

LONDON EUROPE'S GLOBAL CITY?

GOVERNING THE UNGOVERNABLE?

Deyan Sudjic

The single most arresting fact about London is that it is growing. After decades in which, like every other major European and North American city, it was haemorrhaging people, the victim of the hollowing out doughnut effect, London has turned around. The forecasts now point to sustained and substantial population increases; much of it through migration. Something remarkable has happened here. A combination of an ageing population beginning to understand that the only source of the young and able-bodied that will be needed to care for the baby boomers in their declining years, and to pay the contributions needed to fund their pensions will have to be from outside, and of the booming opportunities for the highly skilled in everything from banking to the art market, have between them transformed the character of the city, and its prospects. The transformation is both reflected in, and in part the product of, a transformed system of city government for London.

Recently, London's only remaining evening newspaper carried a front page story to the effect that the first directly elected mayor in the city's history, Ken Livingstone, was so exercised by the thought of his legacy that he intended to run for office for two more terms so as to be able to preside over the opening ceremonies for the Olympics of 2012. The story does not have to be literally true to pose real questions about the impact of the singularly un-British approach to local government that Livingstone represents. After two or more decades of drift, and ambiguity, London as an urban entity now has a clear focus of power. It is a development that is the most startling product of Tony Blair's local government reforms. They were intended to change the face of all the country's big cities. London is the one success story of a reform that has elsewhere failed to take root. It should have been the most difficult, and the most unmanageable, and yet it has turned out to be the city in which a change of government, or rather the introduction of a government, has had the most clear cut impact.

Despite his incendiary past as a self-styled man of the left, Livingstone is clearly now modelling himself on a combination of big city American mayors of the stamp of La Guardia, Koch and Giuliani, with a touch of the imperial style of Francois Mitterrand thrown in, rather than the more restrained tradition of municipal public service. It's inconceivable that a Labour traditionalist would, as Livingstone has done, earmark £100,000 from the Greater London Authority's budget to spend on fighting a public inquiry to defend his personal choice of sculptor for a singularly lifeless tribute to Nelson Mandela destined for Trafalgar Square. Nor would such a figure ever have claimed that it was his duty as mayor to lead, rather than to listen, a destiny manifest in his decisions on everything from questions of aesthetics, to the extension of the congestion charging zone westward.

The intriguing question posed by Livingstone's highly personal, interventionist style of shaping London in his own image is

personified at the most superficial level by the affair of the Mandela statue, and in a much more far reaching way by the eruption of a wall of skyscrapers which have been breaching the 305 metre barrier along Bishopsgate, encouraged by Livingstone's enthusiasm for creating Europe's first skyline to aspire to the model of Shanghai rather than Manhattan. How much is the jaw dropping scale of the capital's once in a century transformation the product of the imposition of a single guiding vision, or would it have taken place without it?

London has tended to shrug off attempts to tame and direct its growth ever since its townsfolk ignored the attempts of Tudor monarchs to prevent the growth of suburbs outside its city walls, and its refusal to accept Christopher Wren's masterplan for its reconstruction after the Great Fire of 1666. Its rush westward was given a massive, and entirely unintended boost by the random creation of a heavy bomber aerodrome at Heathrow that later became Europe's largest airport. And the Great Lurch East of the 1990s, represented by the eruption of the Canary Wharf financial centre from the site of a derelict banana warehouse was equally accidental. It was the product of the market taking ruthless advantage of a set of tax incentives and planning relaxations, intended to have a quite different effect and encourage the growth of small business in the area.

If one believes that London is a gently anarchic city that has always grown haphazardly in fits and starts, and it is that quality that is behind its long-term robust good health, then the interventionism proposed by Livingstone is either irrelevant, or even counterproductive. In fact, the Mayor has produced a blueprint for future development that is as prescriptive as anything London has seen. It remains to be seen how effective it will be. Certainly London has had large-scale urban visions in the past. It was Nash's London that was heroic enough to inspire Napoleon III to remodel Paris, just as it was the London Underground that used to set the pace for the Paris Metro. The Barbican, London Wall and Paternoster Square were all the product of carefully considered planning strategies, at least two of which have subsequently been expunged.

But in the last quarter of a century, London has got out of the habit of seeing that such strategies are possible, which is what makes Livingstone's blueprints for physical and transport policy seem so strikingly different from what has gone before. For London, it is the legacy issues that are really what the Olympics are all about. Learning from Barcelona's experiences, Livingstone is planning to use the games for the catalytic effect that they will have on London's bleak eastern fringes. The Olympics will be focussed on Newham and Stratford to help kick start London's eastward growth, in the attempt to find somewhere to put the extra 800,000 Londoners that Livingstone is predicting will need to be housed in the next two decades.

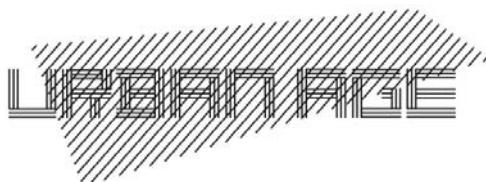
Development will be concentrated on Stratford, which will get the stadium, the pool, an aerodrome, hockey stadium and four indoor arena, and the 17,000 bed Olympic Village; the Lower Lea Valley that will be the

site of the smaller venues. The scale of the project is massive, and will see what amounts to the total reengineering of East London. Depending on how you count the cost, it could be anything from £2 to £4 billion, once the games have ended and everything has been tidied up. As far as transport is concerned, the flagship will be the Olympic Javelin, a high-speed shuttle running on the cross channel rail track from St. Pancras to the Olympic stadium in just ten minutes. There are promises for an expansion of the East London line, the Docklands Light Railway and the North London Line, but not as yet any clear commitments from the government about the future of Crossrail.

Nor are these the only major developments underway in the city. The area around King's Cross is just beginning to take in the scale of the transformation that is about to overtake it. The new St. Pancras station, designed to handle traffic on the high-speed link to Paris and Brussels through the channel, is just the first step. The huge glass and white steel box awkwardly tacked onto the back of Victorian St. Pancras will soon form just part of a sprawling development on the site of the railway and canal lands. As one developer labours on a masterplan for a project that will match Canary Wharf in its scale, another has already opportunistically swooped in to take advantage of the possibilities offered by a shift in perceptions of the area that is already taking place. This is no longer an area dominated by the drug and sex trade. The Guardian newspaper will be moving into offices here. At White City, a gap in the city's fabric for most of a century is being filled in by a giant shopping complex. South of the Thames, at Elephant & Castle, the comprehensive approach to planning of the 1960s is being unpicked on a massive scale.

This is a shift that is producing qualitative as well as quantitative changes. For the rest of the world it provides a unique opportunity to see the tensions and fault lines between planning and market forces, between a centralised vision and laissez-faire. For Londoners it's a giddy, dizzying ride, which once more puts it in the uncertain territory of a metropolis in the midst of the kind of change it has not seen for a century.

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ACCOMMODATING GROWTH OR CONFLICT?

Housing and urban neighbourhoods

High land values, continuous price hikes and the inability of supply to keep pace with rising demand have made housing one of the most difficult hurdles to London's continued growth. It is a key factor determining Londoners' well-being: renters are burdened by housing costs and prospective first time buyers face increasing difficulties in accessing home-ownership. Disadvantaged immigrant families suffer overcrowding in some parts of London and those living in temporary or transitory accommodation rank by the hundreds of thousands, while middle class families continue haemorrhaging to the outer edges of an ever more extended metropolitan region, all due to the lack of space and suitable units within London. Policy-makers and planners, for their part, are pressed to make room for new construction, devise mechanisms to provide affordable units and guide the growth process so that new developments can be integrated to the fabric of existing neighbourhoods to enhance, rather than detract, from the grain of the city's built environment. To add to the challenge, there is widespread concern – especially at the level of local councillors – that intensification of land should not compromise public amenities, such as open and green spaces or the river, and that intensi-

fication can lead to town-cramming and over-development.

A prevalent argument among those studying the social geography of the city has been that the concentration of social disadvantage in inner London results from the uneven distribution of affordable housing units. While certain inner districts are dominated by estates owned and managed by local councils, providing social units which are affordable yet many are problematic in terms of construction quality, maintenance and social conditions, the same quantum of housing is virtually non-existent in the outer boroughs. After decades of governmental neglect, the impact of renewed interest by volume house builders, coupled with public sector grants and the growing involvement of civil society have not solved this basic issue. While many core neighbourhoods have experienced a return of the middle classes, in parts of Hammersmith, Brixton and Clerkenwell, for example – the decaying and rapidly shrinking stock of affordable housing in inner London continues to be, depending on the analyst's view, an entrapment or the last resort for the least fortunate in a largely unaffordable metropolitan housing market.

Current policies in London aim to increase the supply of housing and develop dense and vibrant urban neighbourhoods with a social mix and a variety of housing

sizes, building typologies and tenure types. The urgency of this agenda transcends the realm of housing and it has important implications for social integration and for London's ability to keep functioning; many of the city's key workers in the fields of health, transport, policing and education find it increasingly difficult to secure housing within the city. However, this goal is obstructed by ingrained preferences for low density neighbourhoods (with house and garden typologies) and against multi-family units. Despite high land values, there are often insufficient incentives for housebuilders to build more affordable units. Many new up-market developments in disadvantaged neighbourhoods are self-segregated from the local urban fabric, especially along the River Thames, and actively buffer their residents from the everyday life of their surrounding communities. Even subtle design differences and the distribution of units within a scheme can lead to the formation of micro-ghettos, such as those developments which clearly separate affordable units from those at a market rate, thus stigmatising their occupants; a phenomenon that is often unintentionally caused by the requirements of social housing providers for low maintenance costs in shared areas and the need for larger family units.

