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GOVERNING THE UNGOVERNABLE

Deyan Sudjic

The single greatest asset facing cities today is its growth. After decades in which, increasingly other major European cities and with America, it was hampered by growth, cities now become the victim of their own prodigious output. As cities grow, so too do the challenges they face. In the last few decades, a number of cities have been affected by political and social upheaval, and many countries have seen significant demographic shifts. Today, cities are more interconnected than ever before, and the challenges they face are more complex than ever. Yet, cities continue to grow, and the need for effective governance remains critical.

ACCOMODATING GROWTH OR CONFLICT?

Housing and urban neighbourhoods

Urban Age, London School of Economics and Political Science.

ACCOMODATING GROWTH OR CONFLICT?

Housing and urban neighbourhoods

Urban Age, London School of Economics and Political Science.
the International Forum of Deutsche Bank

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URBAN AGE CONFERENCE NOVEMBER 2005

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Livingstone’s highly personal, interventionist
decisions on everything from questions of
to Nelson Mandela destined for Trafalgar

of sculptor for a singularly lifeless tribute
to public inquiry to defend his personal choice

Authority’s budget to spend on fighting a

service. It’s inconceivable that a Labour tradi-

tion that Livingstone represents. After

of the singularly un-British approach to local

true to pose real questions about the impact

2012. The story does not have to be literally

terms so as to be able to preside over the

evening newspaper carried a front page story

uct of, a transformed system of city govern-

opportunities for the highly skilled in every-

in their declining years, and to pay the contri-

only source of the young and able-bodied that

Something remarkable has hap-

The intriguing question posed by

Recently, London’s only remaining

American city, it was haemor-

the hollowing out doughnut

Barcelona’s experiences, Livingstone is plan-

that such strategies are possible, which is what

subsequently been expunged.

all the product of carefully considered plan-

the London Underground that used to set

Napoleon III to remodel Paris, just as it was

urban visions in the past. It was Nash’s

seen. It remains to be seen how effective it

ard almost in fits and starts, and it is that quality

planning relaxations, intended to have a quite

of small business in the area.

itself a city that has always given high peo-

ity in and its arts, and is that quality

multiple forms. However, there have been small

of space and suitable units within London.

enhance, rather than detract, from the grain

of the city’s built environment. To add to the

of space and suitable units within London.

Londoners’ well-being: renters

one of the most difficult hurdles

igh land values, continuous

stigmatising their occupants; a phenomenon

ric, especially along the River Thames, and

high land values, there are often insufficient

favourable/monetary issues are against multi-family units. Despite

and against multi-family units. Despite

increasingly difficult to secure housing within

of the city’s key workers in the fields of health,

of affordable housing. While Victoria line stations are anomalously

nated by estates owned and managed by local
councils, providing social arche which are affordable yet many are impoverished in terms
of construction quality, maintenance and

scale of the transformation that is about to

ments underway in the city. The area around

site of the smaller venues. The scale of the

project is massive, and will see what amounts

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Expanding the City Core
Labour market and workplaces

London is growing. It continues to draw a wide demographic of growth, including an increasing number of European cities, and in contrast to other global cities, employment levels have not fallen in the latest recession. London is already under construction, and a larger number on the way is planned or pending through the planning process. In a longer term, this array of commercial, social, and political activities, public works and infrastructure investments will play an important role in determining the city’s economic future. London’s economic success, however, is not immediately clear, and it will relate to what drives the city’s economic growth and infrastructure investments will work an important role in determining the city’s economic future. London’s economic success, however, is not immediately clear, and it will relate to what drives the city’s economic future.

Transport is the main driver of urbanisation.

Transport in London is an urbanisation. From its iconic importance of subway systems to the new and improved airports, transport is the main driver of urbanisation. Transport policies also influence the development of land use and infrastructure. Transport activities are influenced by the way the city is designed and how it operates. Transport policies are also influenced by the way the city is designed and how it operates.

The Mayor’s London Plan, put forward in response to these challenges, envisages a central strategy that prioritises transport-related issues. The London Plan also recognises the importance of transport in the context of a need for new economic development. As the Mayor’s London Plan demonstrates, transport is a key issue for London’s economic future.

London is a vast, polycentric city. The key to London’s success is to improve transport connections. Under the Mayor’s London Plan, transport is a key issue for London’s economic future.

Underground diagram, Charles de Gaulle airport and airport access is a key issue for London’s economic future. Transport policies also influence the development of land use and infrastructure. Transport activities are influenced by the way the city is designed and how it operates. Transport policies are also influenced by the way the city is designed and how it operates.

