	0.67	0.24	0.35	0.59	0.63	0.23	0.38	0.61	0.67	0.25	0.37	0.61	0.84	0.30	0.36	0.67	0.81	0.29	0.36	0.65
FR53 - Poitou-Charentes	1.69	0.25	0.15	0.39	1.51	0.26	0.17	0.43	1.62	0.27	0.17	0.44	2.03	0.32	0.16	0.47	1.93	0.30	0.16	0.46
FR61 - Aquitaine	1.31	0.48	0.37	0.85	1.25	0.55	0.44	0.99	1.33	0.58	0.44	1.02	1.62	0.65	0.40	1.04	1.53	0.63	0.41	1.04
FR62 - Midi-Pyrenees	1.34	0.45	0.34	0.79	1.27	0.51	0.40	0.91	1.35	0.53	0.40	0.93	1.71	0.61	0.36	0.96	1.62	0.58	0.36	0.94
FR63 - Limousin	1.38	0.24	0.17	0.41	1.32	0.27	0.20	0.47	1.42	0.29	0.20	0.49	1.81	0.35	0.19	0.54	1.70	0.32	0.19	0.51
FR71 - Rhone-Alpes	1.13	0.66	0.59	1.25	1.08	0.71	0.65	1.36	1.13	0.73	0.64	1.37	1.41	0.88	0.62	1.51	1.34	0.83	0.62	1.45
FR72 - Auvergne	1.38	0.31	0.22	0.53	1.20	0.32	0.26	0.58	1.28	0.34	0.27	0.61	1.70	0.42	0.25	0.67	1.58	0.39	0.25	0.64
FR81 - Languedoc-Roussillon	0.71	0.40	0.56	0.96	0.69	0.43	0.62	1.05	0.72	0.44	0.62	1.06	0.89	0.53	0.59	1.12	0.85	0.50	0.59	1.09
FR82 - Provence-Alpes-Cote d'Azur	1.33	1.12	0.84	1.96	1.31	1.16	0.89	2.05	1.35	1.19	0.88	2.07	1.61	1.46	0.91	2.37	1.56	1.39	0.90	2.29
FR83 - Corse	0.35	0.11	0.30	0.41	0.36	0.13	0.37	0.50	0.36	0.13	0.36	0.48	0.41	0.13	0.32	0.45	0.40	0.13	0.32	0.44
GR11 - Anatoliki Makedonia, Thraki	0.45	0.10	0.22	0.32	0.41	0.08	0.21	0.29	0.46	0.10	0.21	0.31	0.56	0.13	0.24	0.37	0.53	0.12	0.23	0.35
GR12 - Kentriki Makedonia	0.54	0.24	0.45	0.69	0.54	0.26	0.48	0.73	0.56	0.26	0.47	0.74	0.71	0.33	0.47	0.79	0.67	0.31	0.46	0.77
GR13 - Dytiiki Makedonia	0.29	0.03	0.12	0.15	0.25	0.03	0.13	0.16	0.29	0.03	0.12	0.16	0.32	0.03	0.11	0.14	0.30	0.03	0.11	0.14
GR14 - Thessalia	1.97	0.23	0.12	0.35	1.82	0.23	0.12	0.35	1.96	0.24	0.12	0.36	2.58	0.31	0.12	0.43	2.43	0.29	0.12	0.41
GR21 - Ipeiros	1.26	0.20	0.16	0.36	1.10	0.19	0.17	0.36	1.28	0.22	0.18	0.40	1.67	0.28	0.17	0.45	1.52	0.25	0.17	0.42
GR22 - Ionia Nisia	0.21	0.13	0.63	0.76	0.18	0.11	0.60	0.71	0.21	0.13	0.60	0.73	0.26	0.16	0.61	0.77	0.24	0.15	0.62	0.77
GR23 - Dytiiki Ellada	0.52	0.52	1.00	1.52	0.54	0.60	1.12	1.72	0.56	0.61	1.10	1.71	0.65	0.69	1.05	1.74	0.62	0.66	1.05	1.71