Good design can make higher densities compatible with urban attractiveness, reconciling the demand for personal space and privacy, with London's need to grow in a compact manner. A combination of units of varied sizes and costs, the integration of housing with other uses and open spaces, and an overall upgrading of the quality of new developments through clearer design and construction guidelines, constitute important steps towards more socially integrated communities. These principles have been embraced in the UK and wholeheartedly adopted by the

Mayor of London since the publication of the Urban Task Force Report. The redevelopment of large portions of East London in preparation for the 2012 Olympic Games is seen as an opportunity to demonstrate the reach of design in practice. How much will the Olympic Park, like other regeneration sites across the city, catalyse a regeneration of the derelict areas surrounding it? And what legacy will the Olympic Village create as a model of socially sustainable housing? Are questions worth asking. How to stimulate housing construction and secure affordability, the important roles for the private and social sectors to play, and the response of the general public to a denser model of city living remain important issues that must not be neglected. Financing and design strategies must be thought simultaneously from the formulation of citywide strategies to the implementation of individual projects. It is in the challenging realm of housing that the need for joined-up thinking makes itself the most evident at every stage of the development process, from the drafting of citywide housing strategies to the implementation of individual projects and the creation of sustainable and socially integrated urban communities from their very inception.

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EXPANDING THE CITY CORE

Labour market and workplaces

London is growing. It continues to show a robust demographic growth, unlike most large European cities, and in contrast to the other global cities, its employment levels are still rising. In the face of a recent economic slow down, activity in the city has been sustained by a number of factors that include the current volume of major urban development projects, some of them already under construction, and a larger number on the drawing boards or passing through the planning process. In a longer term, this array of commercial space construction, public works and infrastructure investments will play an important role in determining the direction that London's economy will take. Without doubt, it will change the city's face and the grain of its built environment. So, rather than asking whether or not London is growing, the important questions ahead relate to what drives the city's economic dynamism, what social and physical implications are to be expected from its current development path and how public policies and interventions can sustain this growth at the same time that they extend its benefits to those who have been left behind and the areas where concentrated disadvantage persists.

Expanding the supply of office space in London is a clear policy priority in the urban

competitiveness agenda put forward by the Livingstone administration. The expansion of Canary Wharf and the rash of new office towers planned in the City and its fringes sparked by the iconic success of the Gherkin, confirm the commercial reality of this trend. If the city is to continue attracting foreign investments, the Mayor argues, it needs to cater to their spatial needs; the lack of suitable state-of-the-art offices may become the most important bottleneck to the consolidation of London as a world city and financial capital in the context of intensified regional competition for high value-added functions. The Mayor's London Plan, put forward in response to these challenges, envisions a central activity zone characterised by high-rise buildings and the intensification of land-uses in "opportunity areas" (such as White City, Elephant & Castle, King's Cross and Stratford) that are scattered throughout metropolitan London. They present an under-utilised capacity of transport accessibility.

Urban and regional economists may question this agenda in terms of the external linkages and sources of growth on which the London economy actually depends; the extent to which the city's dynamism is linked to transnational finance and its related sectors is a matter of debate. But, so is the relative weight of office costs in the location budgets of firms deciding to either stay in

or leave London, where labour costs far exceed those in other regions of the UK or abroad. Turning the argument on its head, critics may argue that it is the concentration of high-skilled workers and the continuous replenishment of all segments of the city's labour force through international migration, rather than the supply of office and other commercial space, which ties these firms to the city and offsets the high costs of doing business here. Hence, protecting and strengthening this urban asset of London should be a policy priority that supersedes property-led development strategies. A final question relates to the effects that the current emphasis on the "office economy" will have on London's diverse urban economy and segmented labour markets: how will the benefits of growth reach those at the periphery or unrelated to this services-oriented complex? How effectively are mechanisms such as planning gain or affordable housing quotas used to tackle pervasive exclusion?

Adding to this question are overarching concerns about the actual strength of the projected growth, given the highly cyclical and volatile character that the London economy has shown in the past, and about the accuracy of the estimated ratios of office space needed per new job created. It has been argued that the deep technological, economic and social changes that are currently reconfiguring the relationship between work routines and workplaces have changed the assumptions on which quantitative assessments of office needs are posited at the same time that they necessitate more thorough qualitative appraisals of the functionality of workplaces and their morphological capacity to facilitate cooperation processes and non-routine tasks.

The debate for planners and urban designers also extends to concerns about the multidimensional effects that the proposed

regeneration schemes will cause both on their immediate vicinity and on the city as a whole. Issues range wide: from the impacts of high-rise structures on microclimates and visual corridors to the effects that employment clusters may cause on the quality of life and congestion levels of the neighbourhoods where they will be located. While some may find office developments a threat to the urban fabric of residential areas, others will see the mixed-use schemes in which most of these developments will be embedded as an opportunity to enhance local connectivity and remediate longstanding urban blight.

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BRINGING LONDON TOGETHER

Transport and mobility

Transport is an urban obsession. From the iconic importance of subway systems via the brave new architecture of airports to the humble bus shelter, city governments find themselves locked in a permanent struggle to build, maintain and improve their transport systems. They need to be sure people can move within their cities and get to them. Civility, commerce and competitiveness all demand movement. Thus, London's Underground diagram, Charles de Gaulle airport and Los Angeles's freeways are each, respectively, a powerful expression of their city. Londoners understand their urban landscape in a particular way because of the false simplicity of Harry Beck's Tube map.

London has in recent years spent much time and money attempting to improve its urban transport. After more than half a century of under-investment, the city's commuter rail and Underground systems had fallen into serious disrepair. The Tube, in particular, which had been the world's best urban transport system in the 1930s, has suffered years of breakdowns and failures. A low-subsidy policy has also been pursued, which has given London some of the highest public transport fares in the world.

Conservative governments in the 1980s and 1990s started a process of re-investment

which Labour has continued since 1997. First, the Docklands Light Railway was constructed from the edge of the City of London to the Isle of Dogs in the former docklands. The same government gave the go-ahead for a major extension of the Jubilee Line, which ran from Green Park via Westminster and the South Bank to the new business district at Canary Wharf (on the Isle of Dogs). The extended Jubilee Line has significantly assisted the regeneration of inner south London and the East End. A new tramway was built in Croydon, a major sub-centre in the far south of the city. The Underground was extended to Heathrow Terminal 4, while BAA (the private airport utility) constructed the Heathrow Express.

The office of Mayor of London was inaugurated in 2000 and one of its key responsibilities is transport, including buses, the Underground, river services, major roads and taxi regulation. Having reduced fares and increased bus services in the period 2000 to 2004, Mr. Livingstone has now embarked on a different policy. Fares are being increased in real terms to provide resources to allow the Mayor to invest in new infrastructure.

To invest in new assets including the East London Line, the Thames Gateway Bridge, the West London Tram and the extension of the Dockland Light Railway, the Mayor's agency, Transport for London, has been given

Treasury permission to borrow under newly introduced rules. Bonds have been issued to raise the necessary resources.

Thus, London's bus system has been enhanced, its existing Underground is (albeit over a long time scale) being renewed and additional infrastructure is being built. Following many years of decline and under-investment, significant resources are being devoted to improvements. It is not yet possible to judge how well rebuilt or new assets will perform.

Congesting Charging was introduced in 2003 and has proved a successful example of demand management. Drivers entering a zone in the centre of the city during working hours must pay an £8 a day charge. Traffic reductions have been in the range 15 to 20%, with a greater cut in congestion. The Mayor has advanced plans in place to extend the zone westwards.

London is a vast, polycentric city. The Greater London Authority (i.e. the Mayor and Assembly) is responsible for an area of 1,500 sq. km., though the commuter rail system embraces an area six times this size. The Underground is one of the world's most extensive urban rail systems, as is the bus network. Travel-to-work times in London are long by international standards – 56 minutes each way, on average.

Another key transport development is the final section of the high-speed rail-link from St. Pancras to Paris and Brussels. This line will provide a new link from Kent and Stratford to King's Cross. To the north of King's Cross and St. Pancras lies a vast tract of abandoned industrial land. These "railway lands" are currently in the process of being regenerated as part of a major scheme which will, in effect, extend central London northwards. The development will see substantial numbers of new homes, workspace, retail

and public facilities within easy walking distance of the West End. Because of the available rail, underground and bus transport, the area is extremely accessible and will be redeveloped (as will Stratford City) at relatively high densities.

London's original expansion was actively encouraged by its Tube and rail systems. If it had not been for the imposition of the "Green Belt" around the Greater London area in 1939, the transport system would almost certainly have created the relentless sprawl found in many other contemporary cities. As it is, London's growth has jumped over the Green Belt to places such as Reading, Milton Keynes, Crawley, Essex and Kent.

In today's London, public transport is increasingly seen as a means to encourage greater intensification of uses, particularly around interchanges and stations. King's Cross, Stratford, Elephant & Castle and Cricklewood/Brent Cross each use transport capacity as the catalyst for major developments. Additional projects such as the east-west Crossrail and improvements to the north-south Thameslink would make significantly larger developments possible around their stations.

Without effective mass transit systems, cities – London among them – are unlikely to prosper, except as car-dominated, low-intensity, polluted super-suburbs. For this reason, transport's dominance of urban thinking is wholly justified.

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CHANGING VALUES

Public life and urban spaces

London's relationship with its public domain is changing. Walk along Kingsway, a busy thoroughfare split by an underpass and polluting traffic, and you will find nearly twenty new bars, cafes, sandwich shops and fusion-food takeaways, all of them opened in the past five years. They are crowded and thriving, and they spill out onto the street. Many have young French, Italian and Polish staff serving behind the counters, demonstrating a seemingly natural expertise at handling an espresso or toasting a panino.

These scenes are duplicated across London, in the high streets of Clerkenwell and Chiswick, Stratford and Stoke Newington. The new cappuccino culture reflects not only the pervasive presence of a younger and more international population, but also a new attitude to London's "old" public realm. Historically, London's public spaces have been residential squares, or larger parks. The city's current imagination of public realm encompasses spaces that are less green and more densely occupied; a shift in lifestyle that is both threatening and enriching. The downside is the pervasive consumerism that nullifies street culture; the upside is the recognition that the quality of the public realm – paving, lighting, street furniture and landscaping – does matter, and that we are beginning to take pride in how our city looks and feels after years of neglect.

Trafalgar Square must be the flagship

of this new-found attitude. Somerset House, Tate Modern's Turbine Hall, the renovated Southbank, and the King's Road are others. Trafalgar Square had become a race track with three lanes of traffic whizzing round the "heart of the capital", where Londoners have traditionally met to celebrate, commiserate and protest. Only four years ago, it was hard to reach the heart of the Square; a perception reinforced by the statistic that in 1997 less than 10% of users were Londoners. The simple act of reuniting one side of Trafalgar Square to the National Gallery, and opening a grand staircase to the north, has redefined the sense of both enclosure and permeability to one of London's iconic urban landmarks. Today, tourists and Londoners alike use the space as a stage-set of theatre and reality. Regardless of the, at times, overly aggressive programming of events, Trafalgar Square does perform an important function in the public life of the capital; and all this without the overpowering presence of retail.

