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A Sustainable Urban Development – Is heritage of importance?
CULTURAL HERITAGE AS FINANCIAL ASSET IN STRATEGIES FOR URBAN DEVELOPMENT AND POVERTY ALLEVIATION

Many cities in both the developed and the developing world seem determined to sweep away their traditional built environments in favour of standardised modern urban forms and structures. Yet cultural heritage can contribute to urban renewal in ways that bring both economic and cultural benefits. This paper analyses the role of cultural heritage in urban development from an economic point of view, based on three fundamental concepts: cultural capital, livability and sustainability. It is argued that heritage as capital asset gives rise to two sorts of value, economic value and cultural value, and both of these are seen in the outcomes resulting from the use of heritage in urban-development strategies. A cost-benefit approach to project appraisal in this area is proposed in which both economic and cultural benefits are included. The paper pays particular attention to the potential for poverty alleviation through the use of heritage to improve livability in poor urban areas, especially in cities in developing countries.

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URBAN MANAGEMENT FOR SUSTAINABLE URBAN DEVELOPMENT: THE CASE OF ELMINA CULTURAL HERITAGE AND MANAGEMENT PROGRAMME IN GHANA

Urban management faces increasing challenges as continuing urbanisation is associated with multiple issues such as the need to provide services and employment to the teeming population, to maintain financial and economic base, and to make urban areas attractive to investors and businesses—all within a framework of limited resources of local government. Globalisation also requires urban areas to be competitive with each other for new investments, trade, capital, and information. The implication is that urban areas need to demonstrate market advantage, good governance, high quality infrastructure and safe environment.

Depending on the management style, urban areas can either make a strong contribution to sustainable development or destroy their natural and historic resources that will jeopardise the survival of the population. This paper discusses the Elmina Cultural Heritage and Management Programme as an approach to economic development of Elmina in the Central Region of Ghana. It examines the processes that led to the formulation and implementation of plan dubbed “the Elmina 2015 Strategy”. The programme aims at creating socially and ecologically sustainable urban environment while at the same time stimulating modern enterprise and preserving the cultural heritage through tourism. It also recognises the interconnections between tourism and socio-economic and ecological factors for sustainable development. Indeed, urban management must respect and incorporate human practices and actions of the local people into its professional approach to urban development.

Through stakeholder participation at various levels (i.e. local, national and international), the programme formulated a plan dubbed “the Elmina 2015 Strategy” which outlines the development path of the city in the next 15 years. The strategy details out the role of various stakeholders in infrastructure improvement, rehabilitation of the existing monuments and development of cultural sites. It identifies tourism as an entry point in facilitating sustainable development through an integrated approach. At the same time, the development of other sectors (such as health, education, and waste management, agriculture and non-farm businesses) is vigorously pursued in order to allow for synergetic development.

Based on the underlying philosophy mix of stakeholder participation, public-private partnership, private sector initiative, good local and effective urban management, the programme has successfully completed a number of planned projects while other projects are also being implemented. These achievements have been possible through increasing community commitment and awareness, high sense of citizen ownership and shared responsibilities among stakeholders, good governance and effective urban management. The challenges facing the programme include inadequate local funds, slow response of some development partners, and poor attitudes of some citizens with regard to indiscriminate dumping of wastes.

The expectation of the programme is that by 2015, Elmina shall become the engine of equitable socio-economic development that impacts on wealth creation, poverty reduction and improved local governance on a sustainable basis.

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LIFE IN THE HISTORIC CENTRE OF NABLUS, PALESTINE

The city of Nablus is situated on a saddle (550 m) between the Mediterranean Sea and the Jordan Valley. It is flanked by the rising hills of Mount Ebal to the north and Mount Gerizim to the south. The population of the city is about 175,000. The historic centre holds about 20,000 inhabitants and comprises an area of 40ha.

The city of Nablus has a long and turbulent history based on the settlement of the Roman and Byzantine periods. The regular grid of streets is still discernible, forming the backbone of the historic centre. Various occupiers have left more or less dominantly their vestiges. Each of them made a contribution, both cultural and ethnic, to present-day Nablus. The population of the city has varied roots.

The historic centre is an ensemble with a high historical and aesthetic value. In spite of the multitude of historical layers, which have influenced the growth of the ensemble, the Ottoman period dominates with typical urban phenomena. The most important value of the old city can be found in its configuration.

Today the historic centre offers a synthesis of cultural heritage and the corresponding social and economic activities. Traditional functions and their spatial distribution are a fundamental part of the city's cultural heritage and have to be treated as such in the future. Their social and economic importance reveals their sustainability.

Since 1995 the municipal authorities took measures to preserve and revitalise the historic centre. An important step was the political decision to protect the historic centre regarding it as an architectural heritage. An Austrian team prepared a master plan and a concept for the preservation and further development of the historic centre. The project was commissioned by the Austrian Federal Ministry of Foreign Affairs. The aims of the project were to support the Municipality of Nablus in its efforts to preserve the cultural heritage and to improve the safety and quality of the life of the population, to formulate guidelines for future interventions, to prepare a bylaw for the protection of the historic centre. The intentions of the development concept is to create a "lively historic centre".

The thesis of the concept is to obtain the aims of preservation by supporting the activities in the historic area. Following the thesis the main goals are: upgrading the quality of environmental conditions for housing to attract inhabitants of all social classes as well as investors; improvement of the basis for existing and additional commercial functions; preservation of cultural heritage as an ethical requirement, of a framework for identification and last but not least as a basis for tourism development, to provide better access and parking facilities to support all urban functions in the centre.

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THE MULTI-FACETED ASPECTS OF URBAN DEVELOPMENT: A CASE STUDY.

THE MULTI-FACETED ASPECTS OF URBAN DEVELOPMENT: A CASE STUDY.