GR24 - Sterea Ellada	0.62	0.07	0.11	0.18	0.57	0.07	0.12	0.18	0.64	0.07	0.11	0.19	0.75	0.08	0.11	0.19	0.70	0.08	0.11	0.19
GR25 - Peloponnissos	0.35	0.13	0.36	0.49	0.30	0.12	0.39	0.51	0.34	0.13	0.39	0.53	0.43	0.15	0.35	0.51	0.40	0.15	0.36	0.51
GR30 - Attiki	2.69	3.71	1.38	5.09	2.72	3.73	1.37	5.11	2.73	3.85	1.41	5.26	3.27	4.95	1.51	6.46	3.13	4.62	1.47	6.09
GR41 - Voreio Aigalo	0.34	0.10	0.30	0.40	0.31	0.10	0.31	0.41	0.36	0.12	0.32	0.43	0.28	0.09	0.32	0.42	0.27	0.09	0.33	0.41
GR42 - Notio Aigalo	0.30	0.05	0.17	0.23	0.27	0.05	0.17	0.21	0.30	0.05	0.17	0.22	0.43	0.07	0.17	0.25	0.40	0.07	0.17	0.24
GR43 - Kriti	0.53	0.64	1.20	1.85	0.51	0.64	1.26	1.90	0.54	0.66	1.23	1.88	0.69	0.77	1.12	1.89	0.65	0.73	1.13	1.86
HU10 - Közép-Magyarország	1.50	1.83	1.22	3.05	1.60	2.23	1.40	3.63	1.64	2.37	1.45	3.82	1.82	2.50	1.38	3.88	1.79	2.54	1.42	3.96
HU21 - Közép-Dunántul	0.99	0.16	0.16	0.33	1.01	0.17	0.16	0.33	1.02	0.17	0.16	0.33	1.04	0.17	0.16	0.33	1.02	0.16	0.16	0.33
HU22 - Nyugat-Dunántul	1.33	0.19	0.14	0.33	1.24	0.20	0.16	0.35	1.27	0.20	0.16	0.35	1.47	0.21	0.14	0.36	1.42	0.21	0.15	0.35
HU23 - Dél-Dunántul	1.04	0.08	0.08	0.16	0.98	0.10	0.10	0.19	1.04	0.10	0.09	0.19	1.27	0.11	0.08	0.19	1.20	0.10	0.09	0.19
HU31 - Észak-Magyarország	0.72	0.13	0.18	0.31	0.71	0.14	0.19	0.33	0.72	0.14	0.19	0.33	0.77	0.14	0.18	0.32	0.75	0.14	0.18	0.32
HU32 - Észak-Alföld	1.04	0.17	0.17	0.34	1.01	0.19	0.19	0.38	1.06	0.20	0.19	0.38	1.30	0.23	0.17	0.40	1.23	0.22	0.18	0.39
HU33 - Dél-Alföld	1.49	0.32	0.21	0.53	1.47	0.34	0.23	0.58	1.60	0.37	0.23	0.60	1.87	0.40	0.22	0.62	1.81	0.39	0.22	0.60
IE01 - Border, Midland and Western	1.49	0.11	0.07	0.18	1.25	0.10	0.08	0.18	1.44	0.11	0.08	0.18	1.29	0.08	0.06	0.14	1.27	0.08	0.06	0.15
IE02 - Southern and Eastern	2.05	0.77	0.38	1.15	1.99	0.83	0.42	1.24	2.06	0.82	0.40	1.22	2.74	1.00	0.37	1.37	2.59	0.95	0.37	1.32
ITC1 - Piemonte	0.45	0.73	1.63	2.37	0.44	0.75	1.70	2.45	0.46	0.79	1.70	2.49	0.58	0.97	1.68	2.65	0.55	0.91	1.67	2.58