The Mayor of London has followed the lead of Rome, Barcelona and Copenhagen in initiating the 100 Public Spaces programme, which aims to transform three places in every London borough over the next decade. The goal is to create spaces that work throughout the day and year, for the many constituencies that are beginning to re-engage with the city's public realm. As such, they constitute a new approach to inner city liveability at a time of increasing density and rising demands for quality open spaces.

Behind central London's facade of happy consumerism lies another reality. London may be one of the world's greatest cities, yet its physical environment does not live up to this reputation, and in many ways it epitomises JK Galbraith's maxim of "private affluence, public squalor". The so-called public space of many housing estates is "SLOAP" (Space Left Over After Planning); abandoned territories of fear and conflict which only now are receiving attention. Much of London remains gritty to the point of squalor, with cracking pavement, unsafe lighting, an incoherent clutter of street furniture, poor design and shoddy workmanship.

While the tension between inner city residents and night-time revellers seems to have attained equilibrium in the streets of Barcelona, Amsterdam or Manhattan, London is still struggling to balance this equation. The City of Westminster famously reversed its decision to pedestrianise a large part of Soho because of the noise and disruption it caused to the local residents (i.e. voters), including acres of rubbish from heaving restaurants and bars. As inner-city regeneration grows increasingly reliant on the mantra of mixed-use development, its combination of different and at times incompatible activities can engender conflict and fuel a sense of increasing social exclusion.

As ever, in this profoundly mercantile city, private investors have got there first. In the 18th and 19th Centuries, London's developers created beautiful and sustainable set-pieces of urban design: the great squares and streets of Bloomsbury, Belgravia or Bedford Park. In the 1980s, Canary Wharf took the bold steps of investing in high quality open spaces for its privileged users in what was then an unknown location. This has paid off handsomely. Retail developers have taken note: the remodelling of the Elephant & Castle site will

replace an enclosed shopping mall with a traditional grid of streets, and interstitial landscaped public spaces. Today Broadgate, Paddington Basin and More London vie to create London's slickest and most controlled environments as unique selling points of these emerging commercial districts.

One pressing question is if, and how, London can leverage private funding for public realm projects without relinquishing control to private interests. The Elephant & Castle scheme illustrates the challenge of revamping a space's negative image while preserving its character and generating benefits for local stakeholders.

The promotional rhetoric of new projects at Stratford City, Elephant & Castle, King's Cross and White City privileges the design of their spaces over the design of their buildings, underscoring the significance of public space in realising the commercial potential of a regeneration area. While this signals a new-found engagement with the civic, the increasing privatisation of the "public" realm raises questions about whether and how London's public spaces can create the spontaneous possibilities of truly urban places and continue to be spaces where, as Richard Sennett put it, you feel safe "lost in a crowd."

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TOWARDS A EUROPEAN CITY MODEL?

Joan Clos

It is difficult to speak of a standard European model of the city if we take into account the diversity of the continent's cities, especially in terms of their respective traditions, whether Anglo-Saxon, Central European, Nordic or Mediterranean. Nonetheless, we can extract a set of common characteristics that are present in all these cities, and which define a similar way of understanding the city.

The normative European city is a dense, compact area where a host of various activities occur in the same place and where there are also people from a substantial mix of social backgrounds. Its public areas are places of peaceful, enriching co-existence. Its residents' mobility is not entirely dependant on cars and public transport plays a major role.

Let's examine the aforementioned characteristics more closely. We are talking about cities that are:

- Compact: grouped around a core and rather than sprawling like American cities, thereby preserving the integrity and coherence of their open spaces;
- Suitably dense: favouring mobility on foot or by public transport, bringing services closer, and avoiding an excessive level of green field development;
- Used for many purposes in the same area: combining residence, work and leisure to create an urban lifestyle that is diverse and complex;
- Home to people from diverse backgrounds: reducing the tendency towards ghettos caused by income, origin or race, thus encouraging better levels of social integration;
- Based on public spaces: these act as integrating platforms for various activities and for peaceful co-existence of different social groups;
- Places where public transport dominates: the pressure of private cars is limited.

These features are interdependent. Public transport needs a high concentration of people, and public areas also call for a variety of uses. All of this shapes the city.

This form of city construction originated in part from the city's maturity and size when the industrial revolution began and when private vehicles first made their appearance. It was a city accustomed to compact, high density lifestyles; either within city walls or within surrounding districts. Activities were mixed and everything took place in the areas marked out by streets or public squares. This tradition continued at the advent of the industrial revolution, when homes lay cheek-by-jowl with factories.

At the start of the 20th Century, economic activity became more specialised, especially in industry and transport. The demand for quality housing and improved living conditions in the city prompted public health officials and modern architects to try and regenerate the city. Such regeneration, however, was often carried out with considerable respect to the existing city fabric, and zoning redirected new economic and residential uses towards the suburbs. Consequently, the compactness of the core was preserved. However, the city witnessed spatial segregation of activities and sometimes a reduction of densities in the new growth areas.

The other major factor behind the trans-

formation of cities in the 20th Century was the private vehicle, which offered the appeals of freedom and efficiency. New growth areas in European cities were built around car use. However, the old city centre was ill-equipped for this new traffic. Consequently it encountered major problems when trying to make cars the universal means of transport as American cities had done. Due to the compactness and density of European cities, public transport had to play a vital role to ensure the city's function.

The original city, which still exists, is now the heart of this new European city, thanks to its capacity to transform itself, to integrate economic and social changes and, at times, to rebuild what war had thoroughly destroyed. This is a complicated, yet necessary, internal transformation, and public authorities have been highly involved in the process. This can be seen with the remodelling of the old Paris by Haussmann or the opening of the Via Laietana in Barcelona, for example.

Of course, we cannot say that all European cities are true to these characteristics. In many cases they show opposite trends, especially when they have undergone expansion and transformation in the latter half of the 20th Century. We can mention countless examples of this. Other cities are paradigms of this European model and yet, combine compactness with dispersion, as is the case of the Metropolitan Area of Barcelona. Why is this so?

Social segregation and specialisation in production are spontaneous trends brought about by individuals, groups and sectors with a view to improving efficiency. This gives rise to spatial segregation which is supported by people simply expecting the car to solve all their mobility problems. In the long run, this zoned approach to the city, which for a certain time was useful for production, generally brings about strong restrictions to a city's economic and social efficiency. Accordingly, we must seek different models of organisation.

As we enter the 21st Century, how are the internationalisation of socio-economic relations and the growth of the knowledge economy influencing the European city?

Industrial manufacturing activity is losing its specific weight in the economy, particularly in Europe and the rest of the developed world. This is due both to the relocation of production to other places and to the declining use of human labour in the manufacturing process. Classic industrial specialisation will no longer play a major part in shaping the city, but creative synergy in all spheres of services and production activity requiring high levels of knowledge, will find a better setting in this complex but not necessarily standardised city. In this sense, we may say that the characteristic traits of the European city are efficient in terms of advanced economic development.

From the standpoint of positive co-existence in the city, experience shows that solutions which create ghettos, while apparently straightforward and reassuring in the short-term, may sow the seeds of far-reaching conflicts, whereas integrating solutions, although more complicated, better contribute to establishing and enriching long-term co-existence.

Lastly, it should be pointed out that the compact, integrated city is friendlier to its

surroundings, offering coherence and diversity and environmental benefits (conservation of energy, water, air).

Nevertheless, it is necessary to avoid the unconsidered and standardised repetition of these characteristics. We must not forget that some of the features we now value such as density, without quality urban design and with a mix of incompatible uses for example, have led in the past to situations of deep crisis in the city and could do so again in the future.

We therefore need to "reinvent" older European cities on the basis of their experiences of urban transformation. Their continuing capacity for transformation, by preserving their assets and at the same time rectifying failures, will once again make it possible to rebuild cities that can look to the future with optimism.

Joan Clos is the Mayor of Barcelona



From top to bottom: detailed ground plans showing one kilometre squares of Barcelona, Paris, Berlin and London

A man with dark hair, wearing a light blue button-down shirt and dark jeans, stands with his hands in his pockets in front of a vibrant market stall. The stall is filled with various items including colorful fabrics, a large rainbow-colored wheel, and bags of snacks. The background is a busy street scene.

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JOHANNESBURG/JULY 2006

BERLIN/NOVEMBER 2006

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THE LONDON SCHOOL
OF ECONOMICS AND
POLITICAL SCIENCE ■

Alfred Herrhausen Society
The International Forum of Deutsche Bank



URBAN AGE LONDON CONFERENCE PROGRAMME 11-13 NOVEMBER 2005

FRIDAY 11 NOVEMBER

Location
Idea Store, 319 - 331 Whitechapel Road, London, E1 1BU

18.30 to 19.30 Reception

Welcome
Howard Davies, *Director, London School of Economics and Political Science*
David Adjaye, *Principal, Adjaye Associates, London (architect of the Idea Store and member of the Urban Age Advisory Committee)*

LONDON CONFERENCE CONTACT
T 020 7955 7706
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LOCATIONS

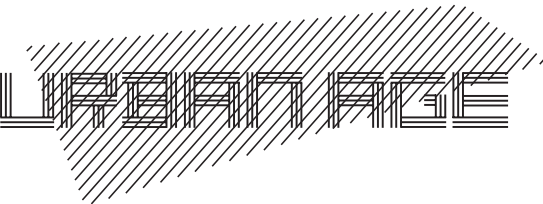
FRIDAY 11 NOVEMBER

Ideas Store
319 Whitechapel Road, London, E1 1BU

SATURDAY 12 NOVEMBER TO SUNDAY 13 NOVEMBER

City Hall
The Queen's Walk, London, SE1 2AA

The Wapping Project
Wapping Hydraulic Power Station, Wapping Wall, London, E1W 3ST
T 020 7680 2080



a worldwide series of conferences
investigating the future of cities

organised by the Cities Programme
at the London School of Economics and
Political Science and the Alfred Herrhausen Society,
the International Forum of Deutsche Bank