It can be said that for Bethlehem, a city of great historic and religious value, heritage is the essence of its existence, its subsistence and, with the right development approach and within the right political context, its very survival. In the last ten years or so, the discourse on cultural heritage has gained much momentum so that today it finds itself at the top of priority projects for the alleviation of poverty and the consolidation of the economy. Within the current climate of the on-going Palestinian-Israeli conflict, this recent drive to preserve, develop and promote cultural heritage has become a lifeline both practically and metaphorically, and a sine qua non for the establishment of an independent state.

The discussion is about the urban heritage of Greater Bethlehem, henceforth referred to as Bethlehem or the city, which constitutes the three adjacent towns of Bethlehem, Beit Jala and Beit Sahour, intimately connected geographically, historically, socially and economically but with three separate Municipalities. The main poles of this discussion are the different orientations that have determined rehabilitation works in Bethlehem in the last ten years; their significance for the development of the city and the revival of cultural life; the social and political implications of this development and its sustainability for a healthy continuation for the city, for the District and for Palestine, Bethlehem being an important tourism and pilgrimage destination. The rehabilitation of Anatreh Quarter, which is located in the old core of Bethlehem and adjacent to the Nativity Church, will be presented as case study through which we will present the various aspects of realising rehabilitation projects – research, identification of problems, design and implementation - and key issues related to heritage as a tool for urban development:

1. Demographic: the demographic profile of the city has shifted considerably during the last century, with major ruptures linked to conflict periods.
2. Social: the hardships of more than three decades of occupation and incremental emigration have contributed to disintegrate the traditional social fabric of the city and erode urban values.
3. Political: incremental closures and the isolation policy practised by Israel, recently epitomised by the Segregation Wall, have had a dramatic impact on the geographic, economic and social landscape.

These issues have had their impact on urban development planning and implementation and their investigation introduces reinterpretations of key terms such as testimony, permanence, symbols and identity - essential ingredients in national discourses and constantly called upon by various sides to advance and legitimise cultural and political hegemony or vulnerability, as the case may be.

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SOCIAL IMPLICATIONS OF UPGRADED HERITAGE

This paper examines social implications of upgraded heritage in the light of underlying forces commonly at play in the dynamics of urban change. It starts by presenting a perspective on the political economy of upgrading heritage in relation to social and economic geographies. From this I will argue that while the social implications of heritage cannot be theoretically determined but are always a matter of contested struggle over the social construction of memory and historical presence, the social implications of ‘upgraded’ heritage are much more amenable to theoretical determination, for reasons embedded in the kernel of the concept. Upgrading implies significant gaps which may be crossed, maintained, exacerbated or reduced. Upgrading heritage stands in relation to cultural capital in ways not unlike how upgrading neighborhoods stands in relation to social and economic capital. Placing upgraded heritage in the perspective of gentrification theory suggests that to the extent ‘upgrading’ means leveling out differences in the esteem enjoyed by alternative heritages, upgraded heritage stands to contribute to socially sustainable development. But to the extent ‘upgrading’ means shifting gaps around in space through more or less carefully orchestrated displacements and associated capital gains, upgraded heritage comes down to little more than yet another instrument of the ‘colonial present’.

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LIFE IN HISTORIC URBAN LANDSCAPE OF VARANASI, A HERITAGE CITY OF INDIA

Varanasi records a settlement history since ca 800 BCE. However, the present city has grown during the early 18th century. Spreads over an area of 84.55 km², the city is inhabited by 1.50 million people (in 2001), consisting of Hindus (63%), Muslim (30%) and other religious groups. Additionally, everyday about 40,000 commuters visit the city, that increases to 60,000 during festive season. There are ca 3000 Hindu sanctuaries, and 1388 Muslim shrines. The vividness and multiplicity, and diversity and unity are easily envisioned in its religion, culture, society and economy – altogether making a mosaic. The impact of intense development pressures is harder in the old city centre where population density reaches to 400 to 500 persons/ha. Every year about a million Indian pilgrims come here, and all of them bathe in the Ganga river and pay visits to various temples. Approximately 125,000 tourists from abroad visit this city. Till mid 19th century the urban landscape was dominated by tracts of garden-groves and linking water bodies and drains that helped to maintain ecological order and escape from water logging. Under the ‘Master Plan 2011’ the expanded area proposed for the Greater Varanasi is 179.27 km². The major changes since 1991 as in the Plan, indicate a catastrophic increase of land under government and semi-government uses (+390.50%), and public and community facilities (+190.63%). This catastrophic change spoils the ecological system of land use; the most crucial group is park and open ground that records decrease of over 60% in comparison to 1999.

The ancient association of the Ganga river with religious, traditional and cultural fabric of the city and the immense influence of associated activities on the development of economic and social life of the city and related tangible and intangible cultural expressions are unique in the world. “The Ganga River and the Riverfront & Old City Heritage Zone of Varanasi” is being proposed for nomination to the World Heritage List of UNESCO under the category of ‘cultural properties’. The heritage zones, areas and properties identified there are at the risk or even destroyed due to immense pressures from tourism, economic development and population pressures. Approximately 80% of the pollution in the River Ganga in Varanasi is urban waste; and around 60% of the overall pollutants concentrate in the Riverfront and nearby Old City heritage zone. The increasing population is overburdening the carrying capacity of urban environment and the river ecosystem and unplanned mass tourism could potentially have a hard impact on the cultural carrying capacity of the old city centre and the river ecosystem. The move made by local NGOs and citizens has activated city administration to reformulate measures for preservation of the cultural heritage of Varanasi. Ultimately there is an urgent need to re-vitalise the city with re-establishing the ecological ordering by promoting civic sense and active public participation.