ITC2 - Valle d'Aosta/Vallee d'Aoste	1.05	0.33	0.31	0.64	0.95	0.29	0.31	0.60	1.05	0.34	0.32	0.65	0.83	0.28	0.33	0.61	0.80	0.26	0.33	0.59
ITC3 - Liguria	2.02	1.17	0.58	1.75	2.03	1.17	0.58	1.75	2.10	1.23	0.58	1.82	2.14	1.24	0.58	1.82	2.15	1.25	0.58	1.84
ITC4 - Lombardia	0.71	1.47	2.07	3.54	0.70	1.56	2.24	3.80	0.73	1.61	2.22	3.83	0.88	1.90	2.15	4.05	0.84	1.80	2.14	3.94
ITD1 - Provincia Autonoma Bolzano/Bozen	0.51	0.28	0.55	0.84	0.47	0.25	0.53	0.78	0.53	0.29	0.55	0.84	0.67	0.39	0.58	0.97	0.63	0.36	0.57	0.92
ITD2 - Provincia Autonoma Trento	0.75	0.21	0.28	0.50	0.74	0.21	0.29	0.50	0.75	0.21	0.28	0.50	0.79	0.22	0.28	0.51	0.76	0.22	0.28	0.50
ITD3 - Veneto	0.29	1.67	5.72	7.39	0.28	1.88	6.66	8.54	0.30	1.95	6.53	8.48	0.35	2.32	6.70	9.02	0.33	2.22	6.73	8.94
ITD4 - Friuli-Venezia Giulia	0.36	0.49	1.37	1.86	0.36	0.49	1.38	1.86	0.36	0.49	1.37	1.86	0.36	0.49	1.37	1.86	0.36	0.49	1.37	1.86
ITD5 - Emilia-Romagna	0.49	2.70	5.47	8.17	0.48	3.00	6.22	9.22	0.50	3.07	6.09	9.16	0.66	3.77	5.70	9.46	0.63	3.63	5.78	9.41
ITE1 - Toscana	0.76	1.09	1.45	2.54	0.71	1.09	1.52	2.61	0.76	1.14	1.50	2.63	0.89	1.33	1.50	2.84	0.84	1.25	1.48	2.72
ITE2 - Umbria	0.49	0.61	1.23	1.84	0.46	0.63	1.39	2.03	0.49	0.63	1.28	1.91	0.51	0.63	1.23	1.87	0.51	0.63	1.23	1.86
ITE3 - Marche	0.25	1.23	4.96	6.20	0.24	1.30	5.41	6.71	0.26	1.32	5.14	6.46	0.27	1.33	4.99	6.32	0.26	1.32	4.99	6.31
ITE4 - Lazio	0.69	4.24	6.17	10.41	0.65	4.13	6.33	10.45	0.69	4.35	6.32	10.67	0.85	5.45	6.41	11.86	0.81	5.10	6.31	11.42
ITF1 - Abruzzo	0.55	0.49	0.88	1.36	0.55	0.54	0.99	1.53	0.58	0.56	0.97	1.54	0.70	0.63	0.90	1.53	0.66	0.61	0.93	1.55
ITF2 - Molise	0.25	0.20	0.81	1.01	0.21	0.17	0.81	0.98	0.24	0.20	0.82	1.02	0.32	0.26	0.83	1.09	0.28	0.24	0.85	1.09
ITF3 - Campania	1.01	1.27	1.25	2.52	1.00	1.26	1.26	2.52	1.01	1.27	1.25	2.52	1.01	1.27	1.25	2.52	1.01	1.27	1.25	2.52
ITF4 - Puglia	0.73	0.77	1.06	1.84																

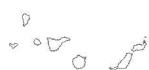
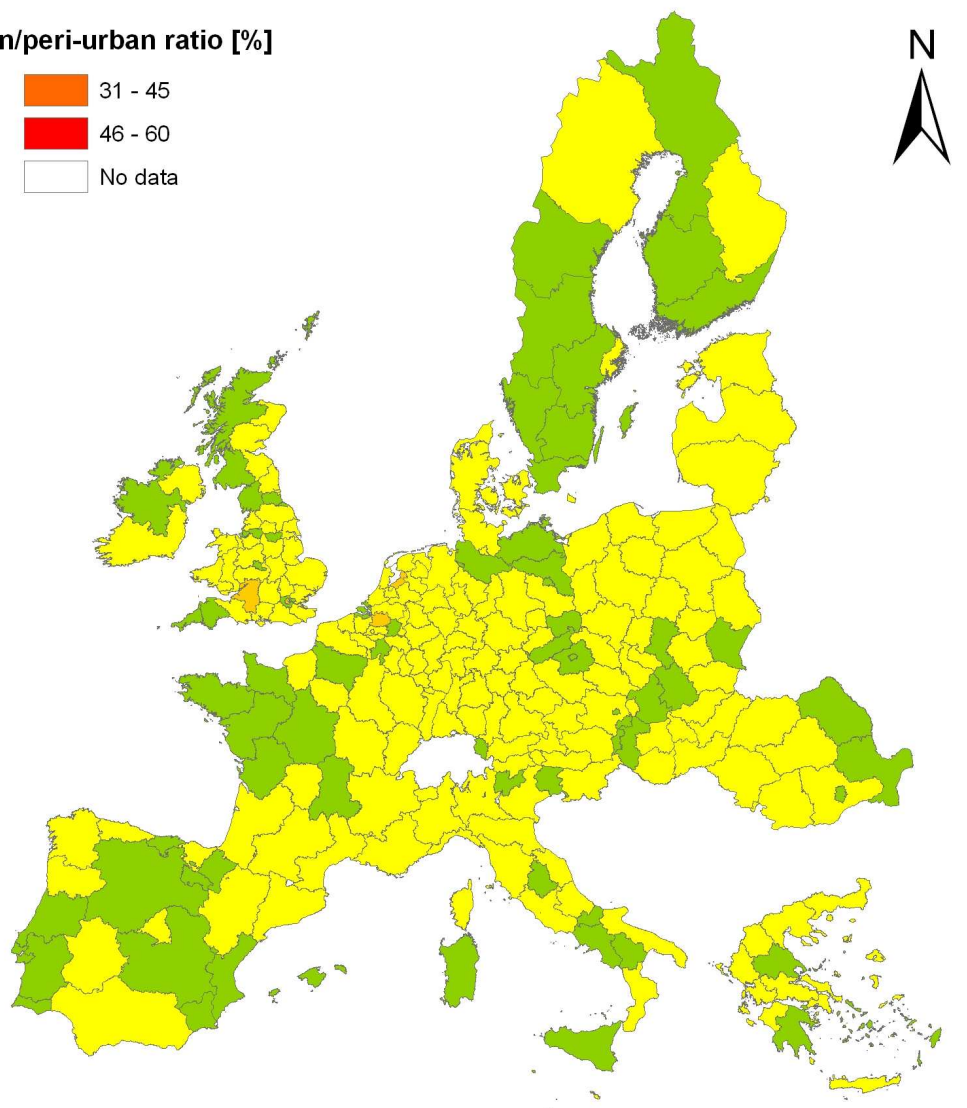
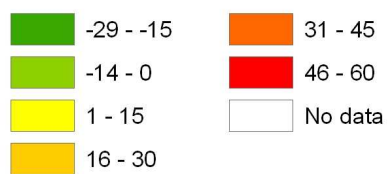