SATURDAY 12 NOVEMBER

Location
London City Hall, The Queen's Walk, London, SE1 2AA
Bus leaving at 08.15 from: Grange Holborn Hotel, 50-60 Southampton Row, London, WC1B 4AR

Breakfast will be available from 08.30 to 09.00 at City Hall

09.00 to 09.30 Opening Session

Welcome
Wolfgang Nowak, *Spokesman of the Executive Board, Alfred Herrhausen Society, Deutsche Bank*

Urban Age Project: The story so far
Richard Sennett, *Professor of Sociology, London School of Economics and Political Science and Massachusetts Institute of Technology*

09.30 to 11.00 Debate – The European City Model

Chair: Simon Jenkins, *Political Commentator and Author, London*

Panel Discussion
Joan Clos, *Mayor of Barcelona*
Job Cohen, *Mayor of Amsterdam*
Gabor Demszky, *Mayor of Budapest*
Anthony Williams, *Mayor of Washington, D.C. and President of the National League of Cities*
Freddy Thielemans, *Mayor of Brussels*
Enrique Peñalosa, *former Mayor of Bogotá*
Nicky Gavron, *Deputy Mayor of London*

11.00 to 11.30 Coffee Break

11.30 to 13.00 The Future of London

Chair: Anthony Mayer, *Chief Executive, Greater London Authority*

London: the global context 10 min
Tony Travers, *Director, Greater London Group, London School of Economics and Political Science*

Living in London 10 min
Anne Power, *Professor of Social Policy, London School of Economics and Political Science*

Designing London 10 min
Ricky Burdett, *Advisor on Architecture and Urbanism to the Mayor of London*

Moving in London 10 min
Peter Hendy, *Managing Director of Surface Transport, Transport for London*

Delivering urban governance 15 min
Gerald Frug, *Louis D. Brandeis Professor of Law, Harvard University*

Open discussion 30 min

13.00 to 14.30 Lunch

14.30 to 16.00 Expanding the City Core

THE WHITE CITY CHALLENGE IN WEST LONDON

Chair: Ricky Burdett, *London School of Economics and Political Science*

Presentations

The White City scheme 15 min
Rem Koolhaas, *Principal, Office for Metropolitan Architecture, Rotterdam*

Labour market demands 15 min
Bridget Rosewell, *Consultant Chief Economist to the Greater London Authority*

Responses 5 minutes each
Dieter Läpple, *Professor of Regional and Urban Economics, Hamburg University of Technology*
Saskia Sassen, *Ralph Lewis Professor of Sociology, University of Chicago and Centennial Visiting Professor, London School of Economics and Political Science*
Hashim Sarkis, *Aga Khan Professor, Graduate School of Design, Harvard University*
Ian Gordon, *Professor of Geography, London School of Economics and Political Science*
Frank Duffy, *Principal, DEGW, London*
Peter Bishop, *Director of Culture and Environmental Services, London Borough of Camden*

Open discussion 30 min

16.00 to 16.30 Coffee Break

16.30 to 18.00 Changing Values

ELEPHANT & CASTLE – THE FUTURE OF PUBLIC LIFE IN SOUTH LONDON

Chair: Tony Travers, *London School of Economics and Political Science*

Presentations

Elephant & Castle: a regeneration story 15 min
Fred Manson, *former Planning Director, London Borough of Southwark*

Security and community 15 min
Ian Thomas, *Chief Superintendent, Southwark*

Responses 5 minutes each
Job Cohen, *Mayor of Amsterdam*
Richard Sennett, *Professor of Sociology, London School of Economics and Political Science and Massachusetts Institute of Technology*
Enrique Peñalosa, *former Mayor of Bogotá*
Rem Koolhaas, *Principal, Office for Metropolitan Architecture, Rotterdam*
Sophie Body-Gendrot, *Professor of Political Science and American Studies and Director, Centre for Urban Studies, Sorbonne*
Roger Zogolovitch, *Director, AZ Urban Studio, London*
Julia Thrift, *Director, CABE Space*

Open discussion 30 min

19.30 to 21.30 Dinner

Location
The Wapping Project, Wapping Wall, London, E1W 3SP
Bus leaving at 18.30 from: City Hall, London, SE1 2AA

SUNDAY 13 NOVEMBER

Location
London City Hall, The Queen's Walk, London SE1 2AA
Bus leaving at 08.15 from: Grange Holborn Hotel, 50-60 Southampton Row, London, WC1B 4AR

Breakfast will be available from 08.30 to 09.00 at City Hall

09.00 to 10.30 Bringing London together

KING'S CROSS: A GATEWAY TO EUROPE

Chair: Deyan Sudjic, *Kingston University*

Presentations

The King's Cross scheme 15 min
Graham Morrison, *Partner, Allies and Morrison, London*

Making London central 15 min
Ben Plowden, *Managing Director, Group Communications, Transport for London*

Responses 5 minutes each
Hermann Knoflacher, *Professor of Transportation Planning and Traffic Engineering, Technical University Vienna*
Geetam Tiwari, *TRIPP Chair and Associate Professor, Transportation Research and Injury Prevention Programme, Indian Institute of Technology*
Harry Dimitriou, *Bartlett Professor of Planning Studies, Bartlett School of Planning, University College London*
Patricia Brown, *Chief Executive, Central London Partnership*
Guy Nordenson, *Professor of Structural Engineering, Princeton University*
Nigel Coates, *Partner, Branson & Coates, London*

Open discussion 30 min

10.30 to 11.00 Coffee Break

11.00 to 12.30 Accommodating growth or conflict?

THE OLYMPICS AND URBAN LEGACY

Chair: Richard Simmons, *Chief Executive, CABE*

Presentations

The Olympic Park in the Lower Lea Valley 15 min
Alejandro Zaera-Polo, *Joint Director, Foreign Office Architects*

Integrating communities in East London 15 min
Jason Prior, *Regional Vice President, EDAW, London*

Responses 5 minutes each
David Adjaye, *Principal, Adjaye Associates, London*
David Lunts, *Executive Director of Policy and Partnerships, Greater London Authority*
Will Alsop, *Chairman, Alsop Design Ltd.*
Yung Ho Chang, *Professor of Architecture and Head of the Department of Architecture, Massachusetts Institute of Technology*
Joanna Averley, *Interim Director of Design at the Interim Olympic Delivery Authority*
Lawrence Vale, *Head of the Department of Urban Studies and Planning, Massachusetts Institute of Technology*
David Rudlin, *Director, URBED*

Open discussion 30 min

12.30 to 14.00 Lunch

14.00 to 15.30 Planning in an unplanned city

HAS PLANNING FORGOTTEN ABOUT DESIGN?

Chair: Frank Duffy, *Principal, DEGW, London*

Opening Statement
Andy Altman, *CEO, Anacostia Waterfront Corporation, Washington D.C. and Planning Director Washington D.C. 2000 to 2005*

Panel
Ricky Burdett, *Advisor on Architecture and Urbanism to the Mayor of London*
Yung Ho Chang, *Professor of Architecture and Head of the Department of Architecture, Massachusetts Institute of Technology*
Geetam Tiwari, *TRIPP Chair and Associate Professor, Transportation Research and Injury Prevention Programme, Indian Institute of Technology*
Gerald Frug, *Louis D. Brandeis Professor of Law, Harvard Law School*
Deyan Sudjic, *Dean of the Faculty of Art Design and Architecture, Kingston University*
Ed Soja, *Distinguished Professor of Urban and Regional Planning, University of California, Los Angeles, and Visiting Centennial Professor, London School of Economics and Political Science*

15.30 to 16.00 Coffee Break

16.00 to 17.30 London in the Urban Age

AN INTERNATIONAL REFLECTION

Chair: Richard Sennett, *London School of Economics and Political Science*

Statements from Urban Age experts
Sophie Body-Gendrot, *Professor of Political Science and American Studies and Director, Centre for Urban Studies, Sorbonne*
Hermann Knoflacher, *Professor of Transportation Planning and Traffic Engineering, Vienna University of Technology*
Dieter Läpple, *Professor of Regional and Urban Economics, Hamburg University of Technology*
Xiangming Chen, *Professor of Sociology and Urban Planning and Policy, University of Illinois at Chicago*
Saskia Sassen, *Ralph Lewis Professor of Sociology, University of Chicago and Centennial Visiting Professor, London School of Economics and Political Science*

Closing Remarks
Wolfgang Nowak, *Spokesman of the Executive Board, Alfred Herrhausen Society, Deutsche Bank*

LONDON SPEAKERS AND RESPONDENTS

David Adjaye

Principal, Adjaye Associates

David Adjaye is recognised as one of the leading young British architects of his generation. He formed a partnership in 1994 and quickly built a reputation as an architect with an artistic vision. Adjaye Associates has won a number of prestigious commissions including the Idea Stores, two new-build libraries in the London Borough of Tower Hamlets; the Nobel Peace Centre in Oslo, Norway; the second annual Frieze Art Fair pavilion, Regents Park, London; and the Bernie Grant Centre, a theatre, cafe and square in Tottenham, London. He has completed a number of private commissions for some of Britain's most celebrated visual artists, including Chris Ofili, with whom he designed the British contribution to the Venice Biennale in 2003. Adjaye teaches and lectures internationally.

Will Alsop

Chairman, Alsop Design Ltd.

For over 30 years, Will Alsop has led an international practice guided by the principle that architecture is both vehicle and symbol of social change and renewal. He forms localised responses in his work that extend beyond the project site to include the canvas of the street and town, its users and history. He was a tutor of sculpture at Central St. Martins College of Art & Design, London, for several years and has held many other academic posts. Alsop actively promotes the artistic contribution to the built environment – his paintings and sketches have been exhibited alongside his architectural projects in dedicated exhibitions at Sir John Soane's Museum, Milton Keynes Gallery, Cube Gallery, and the British Pavilion at Venice Biennale. His works have been exhibited by the Canadian Centre for Architecture and the Royal College of Art along with many other prestigious institutions.

Andrew Altman

President and Chief Executive Officer, Anacostia Waterfront Corporation, Washington, D.C.