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OWNERSHIP CONFLICTS AND HERITAGE INTERPRETATION
IN UGANDA AND TANZANIA

Many poor nations have a rich cultural and architectural heritage. These can be significant assets for development, yet it is often the case that in the urgency to tackle the more obvious and pressing needs of the country, government, donor agencies and private sector alike fail to take these assets into account. Architectural heritage, like many other forms of cultural heritage is a fragile resource and extremely vulnerable to short-sighted development initiatives, whether public or commercial in nature. Older buildings, especially in an urban context, can be quickly swept away. It is important to recognize the place of architectural heritage both for its importance to cultural and national identity as well as its potential value as a resource, and to identify the factors which contribute to its neglect. Broadly-held misconceptions about heritage resources and their value are among the factors which cause them to be sidelined. One such threat is an ambiguity about "ownership" of the heritage. It can lead to the neglect of sites which are of considerable significance not only to groups within the community but to the nation as a whole. Interpretation of the heritage offers a vital opportunity to address this issue by exploring origins and influences, recognizing overlooked contributions, by allowing different "voices" to speak, and by presenting alternative perspectives in an unbiased way. It can have an impact on the community through the design of visitor routes, information campaigns, and guide training, as well as through the response to local beliefs and traditions. This paper will discuss examples from the East Africa region which highlight specific instances where ambiguity about ownership has put heritage at risk, and where interpretation is seeking to change current conceptions, in one case through official channels and, in the other, by more informal means.

The historic buildings of Kampala, Uganda, received international recognition when they were included on the World Monuments Fund’s 2004 List of 100 Most Endangered Sites, yet on the ground, a concerted effort to conserve one particularly significant building recently foundered due to both political and public indifference resulting from a lack of appreciation of the building’s worth. This incident reveals the uncertain status of buildings of European influence in a Post-Colonial society, even when these buildings are unique expressions in the evolution of the architecture of the indigenous group. The paper shows how the efforts of a local conservation society to raise public awareness and provoke dialogue on the value of such sites have met with varying degrees of success. A similar confusion about ownership exists in relation to several types of heritage architecture in Tanzania. Here sites of the Swahili civilization, those relating to the slave trade and to German and British colonization, are all considered suspect for various reasons. Though a valuable resource, they have been relatively neglected by comparison with the attention (and funds given) to natural heritage sites and those relating to Early Man. Many are in urban situations; in small towns like Bagamoyo, Kilwa Kivinje and Mikindani, as well as in the larger urban setting of Dar es Salaam. Again interpretation can contribute to helping a society re-evaluate such resources and bring them back into public ownership. The Antiquities Division of the Tanzanian Government is currently taking this task in hand. Resolving questions of ownership can heal divisions and foster conservation by encouraging a sense of pride in all the nation’s heritage. Not least, promotion of the heritage can enhance earnings both at a national and community level through well-planned tourism development. In Uganda and Tanzania, improving livelihoods remains the central concern.

KAREN MOON
SPATIAL AND CULTURAL QUALITIES IN DOMESTIC ARCHITECTURE IN THE HISTORIC TOWN OF BAGAMOYO, TANZANIA

Declaration to conserve the designated area in the historic town of Bagamoyo has produced a stalemate where neither side (conservators on the one hand and the general public on the other) is able to make any progress. Controlling new development within Bagamoyo historic urban quarter on the other hand has proved difficult without clear understanding of the spatial and cultural qualities of the domestic architecture. Where buildings have vanished, and where new plots need infill current concepts create imbalance to the history and social structure of the place. The speed with which this historic town is being transformed and rebuild is erasing all references to the old fabric even before it can be documented. Furthermore, there has been a concern on possible social, cultural and environmental impacts from the economic optimisation on this tourist town. Erosion of history and disruption of community cohesiveness are among the imminent dangers facing Bagamoyo historic town.

Despite numerous studies on the history and origins of the Swahili Architecture, which are still inconclusive, a gap still persists on the cultural and social qualities of these buildings. It is still controversial for example as to what are the relationship of the individual to the built environment and the effects of the built environment on the social interaction. It is still not known how the nature of space influences or encourages social and spatial transactions.

Modern architecture, informed by a refined sense of function, form or style does not seem to have been able to create environments, which can adequately satisfy the needs for diverse social interaction in all forms of shared spaces. Little attention has been paid to the conscious creation of the shared spaces for the management of social interaction, in a context, which reduces conflict and insecurity but encourages identity, excitement and involvement.

What qualities and characteristics are necessary in different types of space in order to assure conflict free use for all groups? What rules of behaviour are employed between and among these groups? Furthermore, how does spatial context of social interaction support or hinder communication in shared spaces? Fundamental to the understanding of any architectural space involving qualities is the establishment of an appropriate relationship; in this case the relationship between the Swahili built environment and the societal patterns for which it is designed. This paper looks at the traditional Swahili houses within the historic town of Bagamoyo along the East African coast, with the objective of identifying and analysing the inherent values and qualities, spatial and cultural, which are important aspects for modernization and improvement of traditional living environments as well as being vital for preservation of the historic fabric.

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Safer urban landscapes: Targeting fear and insecurity
INSECURITY IN CATANIA. A SICILIAN CITY BETWEEN ACTION AND EMOTION.

Globalization goes hand in hand with urban insecurity. On one hand, the former makes disorder be a permanent condition of living; on the other hand, the latter has been faced only through the institutionalized frames of public order and control. Indeed, what required is to re-articulate the boundaries between background and action through the recovery of spaces forced into the background and considered outside common knowledge frameworks.

What secure cities are? Is it only a matter of State protection and spatial renewal? The disfunctions of the tie between citizens and institutions need to be explored. Concepts linked to the preservation of social order - crime, segregation and insecurity - have to be put in the background while those linked to its transformation - conflict, collective action and social change - need to be put in action. Italian security policies focus only on the preservation of social order and do not acknowledge that social insecurity goes hand in hand with the crisis of the State-Nation. Sicilian cities can be seen as particular urban societies in the Italian context: they have learnt to live with the disfunctions of conflict mediations to preserve social order.