NUTS 2	current				A1				A2				B1				B2			
	u/p	u/r	p/r	u+p/r	u/p	u/r	p/r	u+p/r	u/p	u/r	p/r	u+p/r	u/p	u/r	p/r	u+p/r	u/p	u/r	p/r	u+p/r
RO01 - Nord-Est	2.20	0.08	0.04	0.12	2.16	0.08	0.04	0.12	2.20	0.08	0.04	0.12	2.27	0.08	0.04	0.12	2.22	0.08	0.04	0.12
RO02 - Sud-Est	1.80	0.09	0.05	0.14	1.72	0.10	0.06	0.16	1.79	0.10	0.06	0.16	2.11	0.11	0.05	0.17	2.05	0.11	0.05	0.17
RO03 - Sud	0.73	0.10	0.14	0.25	0.69	0.11	0.16	0.27	0.73	0.11	0.15	0.27	0.85	0.12	0.14	0.27	0.82	0.12	0.14	0.26
RO04 - Sud-Vest	1.03	0.07	0.07	0.13	1.02	0.07	0.07	0.14	1.04	0.07	0.07	0.14	1.13	0.07	0.07	0.14	1.10	0.07	0.07	0.14
RO05 - Vest	2.44	0.10	0.04	0.15	2.42	0.11	0.05	0.16	2.59	0.11	0.04	0.16	3.19	0.13	0.04	0.17	3.02	0.13	0.04	0.17
RO06 - Nord-Vest	1.41	0.09	0.06	0.15	1.40	0.10	0.07	0.17	1.50	0.10	0.07	0.16	1.78	0.11	0.06	0.18	1.70	0.11	0.06	0.17
RO07 - Centru	1.01	0.13	0.13	0.25	0.95	0.14	0.15	0.28	1.02	0.15	0.14	0.29	1.26	0.17	0.14	0.31	1.19	0.16	0.14	0.30
RO08 - Bucuresti	1.44	2.13	1.47	3.60	1.44	2.12	1.47	3.60	1.44	2.12	1.47	3.60	1.44	2.12	1.47	3.60	1.44	2.12	1.47	3.60
SE01 - Stockholm	5.77	1.61	0.28	1.89	5.61	1.62	0.29	1.91	5.78	1.67	0.29	1.96	6.93	2.12	0.31	2.42	6.73	1.99	0.30	2.29
SE02 - Ostra Mellansverige	12.81	0.38	0.03	0.41	12.20	0.36	0.03	0.39	12.81	0.39	0.03	0.42	16.17	0.48	0.03	0.51	15.43	0.46	0.03	0.48
SE04 - Sydsverige	1.67	0.45	0.27	0.72	1.57	0.51	0.32	0.83	1.66	0.50	0.30	0.81	1.91	0.51	0.27	0.78	1.80	0.49	0.27	0.76
SE06 - Norra Mellansverige	1.02	0.10	0.10	0.20	0.95	0.10	0.10	0.20	0.98	0.11	0.11	0.22	1.11	0.13	0.12	0.25	1.09	0.13	0.12	0.24
SE07 - Mellersta Norrland	26.79	0.25	0.01	0.26	23.38	0.23	0.01	0.24	25.85	0.26	0.01	0.27	29.67	0.33	0.01	0.34	27.68	0.31	0.01	0.32
SE08 - Ovre Norrland	11.83	0.18	0.02	0.20	11.62	0.18	0.02	0.20	11.93	0.20	0.02	0.22	12.30	0.23	0.02	0.25	12.26	0.23	0.02	0.25
SE09 - Smaland med oarna	17.40	0.16	0.01	0.17	16.24	0.15	0.01	0.16	17.06	0.17	0.01	0.18	20.55	0.19	0.01	0.20	19.45	0.18	0.01	0.19
SE0A - Vastsverige	3.70	0.50	0.14	0.64	3.40	0.55	0.16	0.71	3.60	0.56	0.16	0.72	4.44	0.64	0.14	0.78	4.23	0.62	0.15	0.76