Andrew Altman served for the past five years as the planning director for Washington D.C. under Mayor Anthony Williams, and was recently appointed the first President and Chief Executive Officer of the Anacostia Waterfront Corporation, which was founded to guide the ambitious regeneration of the capital's waterfront. This project has been recognised as one of the boldest and most innovative planning initiatives currently in the United States. Altman is a Visiting Fellow at the Brookings Institution where he will serve as a principal researcher and adviser to the Metropolitan Policy Program. At Brookings he will work closely with Bruce Katz on the development of a new transformative agenda for cities. Altman has been the recipient of numerous fellowships including the Loeb Fellowship at the Graduate School of Design, Harvard University and a Lady Davis Fellowship at the Technion, Israel Institute of Technology. Altman holds a Masters in City Planning from the Massachusetts Institute of Technology.

Peter Bishop

Director of Culture and Environmental Services, London Borough of Camden

Peter Bishop is Director of Culture and Environmental Services in the London Borough of Camden. Peter is currently co-ordinating the Council's negotiations on the King's Cross railway lands – one of the biggest development sites in London, and terminus of the new Cross Channel Rail Link. He has commissioned major public realm studies on Euston Road, Bloomsbury and King's Cross. He is also responsible for transport, street management, regeneration and community development. During his career he has worked in a range of planning, research and regeneration roles for the London Boroughs of Westminster, Newham, Islington, Haringey and Tower Hamlets, where as a Director in the mid 1980's he was involved in major development schemes including Canary Wharf and Spitalfields Market. As Director of Environment for Hammersmith & Fulham, he negotiated major schemes including the White City Shopping Development, the redevelopment of the BBC's sites, Imperial Wharf and Fulham Football Club. He has been planning adviser to the Association of London Authorities (ALA) and has taught and lectured.

Sophie Body-Gendrot

Professor of Political Science and American Studies and

Director, Centre for Urban Studies, Sorbonne, Paris

Sophie Body-Gendrot is Professor of Political Science and American studies and the Director of the Centre of Urban Studies at Sorbonne-Paris. For several years, she chaired a European network on the dynamics of violence in 18 European countries and was the editor in chief of the French Review of American studies. Her research focuses on comparative public policy, urban violence, ethnic and racial issues and citizen participation. Among her most recent books are The Urban Moment (co-ed R. Beauregard) (1999), The Social Control of Cities? A Comparative Perspective (2000), Social Capital and Social Citizenship (co-ed M. Gittell) (2003), La Société Américaine après le 11 Septembre (2002) and Villes: La Fin de la Violence? (2001). A frequent visiting scholar at New York University, she has published numerous articles in Europe and in the U.S.

Patricia Brown

Chief Executive, Central London Partnership

Patricia Brown is chief executive of Central London Partnership (CLP), the sub-regional partnership for central London. CLP brings together key central London organisations and businesses that have a responsibility for, or stake in, the area. As a partnership it crosses sectors, boundaries and disciplines, providing a place to consider and advance central London's needs as a unified whole. Central to its mission is improving the heart of the capital, helping to ensure that London remains in the select 'premier league'

of World Cities. Brown has many years experience working in urban affairs, centred mainly on London communications and governance. She has brought this experience to bear in CLP's work, putting CLP at the forefront of a range of initiatives to improve the way central London works as a place, notably bringing Business Improvement Districts to London and promoting projects that will have a positive influence on the experience of walking within, and enjoying, the heart of the capital.

Ricky Burdett

Director, Urban Age, London School of Economics and Political Science

Richard Burdett is the Centennial Professor in Architecture and Urbanism at the London School of Economics. He was the founding director of the Cities Programme at the LSE, a research and teaching centre which explores the links between architecture, urban design and urban society. He is adviser on architecture to the Mayor of London, a member of the Greater London Authority's Architecture & Urbanism Unit and sits on the City of Barcelona's Quality Committee. As an expert in urban design, policy and regeneration, Burdett was a member of the UK government's Urban Task Force, chaired by Richard Rogers, which has shaped national policy on cities in Britain. He is also an architectural adviser to many public and private sector organisations, including the BBC, English Partnerships and the Tate. Burdett has been appointed as the Director of the 10th Venice Architectural Biennale, running from September to November 2006.

Yung Ho Chang

Head of Department of Architecture, Massachusetts Institute of Technology

Yung Ho Chang is the Principal Architect of Atelier FCJZ and the Head of Architecture Department at MIT. Prior to MIT, he was the Head of the Peking University Graduate Centre of Architecture, where he is currently also a professor. He received his Master of Architecture degree from the University of California at Berkeley in 1984, became a licensed architect in the United States in 1989, and has been practicing in China since 1992, establishing Atelier Feichang Jianzhu (FCJZ) in 1993. He has won a number of prizes, including: First Place in the Shinkenchiku Residential Design Competition (1987), a Progressive Architecture Citation Award (1996), and the 2000 UNESCO Prize for the Promotion of the Arts. He has published a number of monographs and books and taught at various US architecture schools, including Ball State, Michigan, U.C. Berkeley, Rice, and Harvard, where he was the Kenzo Tange Chair Professor of 2002.

Xiangming Chen

Professor of Sociology and Urban Planning and Policy and

Director of Graduate Studies, University of Illinois at Chicago

Xiangming Chen is Professor of Sociology and Adjunct Professor of Political Science, and Urban Planning and Policy at the University of Illinois at Chicago, as well as Lecturing Professor in the School of Social Development and Public Policy at Fudan University in Shanghai. He has received fellowships and grants from the American Council of Learned Societies, the Chiang Ching-kuo Foundation for International Exchange, the Open Society Institute, and Harvard University. With Anthony Orum, he co-authored The World of Cities: Places in Comparative and Historical Perspective (2003, Chinese edition, 2005). Most recently, he is author of As Borders Bend: Transnational Spaces on the Pacific Rim (2005). He has published in Urban Affairs Review, Urban Studies, International Journal of Urban and Regional Research, Cities, Studies in Comparative International Development, Policy Sciences, Asian Survey, Asia-Pacific Population Journal, and China: An International Journal.

Joan Clos

Mayor of Barcelona

Joan Clos has been Mayor of Barcelona since 1997. In 1999, he was elected to a four-year term, and was then re-elected in the municipal elections of May 2003. He is also president of Educating Cities, president of the United Nations Advisory Committee of Local Authorities (UNACLA), president of the Association of Major Metropolises (Metropolis) and vice-president of United Cities and Local Authorities (UCLG), the major association of cities. He graduated in medicine, specialising in epidemiology, community medicine and health-resource management. In 1979, he joined the local government as director of Health Services and was later the coordinator of the Department of Public Health. He was elected to Barcelona City Council in 1983 and named head of the Department of Health. In 1987, he was appointed councillor/president of the district of Ciutat Vella, the historic centre of the city, and undertook the task of the comprehensive regeneration of this area.

Harry Dimitriou

Professor of Planning Studies, Bartlett School of Planning,

University College London

Harry Dimitriou is Professor of Planning Studies at University College London. His principal areas of research and teaching include Urban Land-use/Transport Interaction and Planning, Urban Transport Policy and Sustainable Development, Mega Transport Infrastructure Appraisal and Planning and Institution-building for Urban Development and Transport. Much of his work has concentrated on cities and regions in the Developing World. Professor Dimitriou has held numerous advisory positions, including for EC, IBRD, UN, Hong Kong Government, Government of Indonesia, and SEEDA and LDA in UK. He is author/editor of several books including: Strategic and Regional Planning in the UK (with Robin Thompson) (forthcoming); Land-use/Transport Planning in Hong Kong: An End of an Era? (with Alison Cook); A Developmental Approach to Urban Transport Planning: An Indonesian Illustration; Urban Transport Planning: A Developmental Approach and Transport Planning for Third World Cities. He is currently preparing a book on Motorisation and Sustainable Development in Asian Cities with John Ernst.

Frank Duffy

Founder and Principal, DEGW, London

Frank Duffy co-founded DEGW, a multi-disciplinary "space planning" firm in London in 1973. Duffy believes in research in the context of practice. Trained as an architect, he continues to rely on the social sciences to develop the methodologies that DEGW uses to enable clients to make more efficient, more effective, and more expressive use of workspace. He is a prolific writer and has taken a leading role in the debate about the future of the architectural profession. Now back in DEGW's London office, Duffy was based in New York from 2001 to 2004 and was a Visiting Professor at MIT. Recent DEGW architectural projects include the Camelia Botnar Laboratories at Great Ormond Street Children's Hospital (1996), extensions to and refurbishment of the Boots' headquarters in Nottingham (1997) and the new Business School for the University of Newcastle upon Tyne. Current consulting assignments include work for BBC, BP, Google, HM Treasury, Microsoft and The British Museum. Duffy was President of the RIBA from 1993–95, and in 2004 he was awarded the British Council for Offices (BCO) President's Award for a unique contribution to the art and science of office design.

Gerald Frug

Louis D. Brandeis Professor of Law, Harvard University

Gerald Frug is the Louis D. Brandeis Professor of Law at Harvard University. Educated at the University of California at Berkeley and Harvard Law School, he worked as a Special Assistant to the Chairman of the Equal Employment Opportunity Commission, in Washington, D.C., and as Health Services Administrator of the City of New York. In 1974 he began teaching at the University of Pennsylvania Law School, before joining the Harvard law faculty in 1981. Professor Frug's specialty is local government law. He has published dozens of articles on the topic and is the author, among other works, of Dispelling the Myth of Home Rule (with David Barron and Rick Su) (2004), A casebook on Local Government Law, 3rd edition (with David Barron and Richard T. Ford) (2001), and City Making: Building Communities without Building Walls (1999).

Ian Gordon

Professor of Human Geography, London School of Economics and Political Science

Ian Gordon is a Professor of Human Geography at the LSE. After graduating in Philosophy, Politics and Economics from Oxford University, he worked as a civil servant in regional economic planning for six years. Gordon taught in an interdisciplinary social science programme at the University of Kent, and directed the Urban and Regional Studies Unit. Before coming to the LSE in 2000, he was Professor of Geography at Reading University. His research interests are in the socio-economic development of cities, with a focus on labour markets and on the London region. His publications include: The London Employment Problem (with Buck and Young), Divided Cities: New York and London in the contemporary world (edited with Fainstein and Harloe), Working Capital: life and labour in contemporary London (with Buck, Hall, Harloe and Kleinman), London's Place in the UK Economy (with Travers and Whitehead) and Changing Cities: rethinking urban competitiveness, cohesion and governance (edited with Buck, Harding and Turok).