Catania – the most important provincial capital after Palermo, the administrative centre for Sicily – gives rise to a reflection on the urban consequences of such disfunctions. Particularly, San Cristoforo, a neighbourhood in the historical centre of the city, opens a new perspective on security issues. Stigmatised as self-referential ‘mafia estate’, it is, indeed, the by-product of translocal institutionalized dynamics aimed at controlling individual and collective action. The case study puts evidence on the peculiar governance lying behind the failed urban renewal after decentralization and the implementation of specific European and national programmes. It shows the limits of a security approach based only on spatial planning and puts evidence on what lies behind insecurity. Thus, mafia emerges as the only dominant emotional frame of neighbourhood residents; it makes collective space turn into a bricolage of fears and collective action be paralysed.

Conversely, innovative urban security policies should face citizen’s fears and make multiplicity emerge from an extra-political cooperation based on the joined action of what people perceive as individual/collective resources. The paper reports the provisional output of research work in progress in the framework of the Phd “Regional planning and public policies” at IUAV, University of Venice. Thanks to the bricolage of different perspectives - mainly, those of neighbourhood residents, a self-organized association working in San Cristoforo, the Anti-racket Catania surgery and two “border”-magistrates of the Catania Court - the San Cristoforo case study faces the ambiguity of power and its consequences on the production of collective space.

It has to be acknowledged that urban security policies can not impose transparency through the control but should encourage people to explore ambiguity as multiplex resource for the urban change: thus, maybe, people improvisation will be ‘out of frames’ and start again to produce collective space in the globalization.

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EMPATHETIC PARTNERSHIPS FOR SUSTAINABLE URBAN COMMUNITY

This paper reports recent research on crime reduction strategies and crime experience over a five-year period in nine areas with high concentrations of public housing in Australia. Several major findings emerged. First, that an ‘open-doors’ and community-oriented policy associated with the deployment of locally-focused crime prevention police officers and user-friendly public housing managers – who become partners with their communities – are crucial factors in crime reduction. Interagency partnerships between housing and policing agencies are the first principle of engagement and intervention but this research clearly demonstrates that when empathetic interaction occurs with individual community members at the micro-urban scale crime trends tend to fall over time.

Secondly, GIS mapping indicates that crime tends to cluster around the public housing concentrations ie where socially disadvantaged sectors of society are concentrated in the poorest design situations (and diffuses outwards from there into privately-owned zones). This realisation (or confirmation) helps focus the mind: undoubtedly these are the places where attention must be focused, whether in urban or suburban situations.

Thirdly, socially-focused strategic interventions appear to be far more effective in reducing crime than spatially-based solutions. In this regard, two Radburn-designed areas, subjected to differing intervention strategies, provide comparative evidence. Simultaneously, however, from an urban design point of view it is also evident that all nine areas are endemically criminogenic and crime experience is high, besides housing socially-excluded and thus vulnerable, more crime-prone populations. There are very poorly illuminated roads and vast tracts of open space affording easy access to housing, and no community facilities or presence in the public realm afterdark, for instance. Yet those places in which crime is reducing appear to be no different on such measures from those in which it is increasing. All this leads to the conclusion that cooperative interaction at the most local level - with salient individuals not only community groups - is the decisive factor in the safety and liveability of disadvantaged urban neighbourhoods. This represents a human-ecology approach to quality of life in cities, where security-sensitive urban design, empathetic partnerships and a consequent sense of safety and responsibility coincide in space and help engender sustainable communities.

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URBAN CONTEXTUAL FORM AND URBAN ENVIRONMENTAL KNOWLEDGE

Cities are rapidly changing the relationship between biological and physical aspects of the environment. Conservation studies are established focusing on pristine environments while the challenge of understanding urban regions as ecosystems and conserving ecological integrity in urban and urbanizing landscapes still needs further debate. Planners need to incorporate landscape ecology not only to not degrade ecosystems, but also to balance social and environmental inequities. A landscape approach to urban activities redefines roles of planners, designers and communities and explores the relationship in "form of sustainability — sustainability of form". Permanent ecological infrastructure is as required and indispensable in the processes of development as other more common forms of infrastructure. Establishment of ecological infrastructure has to be a level of planning that normally precedes other urban planning or that restructures existing urban forms. Intensification of urban use on the development side will also require strategies of "intensification" in possibilities of natural processes on the ecological side. This requires collaboration at the strategy and implementation level between planners and users. Ecological knowledge has to be shared horizontally across disciplines and vertically between holders of contextual knowledge and administrative and political entities whose knowledge might differ. A case study of urban ecological activity, The Living City Program in Toronto will be critiqued.

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URBAN CRIME PREVENTION IN DOUALA: TOWARDS A COALITION OF ACTORS FOR A SUSTAINABLE STRATEGY.

The purpose of this paper is to describe the main manifestation of criminal facts in Douala through the victimisation survey. The sample here was 2100 households. After this presentation, we analyse the propositions given by the citizens in order to prevent crime in the main economic town in Cameroon. A quick observation of measures taken by inhabitants shows that since 2001, urban actors are experiencing many strategies to reduce the level of crime and the fear of insecurity in Douala. What are those strategies? Who are implementing them? Is it partnerships amongst the actors involve in crime prevention? If yes, what role do they play? The aim of this paper is to provide some answers to theses questions. To achieve this goal, the principles of good governance and those of bellagio on sustainable development have been taken into consideration.

Keynotes: crime prevention, actors, coalition, partnership, training, good governance, strategies, sustainable action.

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GRAFFITI ARTISTS IN THE POLICY REALM

For decades, American cities have been fighting a losing battle against graffiti. Property owners and city officials feel trapped by having to waste time and resources on removing graffiti that often reappears overnight. While perceptions of graffiti range from annoying vandalism to original art form, city governments must act in accordance with the general health, safety and welfare of its people by opposing graffiti through prohibition. However, graffiti artists are fueled precisely through such prohibitive actions; like many acts of subversion, the game-like thrill of breaking the law only adds to its appeal. The deeply entrenched disagreements on either side of the issue have thus far accomplished little in solving the problem or ending the dispute.