SI00 - Slovenija	0.39	0.45	1.16	1.62	0.39	0.49	1.27	1.76	0.41	0.52	1.26	1.78	0.49	0.60	1.21	1.81	0.47	0.56	1.21	1.78
SK01 - Bratislavsky kraj	3.07	0.72	0.23	0.95	2.91	0.83	0.28	1.11	3.12	0.90	0.29	1.19	3.87	1.00	0.26	1.25	3.71	0.99	0.27	1.26
SK02 - Zapadne Slovensko	0.69	0.15	0.22	0.37	0.65	0.14	0.22	0.36	0.69	0.15	0.22	0.37	0.80	0.18	0.23	0.41	0.75	0.17	0.23	0.39
SK03 - Stredne Slovensko	0.56	0.20	0.36	0.56	0.47	0.18	0.38	0.56	0.54	0.21	0.39	0.61	0.72	0.28	0.39	0.68	0.64	0.25	0.40	0.65
SK04 - Vychodne Slovensko	0.80	0.17	0.21	0.37	0.85	0.17	0.20	0.37	0.89	0.18	0.20	0.39	1.04	0.22	0.21	0.44	1.00	0.21	0.21	0.41
UKC1 - Tees Valley & Durham	1.32	12.01	9.13	21.13	1.31	11.99	9.12	21.12	1.31	11.99	9.12	21.12	1.31	11.99	9.12	21.12	1.31	11.99	9.12	21.12
UKC2 - Northumberland & Tyne and Wear	2.45	3.94	1.60	5.54	2.50	5.18	2.07	7.26	2.57	5.26	2.05	7.31	2.95	5.19	1.76	6.95	2.86	5.23	1.83	7.06
UKD1 - Cumbria	0.89	0.77	0.87	1.64	0.79	0.69	0.87	1.56	0.89	0.78	0.88	1.66	1.08	1.02	0.94	1.96	1.00	0.94	0.94	1.89
UKD2 - Cheshire	1.42	10.97	7.73	18.70	1.39	11.80	8.51	20.31	1.48	13.08	8.82	21.90	1.56	14.42	9.26	23.68	1.50	13.98	9.32	23.30
UKD3 - Greater Manchester	4.56	246.31	54.00	300.31	4.56	246.12	53.99	300.11	4.56	246.12	53.99	300.11	4.56	246.12	53.99	300.11	4.56	246.12	53.99	300.11
UKD4 - Lancashire	1.17	22.43	19.22	41.65	1.15	26.24	22.90	49.14	1.19	27.74	23.35	51.09	1.30	29.00	22.24	51.23	1.27	27.92	21.92	49.84
UKD5 - Merseyside	7.26	126.15	17.37	143.51	7.26	126.04	17.36	143.40	7.26	126.04	17.36	143.40	7.26	126.04	17.36	143.40	7.26	126.04	17.36	143.40
UKE1 - East Riding & North Lincolnshire	1.28	6.23	4.87	11.11	1.33	6.56	4.95	11.52	1.37	7.00	5.12	12.12	1.21	6.99	5.77	12.77	1.19	6.73	5.66	12.39
UKE2 - North Yorkshire	0.55	0.77	1.40	2.17	0.55	0.90	1.63	2.53	0.57	0.94	1.64	2.57	0.57	0.87	1.52	2.40	0.55	0.85	1.56	2.41
UKE3 - South Yorkshire	1.20	105.21	87.33	192.55	1.20	105.27	87.45	192.71	1.20	105.15	87.33	192.48	1.20	105.15	87.33	192.48	1.20	105.15	87.33	192.48