Peter Hendy

Managing Director of Surface Transport, Transport for London

Peter Hendy joined Transport for London in January 2001. Surface Transport embraces London Buses, the Public Carriage Office, which regulates taxis and private hire vehicles, Croydon Tramlink, Dial-a-Ride, Victoria Coach Station, TfL piers on the River Thames, and TfL's corporate interest in Transport Policing and Enforcement, as well as responsibility for operating conditions on 580km of London's most important roads and traffic management, congestion charging and road safety. Peter started his career with London Transport in 1975. He was previously Deputy Director – UK Bus for FirstGroup plc. In this role he was responsible for FirstGroup bus operations in London and southern England, bus development and light rail, including the operation of Croydon Tramlink, and managing their shareholding in a bus and ferry company in Hong Kong. In 2005 Peter was appointed Chair of the Commission for Integrated Transport by the Secretary of State for Transport. CiIT provides independent advice to Government on future transport policy options, the potential for new technology and best practice in transport.

Simon Jenkins

Columnist, The Guardian

Simon Jenkins writes columns twice weekly for the Guardian and for the Sunday Times. Previously he wrote a column for the Times for over a decade after having served as its editor 1990–92. He has also had a long association with the Evening Standard and edited it 1996–98. He was What the Papers Say journalist of the year in 1998. He has been deputy chairman of English Heritage, a board member of British Rail, and chair of the 2000 Booker Prize committee. He currently heads the Buildings Books Trust, which sponsors Pevsner's Buildings of England guidebooks. His own books include England's Thousand Best Houses (2003), England's Thousand Best Churches (1999), and Accountable to None: The Tory Nationalization of Britain (1995).

Hermann Knoflachner

Professor of Transport Planning and Traffic Engineering,

Vienna University of Technology

Professor Hermann Knoflachner holds the chair in transport planning and traffic engineering at the University of Technology in Vienna. He has a civil engineering and a natural science degree as well as a PhD in Transportation Engineering from the University of Vienna. In 1968 Knoflachner established the Institute of Transport Science, in the Austrian Transport Safety Board which carried out studies on transportation planning, traffic safety and human behaviour. He headed the institute until 1985. In 1971 he established a consulting company, which has completed over 250 research projects as well as carrying out the majority

of transport plans for Austrian cities and regions, and national and international bodies. He has taught at the University of Technology in Vienna since 1972 and was adviser to the Minister of Transport for over eight years. Knoflachner is the author of over 500 publications on transport planning, traffic safety and transport policy.

Rem Koolhaas

Principal, Office for Metropolitan Architecture, Rotterdam

Rem Koolhaas founded the Office for Metropolitan Architecture in 1975 with Elia and Zoe Zenghelis and Madelon Vriesendorp and has been involved in building and urban planning projects ever since. OMA's most important projects include: Masterplan City Centre, Lille; H-project, Seoul; Educatorium, Utrecht; Kunsthal, Rotterdam; Nexus Housing, Fukuoka; and Dutch House, Holland. Koolhaas is Professor in Practice of Architecture and Urban Design at GSD Harvard where he teaches and conducts research into a current urban-architectural conditions throughout the world. Educated at the Architectural Association School in London 1968–1972, he produced the Berlin Wall as Architecture (1970) and Exodus, or the Voluntary Prisoners of Architecture (1972). Koolhaas is the author of Mutations (2001), OMA 30: 30 Colours (1999), OMA Rem Koolhaas Living, Vivre, Leben (1999) and in 1995, he published SMLXL, a book that documents the work of OMA and Koolhaas' interest in contemporary society, building and urban development.

Dieter Läpple

Professor of Regional and Urban Economics, Hamburg

University of Technology

Dieter Läpple is Professor of Urban and Regional Economics and Head of the Research Unit on 'Urban and Regional Economics and Sociology' at the University of Technology Hamburg-Harburg. He is currently a Research Fellow of the 'Ladenburg Kolleg Zwischenstadt' of the Daimler-Benz Foundation and is a member of the German Academy of Urban and Spatial Planning. Läpple has served on a variety of different advisory boards and his current research focuses on the restructuring of the economic bases of cities and regions and urban labour markets. Läpple frequently publishes in, amongst others, the International Journal of Urban and Regional Research and the Journal of Economic and Social Geography.

David Lunts

Executive Director for Policy and Partnerships, Greater London Authority

David Lunts is the Executive Director for Policy & Partnerships at the Greater London Authority, with responsibility for planning, regeneration, environmental and social policy. Before moving to the GLA in February 2005, he was Director of Urban Policy at the Office of the Deputy Prime Minister, where he played a key role in the sustainable communities plan and wider urban and regional policy, including sponsorship of English Partnerships, the Core Cities and the Northern Way. Lunts' career began in Manchester in the 1980s, where he served as Chair of the city's housing committee, 1988–1995. In 1996 Lunts ran the Urban Villages Forum in London, a widely supported membership not-for-profit group, and established a joint projects team with English Partnerships to deliver major mixed development schemes. He became the Chief Executive of the newly formed Prince's Foundation in 1998, a projects, teaching and policy charity for the urban and built environment. He was also a member of Lord Rogers' Urban Task Force.

Fred Manson

Urban Regeneration Specialist

Former Director of Regeneration and Environment at the London Borough of Southwark (1994–2001) Manson studied at the University of Michigan in the USA and the Architectural Association in London. He is a registered Architect. At Southwark he oversaw economic development, planning, property management, environmental management, regeneration, leisure and community services. He represented Southwark on projects such as the Tate Modern, the Greater London Authority headquarters and the Peckham Library. He was a non-executive director of Alsop Architects in 2004. Since 2004, Manson has worked with the Thomas Heatherwick Studios on public land private commissions in Hong Kong. He is a member of the Commission for Architecture and the Built Environment design review panel. He is a trustee of Artangel, London Open House and the Foundation for Allergy Information and Research. In 2000 he was awarded an honorary OBE.

Anthony Mayer

Chief Executive, Greater London Authority

Anthony Mayer has been Chief Executive of the Greater London Authority since November 2000. He is also the Greater London Elections Returning Officer. Between 1967 to 1985, Anthony Mayer worked in a variety of policy posts in the Civil Service, including the Central Policy Review Staff (1974–1976), Principal Private Secretary to the Secretary of State for Transport (1980–1982) and Head of the Local Government Finance Division at the Department of the Environment between 1982–1985. Mayer joined N. M. Rothschild & Sons Limited in 1985. In 1987 he was appointed as Managing Director (Finance, Administration and Personnel) at Rothschild Asset Management. In 1991 he was appointed Chief Executive of the Housing Corporation. He was a member of the Egan Construction Task Force, Deputy Chairman of the Urban Task Force and Chairman of the Housing Construction Forum.

Graham Morrison

Partner, Allies and Morrison

Graham Morrison is a founding partner of Allies and Morrison. In the last two years, the practice has completed a number of major projects in London including the BBC's Media Village at White City, the public landscape at Tate Britain, Chelsea College of Art, the London College of Communications, the City Lit, and the London School of Contemporary Dance. They are currently engaged on

a large development adjacent to Tate Modern, the refurbishment of the Royal Festival Hall and a new commercial tower in the City of London. In addition, the practice is working on three of the largest masterplans in London, Cricklewood Brent Cross, the development of the Lea Valley for the London 2012 Olympics, and King’s Cross Central. Morrison has been a member of CABE’s design review panel and a visiting professor to Nottingham University. He is currently a member of the London Advisory Committee for English Heritage.

Guy Nordenson

Professor of Structural Engineering, Princeton University
Guy Nordenson is a structural engineer practicing in New York and a professor at Princeton University. In 1987 he established the New York office of Ove Arup & Partners, and in 1997 formed his own office. Recent projects include the 2,000 foot tall World Trade Centre Tower 1 that was adapted to become the Freedom Tower (2003), the design of permanent exposed bracing for the slurry wall at the WTC site, as well as the Museum of Modern Art with Taniguchi and Associates; the Toledo Museum of Art and New Museum of Contemporary Art in New York with SANAA architects. Nordenson is active in earthquake engineering and initiated and led the development of the New York Seismic Code from 1984 to its enactment into law in 1995. He co-founded the Structural Engineers Association of New York and organised the inspections by SEAoNY engineers of 400 buildings in the restricted zone around the WTC after 9/11. In 2004 he co-curved with Terence Riley an exhibition on Tall Buildings at the Museum of Modern Art.

Wolfgang Nowak

Spokesman of the Executive Board Alfred Herrhausen Society
Wolfgang Nowak is Spokesman for the Executive Board of the Alfred Herrhausen Society for International Dialogue, Deutsche Bank’s socio-political think tank. From 1999–2002 he was Senior Adviser of the German Federal Chancellor and was head of the department of political analysis and strategy in the Chancellors office. A law graduate, Nowak was Secretary of State in Saxonia, responsible for the build-up of a new school system, and the state Ministry of Culture and Science. Previously he held various high positions in state and federal administrations in Germany, in the French “Centre National de la Recherche Scientifique” in Paris and in UNESCO. He lectures and publishes widely on academic political issues. Nowak conceptualised the conference ‘Progressive Governance for the 21st Century’ in Berlin with the participation of 14 heads of states and governments. He is founder of the University of Potsdam’s Erich Pommer Institute for Media Law and Management.

Enrique Peñalosa

Former Mayor of Bogotá

Enrique Peñalosa is an accomplished public official, economist and administrator who holds a BA in Economics and History from Duke University, Masters in Management at the Institut International D’Administration Publique and a DESS in Public Administration at the University of Paris II. As Mayor, Peñalosa successfully promoted sustainable development and was instrumental in creating a new, highly successful bus-based transit system (TransMilenio). Peñalosa, an engaging speaker and visionary, spearheaded large improvements to the city centre including the recuperation of plazas, creation of a large park in an area previously overrun by crime, and the transformation of a major downtown avenue into a vibrant pedestrian public space. Following his term as Mayor, Peñalosa became a visiting scholar at New York University, where for three and a half years he was conducting research and writing a book on a new urban-development model for Developing Country Cities. During the same period he served as a consultant on urban development issues in Asia, Africa, Australia, Latin America, Europe and the USA. Peñalosa is currently the President of the “For the Country We Wish and Want Foundation” www.porelpaisquequeremos.com in Bogotá and a candidate for the Presidency of Colombia.