It is time to reevaluate our stance on graffiti and find alternative approaches to resolve the conflict. In doing so, the most important step will be giving all parties involved a voice. There are few urban issues that do not have fair representation of key players, yet graffiti artists are rarely, if ever, solicited in helping to come to a viable solution. But because graffiti has undeniably assumed a prominent role as a visual medium and has been embraced by popular culture, graffiti artists deserve to be included in decisions that directly concern them. Equally challenging is the literature surrounding graffiti: nearly all writings on the topic of graffiti are polarized, either strongly for or against its presence. It is my goal to suggest a compromise between the two sides of the argument, using history and culture as guides to understand graffiti’s place in the contemporary American landscape. This paper recommends three changes that will serve to accomplish this goal: including graffiti artists in city politics through representation in the policy process, developing and improving urban beautification standards, and creating space for graffiti to legally exist.

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VIVACITY 2020: HOW SUSTAINABILITY AND THE URBAN DESIGN DECISION-MAKING PROCESS FIT TOGETHER

Designers are being asked to address a range of issues within the UK design and planning process, including cost, diversity, the environment, social inclusion and crime prevention. The aim of this research is to understand the design and planning process, and identify methods to support socially responsible and sustainable decision-making. The literature review indicates that the decision-making process may be understood as a series of phases in which different tasks must be completed at each stage. Ideally, this process should reflect the context, user requirements and project objectives. The development of these processes has been strongly influenced by the need for decision-makers to respond to government policy regarding community involvement, the development of sustainable communities, and transparency in the planning and design process. It is not clear from the literature, however, when specific issues should be addressed during the process, who actually makes decisions at each stage of the process, who influences these decision-makers, and how different stakeholders are engaged.

Funded by the EPSRC, the VivaCity2020 research project is investigating the decision-making process in practice, and how issues of sustainability are addressed. One key focus of the research has been on tackling crime and fear of crime through design. Although building development projects attempt to follow a design process, it is often difficult to consider sustainability priorities within this process. Project teams often have only a limited understanding of sustainability and may lack tools and techniques for transforming ideas and information about this complex issue into practice. A formal project-specific method for generating and evaluating sustainable solutions in the urban design process is generally not used. As a result, design concepts may be developed by individuals in a piecemeal manner, rather than in an integrated way. The design function within the team may be delegated vision-building, resulting in a vision that reflects the individual's own priorities and knowledge—which may not include sustainability.

In competitive bids, opportunities for stakeholder input are often not fully explored or valued. Understandably, the response of the judging panel tends to be prioritised over other stakeholders. The difficulties of addressing sustainability issues are exacerbated by the nature and quality of the brief, which often provides little insight into contextual and sustainability priorities, including the social needs of different stakeholders.

This paper will discuss methods of improving the briefing and requirements capture process, as well as evaluating the sustainability impact of different design concepts and considering their relevance to the context.

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COMMUNITY PLANNING WITH A FOCUS ON ENVIRONMENTAL AND SAFETY ISSUES

The paper deals with concepts of sustainability, risk, safety and security, in planning processes. These concepts are related to management, to conflicts and to planning agents' interests and influences on planning. The study aims at developing models for collaboration that favours the design of a sustainable urban environment with high standards on safety and sustainability.

The study is based on planning cases in three different municipalities:

- A bus garage for biogas busses with an enclosed biogas plant, where risks are set against an attempt of adjusting to more sustainable traffic alternatives.

- A badminton hall in a transformation area, from industry to other functions, with the complexity of problems this brings on. Additionally, the badminton hall lies right next to a larger tank with liquefied petroleum gas.

- The part of Botniabanan that runs through central Örnsköldsvik. Special solutions have been designed in order to meet the requirements on safety.

The concept risk is presented and discussed, together with how the term is used in the planning process. Various participants are involved in the planning process, and these often have different perceptions and meanings of the term risk. Thereby also the approach to risk management varies between the different participants. The municipal fire and rescue services, the environmental agency, planning offices and social services, all put different value in the term, a problem that origin from differences in subject areas, approaches and priorities. The concept risk is becoming increasingly important in community planning, and the participants influence the direction for how the term is regarded and used.

The planning process and the interaction between participants are studied by using methods such as discourse analysis and communicative planning.

The project is ongoing, so the paper will be a presentation of the project and what has so far been completed. As the focus of this study is on the participants' roles and the influence they have in the planning process, the most suitable conference theme for this paper is "the Actors and the Roles they Play".

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1. PERCEPTIONS OF UNCERTAINTY AND FEAR IN URBAN PUBLIC SPACES

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4. Abstract:
In the Swedish town of Gothenburg, 42 per cent of the inhabitants experience that there are places in the city in which they don’t feel safe and secure after nightfall. The majority of them are women. There are also elderly people who in the evening neither alone nor together with equals dare to go outside their home. This is a obvious limitation in peoples liberty of action and freedom of movement. Regardless if the limitation is individually or structurally determined, I consider the citizens experienced limitation in the freedom of movement as a question of power. Why should women, elderly or the homeless need to be more afraid than others to visit the city on a ordinary weekday? Is the city not a place for all of us?

The starting point of this paper is a normative idea of equality – all citizens equal right to the cities public spaces. From a gender perspective feminist geographers like Doreen Massey, Linda McDowell and Hille Koskela have shown that the city spaces are marked by gender differences. Feminist media and communication scholars like Gaye Tuchman have shown how the mediated public spaces also are marked by gender differences, regarding both content and structural conditions. The underlying question of interest is, does the cities public spaces get double gendered through the medias public space, and can this double gendering enhance or minimize women’s perceived uncertainty and fear in the cities public spaces? The more modest question to be answered in this paper is in what way the physical and social character of the city spaces correlate with the variance in peoples experiences of fear in public places.