UKE4 - West Yorkshire	1.63	71.21	43.68	114.89	1.67	80.13	47.94	128.07	1.72	78.31	45.43	123.74	1.66	72.75	43.70	116.45	1.63	71.12	43.66	114.78
UKF1 - Derbyshire & Nottinghamshire	1.18	7.68	6.51	14.19	1.23	9.48	7.70	17.18	1.31	10.38	7.93	18.31	1.54	11.32	7.33	18.65	1.49	11.16	7.50	18.66
UKF2 - Leicestershire, Rutland & Northamptonshire	1.19	3.11	2.62	5.73	1.21	3.55	2.92	6.47	1.28	3.82	2.99	6.81	1.55	4.43	2.86	7.29	1.49	4.28	2.88	7.15
UKF3 - Lincolnshire	0.70	0.74	1.06	1.79	0.63	0.71	1.12	1.82	0.71	0.80	1.12	1.92	0.89	0.92	1.04	1.96	0.82	0.86	1.05	1.92
UKG1 - Herefordshire, Worcestershire & Warwickshire	1.00	4.89	4.91	9.79	0.92	4.79	5.20	9.99	1.01	5.50	5.43	10.93	1.18	5.78	4.91	10.69	1.13	5.55	4.93	10.48
UKG2 - Shropshire & Staffordshire	1.15	5.21	4.53	9.74	1.15	5.48	4.76	10.25	1.19	5.56	4.67	10.23	1.22	5.55	4.55	10.10	1.17	5.29	4.53	9.82
UKG3 - West Midlands	14.69	NA	NA	NA	14.68	NA	NA	NA	14.68	NA	NA	NA	14.68	NA	NA	NA	14.68	NA	NA	NA
UKH1 - East Anglia	0.66	1.96	2.98	4.94	0.68	2.24	3.31	5.55	0.70	2.35	3.38	5.74	0.78	2.54	3.26	5.80	0.75	2.46	3.27	5.73
UKH2 - Bedfordshire & Hertfordshire	1.27	20.32	16.01	36.33	1.25	22.29	17.84	40.13	1.36	24.93	18.36	43.29	1.62	29.53	18.23	47.76	1.55	28.37	18.29	46.66
UKH3 - Essex	1.00	29.97	29.88	59.85	0.97	29.66	30.71	60.37	1.05	32.81	31.18	63.99	1.19	40.02	33.76	73.77	1.15	38.20	33.27	71.47
UKI1 - Inner London	499.20	NA	NA	NA	521.84	NA	NA	NA	600.52	NA	NA	NA	779.23	NA	NA	NA	721.84	NA	NA	NA
UKI2 - Outer London	12.22	266.76	21.83	288.59	12.21	266.54	21.83	288.37	12.21	266.54	21.83	288.37	12.21	266.54	21.83	288.37	12.21	266.54	21.83	288.37
UKJ1 - Berkshire, Buckinghamshire & Oxfordshire	0.88	5.70	6.45	12.15	0.90	6.62	7.33	13.96	0.94	7.07	7.50	14.58	1.11	7.99	7.20	15.19	1.06	7.61	7.18	14.79
UKJ2 - Surrey, East & West Sussex	1.24	6.31	5.09	11.39	1.22	6.25	5.13	11.39	1.32	7.06	5.37	12.42	1.56	8.81	5.66	14.46	1.49	8.26	5.55	13.81