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**EXPANDING THE CITY CORE**

Labour market and workplaces

London is growing. It continues to draw in demographics growth, unit generation in both European cities, and in contrast to the other global cities, employment levels are rising.
CHANGING VALUES

side is the pervasive consumerism that nullifies places that are less green and more current imagination of public realm. New places are created by the pervasive presence of a younger and more Chiswick, Stratford and Stoke Newington.

polluting traffic, and you will find yourself in London's relationship with its pub-

The Mayor of London has followed the programming of events, Trafalgar Square reinforced by the statistic that in 1997 less inner London's facade of happy PLANNING); abandoned territories of many housing estates is "SLOAP" (Space for its privileged users in what was then

London's public spaces can create the spontane-

The original city, which still exists, is now

The new appurtenances culture reflects not only the preserving of pre-existing structures and more international population, but also new attitudes London's public realm.

Lastly, it should be pointed out that the

Saxon, Central European, Nordic or respective traditions, whether Anglo-

EUROPEAN CITY MODEL?

TOWARDS A EUROPEAN CITY MODEL

Joan Clos

It is difficult to speak of a standard European city, as urban agglomerations vary to such an extent. However, a general trend can be sensed in all of them.

The normative European city is a dense, integrated city is friendlier to its residents, experience shows that solutions though integrated, are very successful. The case of the Metropolitan Area of Barcelona.

the growth of the knowledge economy; the internationalisation of socio-economic relations and the growth of the

In the 18th and 19th Centuries, London's development was mainly concentrated in a core area of the city, privilege to the design of their build-

becoming more reliant on the mantra it caused to the local residents (i.e. vo-

The original city, which still exists, is now

The original city, which still exists, is now

The growth of public transport dominates in measure of practitioners is limited. The Elephant & Castle and Prince's Gate Challenge, which was the Space Over After Planning), abandoned terri-

London can also leverage funding for public health projects to improve their public health. To tackle such goals, the idea of the city as an

do not see the same number of people simply expecting the car to solve all their mobi

Nearly everyone has understood the need to rebuild cities that can look to the future, with sustainable models of organisation and new technologies to limit our dependencies on cars the universal means of transport as well as the high costs involved in their use. In cities around the world, the

London's formal oval is quite in proportion to its pub-

In the case of the city, experience shows that

London has left behind its legacy of residential space, now large parks. The city's current magic nation of public realm is

In London, the traditional City of London was also a Park with its own public realm.

It is important to remember that the urban area of London is

In the case of the city, experience shows that solutions though integrated, are very successful. The case of the Metropolitan Area of Barcelona.

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Public life and urban spaces

Feeling after years of neglect. In many ways it opposes the current imagination of public realm encompassing various places of vibrant commercial districts. It is a paradox of our time that we can have public transport dominating as measure of public interest in the absence of public spaces for its privileged users in what was then an unknown location. This has paid off handsomely.

The new cappuccino culture reflects not only the overpowering presence of retail but also the pervasive consumerism that nullifies the public realm of the city. London's public spaces can create the spontaneity and spatial aggregation that are present in all these cities, and which Sennett put it, you feel safe “lost in a crowd.”

The Mayor of London has followed the lead of Rome, Barcelona and Copenhagen in this new-found attitude. Somerset House, Tate Modern’s Turbine Hall, the renovated St. Pancras, and the Elephant & Castle site will serve this idea, as the City of Westminster famously rectified failures, will once again make it a social integration.

Behind central London’s facade of happy consumers, a lamentable reality lies. 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 opposes the Gaál concept of “public affluence, public space.” These public-sluiced public spaces of many municipalities (“SLAP” = Space Left Over After Planning), abandoned territories of fear and conflict which only now is reawakening interest. Much of London remains still gripped by the ghostly presence of squats, of decaying pavement, unsalvaging an unfinished structure of furniture, post design and shoddy craftsmanship. The relationship between the inner city and the night-time isars eating away at the heart of the city, a space prevention reinforced by the blackout that destroyed 25% of all commercial and 60% of residential buildings. This is not a coincidence of renaissance in the heart of London’s iconic urbanism.

London, the capital of the country, is a unique city.

In many cases they show opposite trends, while in some it is possible to see the characteristic traits of the European model and yet, combining compactness with dispersion, as is the case of the Metropolitan Area of Barcelona.

As we enter the 21st Century, how are the concepts of urban transformation. Their continuity is evident in the city and could do so again in the future. However, it is necessary to avoid the spread of agglomeration of cities in the 20th Century was which offered the qualities of freedom and off-city. Now growth areas in European cities dovetail around car use, the city then the city centre is overlooked for this new traffic. Consequently, concentration of urban and traffic issues will come to an end. This is a complicated, yet necessary, situation. 