Ben Plowden

Managing Director, Group Communications, Transport for London

Ben Plowden was Transport for London’s Director of Borough Partnerships from July 2002 until 1 February 2005, when he was appointed as Managing Director, Group Communications, Transport for London. Before coming to TfL, he spent ten years working in a variety of senior roles for a number of national campaigning organisations, including Age Concern England and the Council for the Protection of Rural England. In 1997, Ben became the first Director of the Pedestrians Association, which he successfully re-launched in 2001 as Living Streets, the campaign for safe, high quality and accessible public spaces.

Anne Power MBE, CBE

Professor of Social Policy, London School of Economics and Political Science

Anne Power is Professor of Social Policy and Director of the MSc in Housing at the LSE. In 1997, Anne Power became Deputy Director of LSE’s Centre for the Analysis of Social Exclusion (CASE). She is a member of the UK government’s Housing and Urban Sounding Boards, and of the Sustainable Development Commission. In 2002 she was appointed Chair of the Independent Commission into the Future of Council Housing in Birmingham. Her books and publications include: One size doesn’t fit all (2002) Estates on the Edge (1999) and The Slow Death of Great Cities? Urban abandonment or urban renaissance, with Katharine Mumford (1999).

Jason Prior

Regional Vice President, EDAW, London

Jason is the Regional Vice President of EDAW Europe. He is an urban designer, landscape architect and environmental planner specialising in leading multi-disciplinary teams and providing integrated, broad based solutions for a variety of complex design and planning projects. His experience includes design and implementation of major landscape,

urban design and regeneration projects. Prior was one of the key consultants responsible for the development framework, detailed masterplan and public realm strategy for Manchester City Centre following the 1996 bombing. Other work includes Piccadilly Gardens (the foremost green space within Manchester city centre), the regeneration and landscape design of Speke Garston in Liverpool, the masterplan for Eastland’s SportCity (2002 Commonwealth Games stadium), King’s Cross Regeneration (providing masterplanning advice), and the Royal Docks (provided the development framework). He currently serves as Commissioner for CABE Space and led the Lea Valley Regeneration and Olympic Games Masterplan for the London Development Agency and London 2012.

Lord Richard Rogers

Chief Adviser on Architecture and Urbanism to the Mayor of London and Chairman, Richard Rogers Partnershp
Richard Rogers is one of the foremost living architects, recipient of the RIBA Gold Medal in 1985, the 1999 Thomas Jefferson Memorial Foundation Medal and the 2000 Praemium Imperiale Prize for Architecture. He was awarded the Légion d’Honneur in 1986, knighted in 1991 and made a life peer in 1996. In 1995 he was the first architect ever invited to give the BBC Reith Lectures and in 1998 was appointed by the Deputy Prime Minister to chair the UK Government’s Urban Task Force. He is Chief Adviser to the Mayor of London on Architecture and Urbanism and also serves as Adviser to the Mayor of Barcelona’s Urban Strategies Council. Richard Rogers is best known for such pioneering buildings as the Centre Pompidou, Lloyd’s of London and the Millennium Dome. His practice, founded in 1977, has offices in London, Barcelona, Madrid and Tokyo, and is currently completing Barajas Airport, Madrid and the National Assembly for Wales in Cardiff.

Bridget Rosewell

Chairman, Volterra Consulting and Consultant Chief Economist to the Greater London Authority
Bridget Rosewell is Consultant Chief Economist to the Greater London Authority and one of the founding directors and Chairman of Volterra Consulting. She was responsible for setting up the GLA’s Economics Unit, both developing its analytical tools and recruiting and managing its staff. Her current projects include work on transport infrastructure needs, regeneration and accessibility, monitoring and forecasting the London economy, the economic geography of London and the environmental impact of its growth. GLA Economics monitors the progress of sectors within London, including tourism. Volterra Consulting was established in 1999 to apply novel ideas to business problems and new approaches to economic analysis and forecasting. Prior to this she was Chairman of Business Strategies Ltd, which is now owned by Experian. Rosewell is one of the most experienced economists and commentators on the UK economy practising today and has particular experience in both regional economics and planning and development.

David Rudlin

Director, URBED

David Rudlin is URBED’s Northern Director and leads the company’s urban design work. On joining he was responsible for the BURA Award winning Little Germany Action project in Bradford, followed by a range of high profile consultancy projects including the Oldham Beyond Vision and the Selby Renaissance Charter. He has also been responsible for private sector masterplans such as Temple Quay in Bristol, The New England Quarter in Brighton and a 4,500 home scheme in Southall West London. He has authored a number of papers including ‘21st Century Homes’ for the Joseph Rowntree Foundation alongside other high profile documents for Friends of the Earth and the Urban Task Force. This writing is coalesced into the book ‘Building the 21st Century Home’ for the Architectural Press. David has also been a member of the CABE design review committee, a TCPA policy council member and a trustee of the architecture centre CUBE.

Hashim Sarkis

Aga Khan Professor of Landscape Architecture and Urbanism, Graduate School of Design, Harvard University
Hashim Sarkis is the Aga Khan Professor of Landscape Architecture and Urbanism in Muslim Societies. He teaches design studios and courses in the history and theory of architecture. Sarkis is a practicing architect between Cambridge and Lebanon. His projects include a housing complex for the fishermen of Tyre, a park in downtown Beirut, two schools in the North Lebanon region, and several urban and landscape projects. In the past, Sarkis was a lecturer at MIT in the Departments of Architecture, Urban Studies and Planning. He has also taught at RISD, Yale University, the American University of Beirut and in Barcelona. He is author of several books and articles including Circa 1958: Lebanon in the Pictures and Plans of Constantinos Doxiadis (2003), editor of CASE: Le Corbusier’s Venice Hospital (2001), co-editor with Peter G. Rowe of Projecting Beirut (1998), and executive editor of the CASE publication series.

Saskia Sassen

Professor of Political Economy, London School of Economics and Political Science and Ralph Lewis Professor of Sociology, University of Chicago

Saskia Sassen is the Ralph Lewis Professor of Sociology at the University of Chicago, and Centennial Visiting Professor at the London School of Economics. Her new book is Territory, Authority and Rights: From Medieval to Global Assemblages (2005). She has just completed a five-year project for UNESCO on sustainable human settlement for which she set up a network of researchers and activists in over 30 countries. Her most recent books are the edited Global Networks, Linked Cities, (2002) and the co-edited Socio-Digital Formations: New Architectures for Global Order (2005). Her books are translated into sixteen languages. She serves on several editorial boards and is an adviser to several international bodies. She is a Member of the Council on Foreign Relations, a member of the National Academy

of Sciences Panel on Cities, and Chair of the Information Technology and International Cooperation Committee of the Social Science Research Council (USA). Her comments have appeared in The Guardian, The New York Times, Le Monde Diplomatique, The International Herald Tribune, the Financial Times, among others.

Richard Sennett

Professor of Sociology, London School of Economics and Political Science and Massachusetts Institute of Technology
Richard Sennett is a sociologist and the School Professor of Social and Cultural Theory at the LSE and Bemis Professor of Social Sciences at MIT. His research interests include the relationship between urban design and urban society, urban family patterns, the urban welfare system, the history of cities and the changing nature of work. He has served as a consultant on urban policy to the Labour party and is a frequent commentator in the press. His books include: The Culture of the New Capitalism (2006), Respect in an Age of Inequality (2003), The Corrosion of Character (1998), The Fall of Public Man (1996), Flesh and Stone (1994). Sennett is a fellow of the American Academy of Arts and Sciences, the Royal Society of Literature, the Royal Society of the Arts, the Academia Europea and is past president of the American Council on Work and former Director of the New York Institute for the Humanities. Sennett was closely involved in the Mayors’ Institute in the USA which has inspired the European Mayors’ Conference organised by the LSE Cities Programme.

Ed Soja

Professor of Urban Planning, London School of Economics and Political Science and University of California at Los Angeles
Ed Soja is Professor of Urban Planning at UCLA and Centennial Professor of Sociology at LSE. His interests have focused of making connections between the spatial disciplines of geography, architecture, and urban and regional studies, and in promoting a critical spatial perspective in the social sciences and humanities. Concentrating in particular on Los Angeles, he has published widely on processes of urban restructuring and the transformation of the modern metropolis. His most recent research has ranged from developing new approaches to regional governance in Catalonia to studies of labour-community-university coalition building and what he describes as the search for spatial justice. His major books include Postmodern Geographies: The Reassertion of Space in Critical Social Theory (1986), Thirdspace: Journeys to Los Angeles and Other Real-and-Imagined Places (1996), and Postmetropolis: Critical Studies of Cities and Regions (2000).

Deyan Sudjic

Architectural Critic, The Observer and Dean of the Faculty of Art, Design and Architecture, Kingston University
Deyan Sudjic is the Dean of the Faculty of Art, Design and Architecture, Kingston University and the architecture critic of the Observer newspaper in London, he is also a visiting professor at the Royal College of Art. He was the Director of Glasgow 1999: UK City of Architecture and Design, during which he was responsible for the opening of Scotland’s Centre of Architecture and the City, and the construction of a prototype inner city housing project. Sudjic was the editor of Domus, the Milan based magazine of architecture and design from 2000–2004, and was the director of the Venice Architecture Biennale in 2002. He is the author of the 100 Mile City (1992), an account of the shifting nature of urbanism and The Edifice Complex (2005). He has curated exhibitions at the Royal Academy, the British Museum and the ICA in London, at the Louisiana Museum in Copenhagen, and at the McLellan Galleries in Glasgow.

Ian Thomas

Chief Superintendent, Southwark London Metropolitan Police
Borough Commander Chief Superintendent Ian Thomas joined the Metropolitan Police Service in May 1977. He was appointed Borough Commander for Southwark in March 2003 and is responsible for policing a challenging inner-city borough with over 1100 staff. He has served mostly in borough based, operational, posts. These include Tower Hamlets, Lewisham, Bromley, Greenwich and South East TSG. As a TSG Inspector he ran uniformed teams as well as the surveillance capacity for the Southeast. He has led a Department of Professional Standards team, dealing with corruption, covert operations and critical incidents. One of his most demanding roles has been leading the MPS response to the Victoria Climbié Inquiry. He is currently advanced public order trained and has operated at all of the major public order events in London in recent years. He was awarded the Queen’s Gallantry Medal in 1989.