UKJ3 - Hampshire & Isle of Wight	1.21	6.40	5.29	11.69	1.26	6.77	5.36	12.13	1.31	7.36	5.61	12.96	1.39	8.78	6.34	15.11	1.35	8.34	6.18	14.52
UKJ4 - Kent	0.94	9.99	10.66	20.64	0.92	10.59	11.49	22.08	0.99	11.54	11.67	23.21	1.15	16.00	13.86	29.86	1.11	14.97	13.52	28.49
UKK1 - Gloucestershire, Wiltshire & North Somerset	1.13	4.17	3.68	7.86	1.24	5.05	4.06	9.11	1.31	5.48	4.20	9.69	1.49	6.24	4.18	10.42	1.47	6.11	4.16	10.27
UKK2 - Dorset & Somerset	0.96	2.21	2.32	4.53	1.03	2.38	2.33	4.71	1.04	2.45	2.36	4.81	1.00	2.37	2.37	4.74	0.99	2.31	2.33	4.65
UKK3 - Cornwall & Isles of Scilly	0.34	0.67	2.00	2.67	0.31	0.59	1.88	2.47	0.34	0.66	1.97	2.63	0.36	0.73	2.04	2.77	0.35	0.70	2.01	2.71
UKK4 - Devon	1.22	1.82	1.50	3.32	1.16	1.83	1.58	3.41	1.21	1.86	1.53	3.39	1.49	2.29	1.53	3.82	1.44	2.20	1.53	3.72
UKL1 - West Wales & The Valleys	1.10	1.33	1.20	2.53	1.08	1.46	1.36	2.82	1.12	1.49	1.33	2.83	1.29	1.72	1.33	3.04	1.25	1.65	1.32	2.97
UKL2 - East Wales	1.14	2.55	2.25	4.80	1.26	3.34	2.64	5.98	1.26	3.34	2.64	5.98	1.27	2.99	2.35	5.34	1.26	3.08	2.45	5.52
UKM1 - North Eastern Scotland	3.24	0.64	0.20	0.83	3.25	0.85	0.26	1.11	3.39	0.83	0.24	1.07	4.32	1.02	0.24	1.25	4.06	0.99	0.24	1.23
UKM2 - Eastern Scotland	1.27	1.80	1.41	3.21	1.23	1.88	1.53	3.41	1.27	1.89	1.48	3.36	1.50	2.07	1.38	3.45	1.44	2.00	1.39	3.40
UKM3 - South Western Scotland	1.95	4.54	2.32	6.86	1.86	4.81	2.59	7.40	1.95	4.77	2.45	7.22	2.49	6.13	2.46	8.60	2.37	5.77	2.43	8.20
UKM4 - Highlands & Islands	2.30	0.10	0.04	0.14	2.14	0.10	0.05	0.15	2.27	0.11	0.05	0.15	2.43	0.13	0.05	0.19	2.35	0.13	0.05	0.18
UKN0 - Northern Ireland	1.03	2.79	2.70	5.49	1.04	3.10	2.97	6.07	1.06	3.13	2.95	6.07	1.22	3.61	2.96	6.57	1.18	3.48	2.95	6.43

Maps of the differences (percentage) in the urban to peri-urban ratio between each scenario (A1, A2, B1 and B2) for 2025 and the baseline (2000) situation, by NUTS 2 region. This corresponds to the first column in each section of the table above. A decrease indicates that population growth is faster in peri-urban areas, whereas an increase indicates faster growth in urban areas.