In industry and transport. Classically this model has enjoyed success in Europe and Scandinavia, and Socialism. Cross and White City privileges the design and transformation in the latter half of the 20th Century. VCAM-mentors considered the worst example of this. Other cities are pravadaryas in this European model and yet, combine compactness with dispersion, as in the case of the Metropolitan Area of Barcelona. Why is this so?

Social segregation and specialization in production are spontaneous trends brought about by individuals, groups or sectors with a view to improving efficiency. This gives rise to spatial segregation which is supported by people mentally expecting to solve all their mobility problems. In the long run, this is not the answer to the spatio-social crisis. Neither is the anti-segregationist movement which brings about strong anti-ethnic cities, to spatial and social integration. As a result, cities must take different modelling of their interventions. The As ever, in this profoundly mercantile society, experience shows that solutions are always found.

The City of Westminster is the typical city of London as an example of French, Central European, Nordic or German systems of urban design: the great squares and public spaces for its privileged users in what was then an unknown location. This has paid off handsomely.

From the standpoint of positive co-existence in the city, experience shows that solutions which create gratifying, while apparent straightforwardness and lack of time, may resolve these far-reaching conflicts, whereas non-complexified, better contribute to establishing and improving coexistence in the city. It should be pointed out that the compact, integrated city fulfills its role in surroundings, offering cohesiveness and diversity and environmental benefits (conservation of energy, water, air). Nevertheless, it is necessary to avoid the unplanned and standard repulsion of these characteristics. We need not forget that these characteristics are very valuable as density, without quality urban design and with a mix of residential and workspaces, howled in the past to situations of deep despair in the city could do so again in the future. However, we need to admit that "environ" older European cities in the in the past of their special features of urban transformation. Their continuance is capacity for transformation, by preserving their traditional and current realm.

Joan Clos is the Mayor of Barcelona – Based on public spaces: these act as integrated city models and observe a set of common characteristics. We must not forget that these characteristics are very valuable as density, without quality urban design and with a mix of residential and workspaces.
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FRIDAY 11 NOVEMBER

Welcome
London: the global context

Job Cohen, President and Chief Executive Officer, Anacostia Development Company, Washington D.C.

London in the Urban Age: Integrating communities in East London

Presenters
Patricia Brown, Director of Corporate Relations, LSE

Case Study: The Wapping Project, Wapping Wall, London, E1W 3SP

Chair: Anthony Williams, Director, Greater London Group, London School of Economics and Political Science

Presenting: Joanna Averley

The Mayor’s activities. The Mayor is London’s spokesman and leader for the tribute of the nation.

The Wapping Project, Wapping Wall, London, E1W 3SP

Chair: Deyan Sudjic (Co-chair), Massi...
The London School of Economics and Political Science

LONDON SPEAKERS AND RESPONDENTS

David Adjaye

David Adjaye is the founding director of the Cities Programme at the LSE, the founding director of the Cities Programme at the LSE, Principal, Adjaye Associates, Marylebone, London. His work has been widely published and exhibited internationally. The internationally renowned architect was a key player in the conceptualisation and development of the new Museum of African American History and Culture in Washington, D.C. He is currently working on his third commission for the Obama family, designing the new Obama Presidential Center and Museum in Chicago. He has also recently been awarded a Légion d’Honneur, France.

Frank Duffy

Frank Duffy is a Principal at the Southeast Asia office of Rem Koolhaas’ OMA. He has been involved in various projects in the region, including the development of a new campus of the Singapore University of Technology and Design, the expansion of the Bargukesma School and the University of Karachi in Pakistan. He has also been involved in the design of the new South Bank Centre in London.

Peter Hendy

Peter Hendy is a former Transport Minister and Transport for London (TfL) Chairman. He is also a Visiting Professor at the London School of Economics and Political Science (LSE). Hendy’s career in transport has been marked by his commitment to improving the city’s transport network, and he has been a key figure in the development of TfL. As Transport Minister, he oversaw the introduction of the congestion charge and the expansion of the tube network.

Borough Commander for London

Borough Commander for London

Ian Gordon

Ian Gordon is a former Borough Commander for London. He has held various roles in the Metropolitan Police, including Chief Superintendent of the Community Safety and Preventive Services Unit and Assistant Commissioner for Police Reform and Organisational Development.

Graham Morrison

Graham Morrison joined the Metropolitan Police Service in 1976. He has held numerous roles, including Commander for the Metropolitan Police’s Counter Terrorism Command, and is currently the Borough Commander for the Borough of Camden.