The main theoretical perspective are Ulrich Becks on risk society and Niklas Luhmanns on the reduction of complexity in the environment in relation to the importance of perceived trust. The risk perspective is seen in the light of Jane Jacobs and Bill Hilliers ideas and thesis on the importance of the pattern of peoples movements in the city.

The main results presented is based on survey data from a well known regional survey (Väst-SOM) performed in 2001-2003 on approximately 3000 inhabitants in the local region of Gothenburg. The physical and social character of the city spaces correlated with the variance in peoples perceptions of fear in public places in the following way. As expected, people perceived the largest fear in urban public spaces when they where alone in desolate places regardless if these places where of open or closed character. The degree of fear decreased considerably together with friends, but surprisingly almost as much when the same places where crowded.

The main conclusion that can be drawn is that the conceived variation in the perception of safety and security in the city environment seems to support Jacobs and Hilliers ideas and thesis that has to do with the importance of intensity and movement of people in the urban environment. To what extent this could be accounted for by media content and exposure remains to be explored.

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Urban ecology and society
SUSTAINABLE CITIES: BALANCING ENVIRONMENT AND DEVELOPMENT AT VARIOUS SCALES

Globally, we are now engaged in by far the largest city building exercise in the history of the world, driven, in part, by a rural to urban transition that has been occurring on a scale never to be repeated. In China, alone, it is estimated that over 400 million people will be added to urban areas between 2000 and 2030, a pattern that will characterize the demographic transformation of much of the developing world (UNEP 2002). We assert that the form of urban areas emerge in response to the functions that urban areas serve that are, in turn, the product of a set of economic, social, political, public policy, technological, and environmental drivers, both internal and external that operate a variety of scales of time and space (cf. Webster 2004). Recognizing that there are fundamental differences in culture, developmental context, and world events, we still argue that lessons can be learned from careful evaluation of developmental trajectories experienced by parts of the world that are already more highly urbanized. In this presentation we suggest that a systematic application of extant knowledge of the United States urbanization experience will provide the basis to increase our understanding of future urbanization in China and elsewhere by contributing to scenario formulation and other futures oriented techniques and may form the basis for improved decision-making.

We are particularly concerned with the relationship between form and function in urban areas and how various components of the urban phenomenon respond to specific challenges and opportunities. Decisions that affect urban form are particularly important for a variety of reasons: huge capital is invested in urban form, decisions about urban form have long lasting legacies, and urban form is the spatial and aesthetic context in which urban dwellers operate. It is our objective to guide decision-making concerning urban form in directions that minimize vulnerability to shocks, allow for maximum future flexibility, and enhance the everyday quality of life.

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THE TEMPORAL AND SPATIAL DYNAMIC OF URBAN ENVIRONMENT IN ASIA

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With a rapid urbanization in Asia, more and more people are becoming urban dwellers. The unprecedented magnitude and speed of this transformation in human settlement has profound environmental implications at local, regional, and global scales. The dynamic and complex feature of urban environment in the region has presented a huge challenge to practitioners at different level to cope with the change effectively. Coming with the challenges are also opportunities for shaping a more environmentally sustainable urban future in the region, and to fully seize on the opportunities, a better understanding of the nature and process of the change becomes a prerequisite. This paper examines the urban environmental changes and management measures in Asia at temporal and spatial scale, drawing on case studies in more than 10 cities in the region.

An evolutionary viewpoint is adopted to conceptualize the temporal dynamics of urban environmental change, which views cities as a complex adaptive system subject to constant change, with both commonalities and non-linearity in their evolutionary trajectories. The study found that the temporal evolution of urban environment are often closely linked to spatial scale interactions with surrounding regions, and this linkage is often materialized through policy measures cities adopt. Industrial relocation, a popular strategy adopted by many Asian cities to improve their inner city environmental quality, is taken as an example to highlight this linkage. Policy implications of the temporal and spatial dynamics of urban environment are discussed.

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The coastal zone is the focus of the most significant economic, social and environmental issues in Australia. More than 86% of Australians live near the coast, and Australians attach high recreational and conservation value to their coastal environment. The collision of competing uses and objectives make achievement of ecologically sustainable development in the coastal zone extremely challenging, yet this is where a successful outcome matters most to Australians.

Many coastal communities are coming to grips with rapid change brought on by the pressures of urbanisation and new expectations for urban infrastructure and services in remote coastal areas. Landscapes that were shaped by traditional agricultural, forestry and fishing practices, and the summer influx of recreational tourists, are now challenged by a wave of new permanent and temporary residents with different aspirations for what they want from their natural resources and their surrounding environment.

In this social, economic and ecological context there is real potential for conflict and the clash of values and perspectives within communities. New urban developments and supporting infrastructure creates an ecological, social and economic trajectory for communities that will last for decades, if not indefinitely. Rapid unplanned change can compromise the ecological, cultural and social values of a community and the ability of the underpinning social and environmental infrastructure to support sustainable livelihoods. Amidst all these challenges are great opportunities for better futures through open and participatory planning, ecosystems thinking and ecological design processes.
NAVIGATING URBAN TRANSITIONS IN PURSUIT OF REGIONAL SUSTAINABILITY: AN EMERGING CONCEPTUAL FRAMEWORK FOR URBAN RESEARCH, PLANNING AND MANAGEMENT

The way urbanization unfolds is critical for the prospects of regional and global sustainability. On the one hand, cities create opportunities for efficiency in use of energy and materials for housing, transport and economic activities. Urbanization has proven extremely effective process at improving health, sanitation and education as well as being a faithful handmaiden of economic growth through stimulating innovation and building technical capacities in developing countries. On the other hand, the lifestyles of the more conspicuous city dwellers are symbolic of wasteful over-consumption and the growth fetish that is at the heart of regional and global unsustainability. For the most part, however, the activities of urban dwellers and the potential role of urban policies in sustainable development have remained peripheral to the main research and policy discourses.