A1 - difference in urban/peri-urban ratio [%]

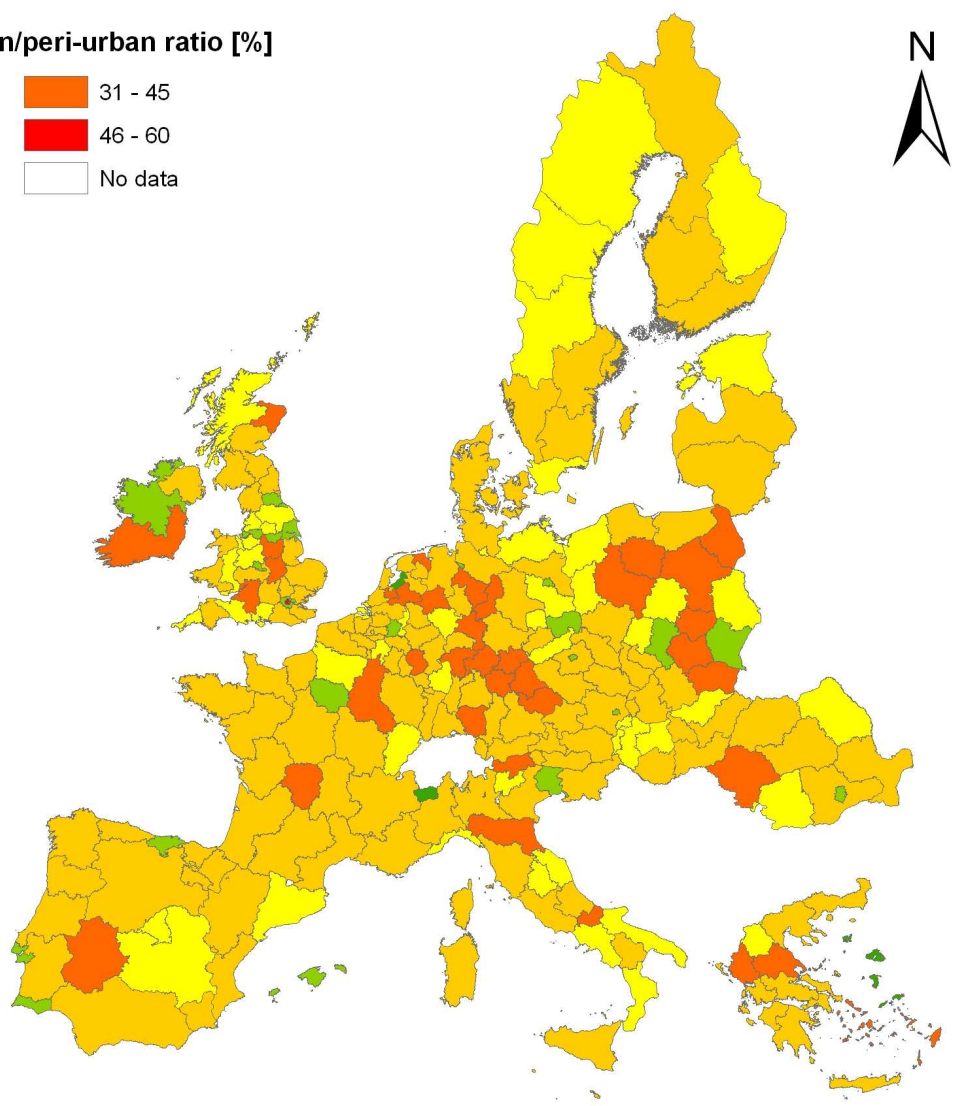
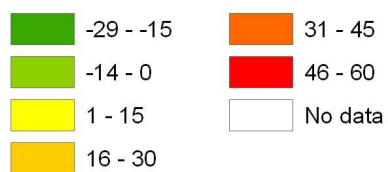


A2 - difference in urban/peri-urban ratio [%]



0 500 1,000 2,000 Km

B1 - difference in urban/peri-urban ratio [%]



0 500 1,000 2,000 Km

B2 - difference in urban/peri-urban ratio [%]