Julia Thrift

Director, CABE Space

Julia Thrift joined CABE (the Commission for Architecture and the Built Environment) in June 2003 as the founding director of CABE Space, the unit within CABE that champions improvements to urban public spaces and parks in England. CABE Space has a team of 11 staff and a network of more than 150 professional advisers who provide strategic advice to local authorities to help them improve the public realm. It is funded by the government department, the Office of the Deputy Prime Minister. Before joining CABE Thift spent five years at the Civic Trust, the national charity that campaigns for improvements to the built environment. Prior to this she spent 10 years as a journalist, writing about design for a wide range of national newspapers and specialist journals. She is a fellow of the Royal Society for Arts.

Geetam Tiwari

TRIPP Chair and Associate Professor, Transportation Research and Injury Prevention Programme, Indian Institute of Technology

Geetam Tiwari has been a faculty at the Indian Institute of Technology Delhi since 1990. Tiwari has experience as a principal investigator on many transportation-related projects in India specifically addressing public transport, nonmotorised transport, traffic flow and road infrastructure issues. She has worked closely with Delhi Transport

Department, Delhi Traffic Police, Central Road Research Institute and Asian Institute of Transport Development on transportation and traffic projects. She has also done research projects for the Indian Central Pollution Control Board on policy development for future traffic management for Delhi with the objective on controlling motor vehicle emissions. Her research papers have been published in national and international journals of repute since 1985. Prof. Tiwari and Prof. D.Mohan are the receipt of Center of Excellence grant form Volvo Research Foundation to work on Sustainable Transport for Less motorised countries. She has collaborated with several international institutes including Transportation Research Laboratory, UK; Interface for Cycling Expertise, The Netherlands; Illinois Institute of Technology, USA and INRETS, France.

Tony Travers

Director, Greater London Group, London School of Economics and Political Science

Tony Travers is Director of the Greater London Group, a research centre at the London School of Economics. He is also Expenditure Adviser to the House of Commons Select Committee on Education and Skills, a Senior Associate at the King’s Fund and a member of the Arts Council of England’s Touring Panel. He was, from 1992–1997, a Member of the Audit Commission and has worked for a number of other Parliamentary select committees. Travers was a member of the Working Group on Finance, Urban Task Force in 1998–1999. He has published a number of books on cities and government, including, Paying for Health, Education and Housing, How does the Centre Pull the Purse Strings (with Howard Glennerster and John Hills) (2000) and, most recently, The Politics of London: Governing the Ungovernable City (2004).

Lawrence Vale

Head of Department of Urban Studies and Planning

Massachusetts Institute of Technology

Lawrence Vale is Professor of Urban Design and Planning and Head of the Department of Urban Studies and Planning at M.I.T. He holds degrees from Amherst M.I.T., and the University of Oxford. Vale is the author or editor of six books examining urban design and housing. These include Architecture, Power, and National Identity (winner of the 1994 Spiro Kostof Book Award for Architecture and Urbanism from the Society of Architectural Historians), From the Puritans to the Projects: Public Housing and Public Neighbors (2001 “Best Book in Urban Affairs” Award from the Urban Affairs Association), and Reclaiming Public Housing: A Half Century of Struggle in Three Public Neighborhoods (2005 Paul Davidoff Book Award from the Association of Collegiate Schools of Planning). He is also co-editor, with Sam Bass Warner, Jr., of Imaging the City (2001), and co-editor, with Thomas J. Campanella, of The Resilient City: How Modern Cities Recover From Disaster (2005).

Anthony Williams

Mayor of Washington DC

Anthony Williams began serving as the fourth Mayor of the District of Columbia in 1999. He is now serving his second term in office which extends until 2006. During his first term, Mayor Williams helped spark a renaissance in Washington, D.C.. He and his administration have consistently produced a balanced budget, while generating economic stability and affordable housing. One of the cornerstones of Mayor Williams’ tenure has been creating a friendly government that listens to citizens through town hall meetings and citizen summits. In his 2003 inauguration speech, he named three key priorities for the city: education, public safety, and expanding opportunity for all the District’s citizens. Mayor Williams is president of the National League of Cities (NLC), the oldest and largest national organisation representing municipal governments throughout the United States.

Alejandro Zaera-Polo

Joint Director, Foreign Office Architects

Alejandro Zaera-Polo studied at the E.T.S. of Architecture in Madrid and received a masters (MARCHII) degree from Harvard Graduate School of Design in 1991. Together with Farshid Moussavi, he founded Foreign Office Architects in 1992. FOA is an international practice of architecture and urban design, dedicated to the exploration of contemporary urban conditions, lifestyles and construction technologies. Projects realised include the Yokohama International Port Terminal in Japan, and the Barcelona Forum Park in Spain. Besides his architectural work Alejandro Zaera-Polo is currently the Dean of the Berlage Institute and lectures at several architectural schools around the world. His critical and theoretical work has been published in international magazines and a recent monograph on the work of the practice has appeared as part of the 2G series, a major publication on the Yokohama Terminal has been published by Actar.

Roger Zogolovitch

Director, AZ Urban Studio

Roger Zogolovitch AADipl, RIBA, is managing director of AZ Urban Studio, a consultancy offering advice on design and development in the city. He is a client and promoter of development projects specialising in design-led development. He has been part of the teaching staff at the London School of Economics Cities Programme since its establishment in 1998, his teaching explores the relationship between urban design and development. He has completed town and city masterplanning in collaboration with David Mackay of MBM Arquitectes of Barcelona for Hastings & Bexhill 2001 and Plymouth 2004. He was the developer of award winning dense experimental housing project at ‘One Centaur Street’ London SE1. He has contributed to a new book entitled ‘Experiments in Architecture’ published in 2005. He has contributed to ‘Be Valuable’ a publication commissioned by Constructing Excellence in the Built Environment – DTI published 2005.

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LSE Cities Programme

The Cities Programme at the London School of Economics and Political Science is an interdisciplinary centre that links urban design to urban society through teaching, research and public activities. The Cities Programme is responsible for running the Urban Age project at the LSE, the annual European Mayors conferences and carries out consultancy projects for public and private sector clients.

Alfred Herrhausen Society, the International Forum of Deutsche Bank

The Alfred Herrhausen Society is a centre of independent thinking that seeks to identify traces of the future in the present, and thereby raise public awareness of the directions in which society is moving. As Deutsche Bank's socio-political think tank, the Herrhausen Society brings together people who are committed to working for the future of civil society. Founded in 1992, the Society is dedicated to maintaining and building on the legacy of Alfred Herrhausen.

URBAN AGE LONDON PARTNERS

Mayor's office at the Greater London Authority

The Greater London Authority is the strategic citywide government for London. It is made up of a directly elected Mayor and a separately elected Assembly, which scrutinises the Mayor's activities. The Mayor is London's spokesman and leads the preparation of statutory strategies on transport, spatial development, economic development and the environment. He sets budgets for the Greater London Authority, Transport for London, the London Development Agency, the Metropolitan Police and London's fire services. As Mayor, Ken Livingstone chairs Transport for London. The Assembly questions the Mayor about his decisions. The Assembly is also able to investigate other issues of importance to Londoners, publish its findings and recommendations, and make proposals to the Mayor.

Minerva LSE Research Group

The Minerva LSE Research Group is a ground-breaking joint venture between Minerva and the LSE Cities Programme, which undertakes original research initiatives into key factors impacting on urban development with the intention of influencing public policy. In 2004 the group published – Density and Urban Neighbourhoods in London. Minerva is one of the UK's largest property investment and development companies with gross assets of over £ 1 billion. It is listed on the London Stock Exchange and is a constituent of the FTSE 250.

The London Development Workshops

The London Development Workshops are an HEIF2-funded project of the LSE London research centre. The project consists of a series of conferences, workshops and seminars designed to bring together stakeholders in key debates on London's economic, political and social development. Using the LSE's research strengths, extensive networks and reputation for contributing to robust public policy, London Development Workshops will operate to transfer knowledge and expertise from universities across the UK, at the point where policy formation, economic development and business activity converge around particular issues. HEIF 2 is a partnership between the Department of Trade and Industry/Office of Science and Technology (DTI/OST), HEFCE, and the Department for Education and Skills (DfES).

The Corporation of London

The Corporation of London provides local government services for the financial and commercial heart of the UK, the City of London. It is committed to maintaining and enhancing the status of the Business City as the world's leading international financial and business centre through the policies it pursues and the high quality of services it provides. Among local authorities the Corporation is unique; not only is it the oldest in the country, combining its ancient traditions and ceremonial functions with the role of a modern and efficient authority, but it operates on a non-party political basis, providing a host of services and facilities for the benefit of the nation.

Aula Barcelona

Aula Barcelona was founded in 1997 to develop a data bank and organise research and training in the field of urban management. It is a common space for reflection on the city, its past, present and future among university, private business and administration. The project is aimed at formalising the Barcelona model of government and urban transformation of the last 20 years and at analysing the future of Barcelona and of cities in the information society. The project is funded by private companies participating in the quest for a common language for cities of the future.

London Borough of Tower Hamlets Idea Store

The Idea Store strategy, developed and managed by Tower Hamlets Council, is a unique, highly innovative initiative designed to radically increase participation in libraries and learning. Through Idea Stores, the Council is relocating library and adult education services to high street venues, using high-quality design. This significant programme of investment delivers increased opening hours, seven days a week. The results have attracted worldwide attention, as library visitor numbers have more than trebled and course enrolments doubled. Services are delivered in partnership with a range of other organisations, including Tower Hamlets College.

CABE

CABE offers expert advice on architecture and urban design to authorities across England. We encourage policy makers to create places for people; help local planners apply national design policy; and advise developers and architects, persuading them to put people's needs first. We show public sector clients how to commission buildings that meet the needs of their users. And, crucially, we inspire the public to demand more from their buildings and spaces. Advising, influencing and inspiring, we work to create well-designed, welcoming places.

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