Urbanization is clearly both a social and ecological process. Urban social-ecological systems link diverse people, through their consumption and production activities, with different sub-sets of ecosystem goods and services. Scale-dependent effects and interactions in ecosystems are also present in governance and market arrangements making long-term trajectories for urbanizing regions inherently unpredictable even where the legacy of major infrastructure may remain imprinted in the evolution of urban form for decades or more. The implication is that urbanisation is often not going to proceed as planned, and is difficult to manage in a strict engineering sense.

In this chapter I develop a theoretical framework for exploring changes in livelihoods, urban form and institutions as urbanization unfolds. The analytical emphasis is on linkages, dynamics, diversity and scale. By linkages I mean the various relations among actors and between actors and ecosystems that are critical for sustainability. This draws attention to issues of governance, social justice and learning. Other parts of the framework address issues of dynamics and diversity, but it is the role of scale-dependent processes and cross-scale interactions in particular which lie at the heart of transforming urbanization into a positive process for sustainability.

Sustainability is not so much a characteristic of the "city" but rather of its dynamic relationship to the region in which it sits and the landscapes beyond through production and consumption relations.

The paper concludes that the pursuit of regional sustainability is a never ending one in which full a high degree of precise understanding or control will never be present. New research can help guide action if it concerns itself more with the self-organizing capacities present in cities and their ecosystems rather than assuming institutional rigidity and technocratic brilliance are the way forward.
EMPLOYING BUTTERFLIES AS CULTURAL KEYSTONE SPECIES – A WINDOW OF OPPORTUNITY TOWARDS ENRICHING URBAN BIODIVERSITY IN BANGALORE, INDIA

There is a significant growth of cities in India, especially with the information technology boom in the country. Multinational companies are targeting even small commercial towns leading to the influx of people from many regions. This has resulted in loss of natural habitat leading to erosion of living standards and loss of local flora and fauna. Restoration or protection of urban biological diversity could especially be daunting in the Indian scenario as the community can represent diverse culture and beliefs. Apart from the community, the urban developers and municipal leaders, hardly recognize the connection between a city's natural environment and quality of life of its citizens. In this paper I propose a conceptual model for urbanscape in Bangalore which will not only support biodiversity but also perform some natural functions. Some preliminary groundwork and findings for the model are also presented. Garibaldi and Turner (2004) mention 'town of wild plum', where people identify the town with some wild plants which are ubiquitous to the area. In similar fashion, people of Bangalore identify their city as 'Garden City'. Bangalore city has good tree cover of native and introduced species, and has several large parks and water bodies. However, the gardens in the city consist mainly of exotic species or intensely managed areas, which do not foster native biodiversity. In recent times, Bangalore has undergone a 'facelift' to meet its new image as IT capital of India, with more high rise buildings and Malls to cater to young and rich urban youth mostly from the IT world. Many individuals of this group are trained in the Western countries and want a replica of temperate landscapes around them. This has led to creation of parks that are mostly used by joggers who often have a callous disregard for their surrounding. We propose an outreach program which will use the up-coming butterfly house as mascot and also utilize its research outputs. The outreach program will forge new partnerships, volunteerism among community and various institutions (Fig 1). Overall, the conceptual framework presented here will serve as a guide for initiating an intervention which increases the ecological integrity of growing city. At present the Bangalore city continues to grow with an influx of people from multiple cultures. It is imperative that we consider socio-structural and socio-psychological bases of the urban community before we implement any biodiversity friendly management. The conceptual model of using butterflies as cultural keystone species seems feasible in Bangalore. Results of a brief survey across various communities showed willingness to accept management practices that will foster butterflies. Also most of them subscribed to the idea of upgrading their garden city to 'Butterfly City'. About 50% of the community would also tolerate a wide range of animals that will colonize an area if managed for butterflies. A small percentage seem adverse to animals other than butterflies, but were willing to have their plants eaten completely by butterflies. Butterflies appear marketable even among people who may not appreciate naturalness. We also experimented by setting up a butterfly garden through various institutions. A housing estate company managed a complete sell out of their housing complex through aggressive advertising focused on butterfly garden within the premises. A butterfly garden set up in a school has drawn a lot of interest among children. Now slowly it is evolving into biodiversity garden where the children have started accepting the other 'not so popular' taxa. School management earlier solicited our help to set up a well-manicured butterfly garden. We worked out a range of outdoor exercises on various taxa and linked it with the school syllabus and moved part of their biology class outdoors.

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URBAN LANDSCAPES AND STREAMING STRUCTURES AS A BASIS OF URBAN CONSTRUCTION PLANNING

The modern urbanization management should take into account the formation of urban landscapes as a special type of spatial and functional organization of natural-anthropogenic territorial complexes (NATC) of cities and urban agglomerations.

Accordingly the NATC organization determines the functional and planning solutions on the urban areas. Urban landscape functioning influenced by natural, anthropogenic, and social-economic factors determines directly and indirectly the environmental quality in Moscow.

Landscape functioning, in turn, depends on acting numerous and different urban economic complexes, which determine such landscape properties as vertical and lateral structure, sustainability, period of amortization for natural components, etc.

Study of these processes aims the creation of sustainable urban planning conception based on optimized urban landscape functioning and accounting the formation and transformation processes of natural and artificial streaming structures. This includes the solution of following tasks.

1. The development of scientifically sound conception should be now served as the ecological basis of urban construction activity in the cities especially in those where the construction boom is recently obvious. After construction stage, the organization of territorial ecological care is needed as well as the creation of present and future environmental management and monitoring systems.

2. Developing the given conception, we have determined the criteria for acceptable transformation of urban landscape structure and the principles of elemental taxon classification for standardization of permissible anthropogenic loads.

