



Figure 5.1  
Sheffield centre.  
(Source: Kevin Gaston.)

steel and cutlery. With the demise of these heavy industries, the city has had to compete for investment which could have been channelled into a wide variety of locations. It has had some success, arguably helped by being close to the attractive Peak District, but hindered by being at the centre of a sub-region still recovering from the closure of coal mines, the decline of engineering and other heavy industries on which its prosperity had partly rested. Between Barnsley, Rotherham, Doncaster and Chesterfield is a complex pattern of old industrial towns and villages served by an old network of railways and a modern network of motorways and trunk roads. Counter-urban dispersal, regeneration and environmental objectives would be more difficult to harness here, where economic growth is limited, than in the more prosperous south.

## **Bristol**

Bristol is also a city with a changing economic base which faces formidable problems of regeneration in some of its inner city areas. But the city lies within the 'Rising Shires', the counties of central and southern England where a high proportion of economic and employment growth is forecast. Bristol (Figure 5.2) is the capital of its region and faces little real competition from within (however Birmingham and Cardiff are close enough to compete economically). The city's sub-region includes

Figure 5.2  
Bristol. (Source: Morag Lindsay.)



Weston-Super-Mare, a commercially expanding seaside town, the historic city of Bath and a number of smaller towns set in open countryside. Highly prosperous Bristol should be able to exploit the forces of dispersal while achieving regeneration. However, to secure environmental objectives will demand far greater political will and popular support, as will become clear.

## Analysis

### Sheffield

The Sheffield sub-region was one of the heartlands of industrial Britain, with high proportions of its population working in manufacturing and mining. Its legacy alongside the closed factories and pits is a comprehensive railway network, and in Sheffield a modernized but curtailed tramway system. The sub-region has attracted some inward investment and lies within a region which benefited, in 2001, from £169 million from European Union (EU) structural funds (and an additional sum of about £10 million from UK Government assistance to industry). Today the sub-region is served mainly by road transport and by new motorways providing excellent links with the rest of the region and with the Midlands and the South. Here, the concept of corridors of growth might be applied to the Sheffield sub-region by concentrating growth