Richard Govaerts

Richard Govaerts is a former Commissioner of the Brussels Capital Region. He has also served as the President of the European Union’s police agency, Europol.

Anthony Williams

Anthony Williams is the Mayor of London’s appointed Mayor’s Policy Advisor. He is also a former Transport Minister and has been involved in the development of the Mayor’s Transport Strategy.

Professor Graham Foulkes

Professor Graham Foulkes is a former Director of the Centre for Cities and Cities Research at the University of Manchester. He has also been involved in the development of the Centre for Cities and Cities Research at the University of Manchester.

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Andrew Arbib

Richard Attias is the President of Richard Attias & Associates, a global strategic consulting firm.

Hou-Yi Bao

Peter Bishop is Director of Culture and Environmental Planning from the Massachusetts Institute of Technology. He has been recognised as one of the boldest and most innovative

David Adjaye

Ian Gordon is a Professor of Human Geography at the LSE. He received his Master of Architecture degree from the University College London and is currently also a professor.

Frank Duffy

Ian Gordon is a Professor of Human Geography at the LSE. He received his Master of Architecture degree from the University College London and is currently also a professor.

Frances Greated

David Altman

Andrew Altman served for the past five years as the planning and housing director of the London Borough of Lambeth, and was previously the head of strategic planning at the Greater London Authority. He has also been a Visiting Fellow at the Brookings Institution where he will continue his work on the planning initiatives currently in the United States. Altman is the author of Urban Promotions and the Arts, and has published in such journals as the Urban Design Journal and Planning.

Andrew Arbib

Rudolf Baltensperger

Andrew Arbib is a Senior Associate at the Council on Foreign Relations, and a member of the National Academy of Sciences.

Jeffrey Sachs

Jewish American physician, economist and author Jeffrey D. Sachs is the director of the Earth Institute at Columbia University. Sachs has served as the UN Millennium Project’s Administrator.

Henry Kissinger

Richard Attias is the President of Richard Attias & Associates, a global strategic consulting firm.

Andrew Arbib

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FRIDAY 11 NOVEMBER

Welcome
10.00 Kamlesh Patel, London School of Economics and Political Science

Keynote Speech
10.15 Enrique Peñalosa, Mayor of Bogota

Coffee Break
10.30

London: the global context
10.45 Ricky Burdett, Director, Greater London Group, London School of Economics and Political Science

Presentations
11.15 Yung Ho Chang, US
11.30 Niall Hobhouse, Chairman, Alsop Design Ltd.

Open discussion
11.45

The Olympic Park in the Lower Lea Valley
12.00 David Adjaye, Chairman, Alsop Design Ltd.

Presentations
12.15 Joanna Averley, Partner, Branson & Coates, London
12.30 Nigel Coates, Managing Director, Group Communications, Transport for London
12.45 Richard Sennett, Professor of Sociology, London School of Economics and Political Science

Open discussion
13.00

LUNCH
12.30 TO 14.00

Mayor of Brussels
12.30 Philippe Close, Managing Director, Group Communications, Transport for London

Presentations
13.15 Tom Travers, London School of Economics and Political Science
13.30 Gerald Frug, Professor of Political Science, Universite Libre de Bruxelles
13.45 Tony Travers, London School of Economics and Political Science

Open discussion
13.55

London: the global context
14.00 Deyan Sudjic, Director of Design at the Interim Olympic Delivery Authority

Presentations
14.15 Saskia Sassen, Distinguished Professor of Sociology, New York University
14.30 Dieter Läpple, Principal, Office for Metropolitan Architecture, Rotterdam
14.45 Rem Koolhaas, Principal, Office for Metropolitan Architecture, Rotterdam

Open discussion
14.55

A worldwide series of conferences investigating the future of cities
organized by the LSE Programme on European Mayors conferences and carries out consultancy for running the Urban Age project at the LSE, the annual conference of European Mayors. The Urban Age programme, initiated by Deutsche Bank, aims to promote urban thinking that seeks to identify traces of the future in the present, and thereby raise public awareness of the innovation and imagination that has shaped cities in the past and is shaping them today. It is committed to maintaining and developing its existing partnership with a range of other organisations, including the International Forum of Deutsche Bank and the European Mayors conferences.

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Karen England, European Mayors 2005 logistics, LSE

Rem Koolhaas, Principal, Office for Metropolitan Architecture, Rotterdam

Ralph Lewis Professor of Sociology, University of Chicago and Professor of Regional and Urban Economics, Hamburg University of Technology

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