3. Classification of structural urban landscape units for town-planning standardization should account one-way directed streams of substances, information, and energy. Under urban conditions the most powerful system forming streams are the ground and surface water drainage channels both of natural and artificial origin. The territories with similar streams are called as stream systems.

4. Formation and reconstruction of urban area structure including land use structure and interrelation of urban functional zones can be sustainable only when the hierarchical natural exits (channels) for transfer of substances, information, and energy are conserved in the urban landscapes. The channel transformation rates determine the geoecological capacity of forming stream systems both in the place of pollutant entering and in downward ecosystems.

5. Exampled the Moscow megapolice, one can see that the urban stream structure is a reflection of information in town-planning projects.

6. Stream system classification of urban space structure can serve as a basis for town-planning and investment attractive activities during the creating NATC with different nature protection status.

7. Moscow megapolice area as an urban stream structure complex is acting under modified thermal regime with following characteristic features: the thermal balance has azonal high value of outcome items; the duration and amplitude of diurnal, seasonal, and annual natural cycles are dramatically changed.

8. Urban landscape care systems should be forwarded to the integrated product finally consumed by citizens, aiming for example people recreational activity instead of process of ecosystem recreation itself. In the
Moscow megapolise in turn the recreation of natural complexes should be mainly based on private investments.

Thus this conception of sustainable town-panning developed for Moscow allows us to create and manage the ecological-investment zoning and its adaptation especially for rehabilitation of small urban river valleys.

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AN INTEGRATED, ECOSYSTEM BASED MANAGEMENT OF URBAN LANDSCAPES TO STEM URBAN SPRAWL. GREEN AREAS IN THE STOCKHOLM COUNTY, SWEDEN

Urban green areas are critical sources for generation of many ecosystem services of value for urban inhabitants, for examples park trees cleaning the air. The urban land-use dichotomy between conservation of green areas and exploitation is an old problem. Today the development is to a large extent driven by market forces, but it's a market of incomplete information since the value of urban green areas producing ecosystem services is not recognised. This results in urban green areas being viewed as “left over sites” with potential for exploitation and not as valuable producers of ecosystem services in the urban landscape. This is one of the causes of urban sprawl defined as uncontrolled urban growth. Knowledge about management of urban green areas is rapidly developing, but there are often mis-matches between appropriate ecological scales and social scales, around which management is organised. One emerging strategy to overcome these mismatches is to develop an ecosystem management, where management is based on ecological scales and incorporates humans as an ecological component. This paper presents the results from an analysis of the current management of five urban green areas within the Stockholm County, compared to criteria of ecosystem management. The National Urban Park, the Woodland Cemetery, the Flaten recreational area, the Tyresta Forest and the Tyresån Watershed were investigated through interviews and analyses of management documents. Three aspects of management were studied: ecological integrity, scale and the human dimension. This analysis revealed three important deficits within the current management of green areas in the Stockholm County; limited recognition of ecological cross-scale interactions in both time and space, limited or no monitoring and evaluation and limited or no recognition of humans as part of the managed system. The conclusions from the analyses are that more efforts need to be put into monitoring and evaluation. The existing knowledge has to be developed in identifying indicators and developing models. A broad public participation must be developed to enhance the protection of urban green areas, and also increase the ecological awareness. To sustain ecosystems one also has to recognise spatial and temporal interactions and these interactions has to be mimicked in appropriate spatial and temporal scales for management and communication.

Stockholm University 2004-10-14 Department of Systems Ecology Abstract submitted to Life in the Urban Landscape 2005 The general occurrence of the three deficits implicates that these five green areas are seen as isolated and unimportant to the other urban structures. This sharp division of the landscape by land-use causes urban sprawl. To stem this process of degradation of urban ecological resilience there is an urgent need for a more conscious, integrated and dynamic management of the whole urban landscape. Increased conventional nature conservation is not the way to meet the pressure of exploitation and the underestimation of the ecosystem values. More participation, awareness of cross-scale interactions and adaptive co-management is needed to overcome the dichotomy of green and grey in the urban landscape. In landscapes of intensive use like cities, future land management is about combining usage of nature resources with nature conservation.

Keywords: Urban sprawl, Nature conservation, Ecosystem management, Dynamic landscapes, Resilience, Ecosystem services

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CHICAGO WILDERNESS: A UNIQUE FORCE FOR URBAN CONSERVATION

Chicago Wilderness is a networked coalition of 178 public and private organizations working together to study, restore, protect and increase the biodiversity of the Chicago region’s natural ecosystems for the benefit of the public. Our vision is for a metropolis that is vital both ecologically and economically, incorporating nature into the very fabric of urban life; for a region where our built environment is compatible with the needs of our wild neighbors; and for a community where people have created a cultural tradition of respecting and managing the significant natural ecosystems that sustain and enrich our lives. Launched in 1996, the scope of Chicago Wilderness includes scientific research, restoration projects, land management, as well as education, communication and outreach to the region’s 8 million residents. www.chicagowilderness.org

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MAN AND THE BIOSPHERE; APPLICATION IN URBAN AND SEMI-URBAN AREAS IN KRISTIANSTAD SWEDEN

Kristianstads Vattenrike (The Rich Wetlands of Kristianstad/Water Kingdom) is a 35-km long wetland area surrounded by cultivated landscape in the south of Sweden.

The project area covers some more than 100,000 hectares and includes the lower catchment areas of River Helge å and the coastal areas of the bay Hanöbukten, a part of the Baltic Sea.

Kristianstad, which is the regional capital, with 29,000 inhabitants, is located at the centre of the valuable area of rich wetlands that form the nucleus of the proposed biosphere reserve. This means that the extensive natural values present in these aquatic environments are located directly adjacent to and partly within the urban area. The areas of Kristianstad covered by city planning regulations include one Ramsar Convention site, two nature reserves and four Natura 2000 areas.

- Proximity to urban areas poses a potential threat to these natural values at the same time as it creates opportunities for their conservation.
- For instance, the areas offer substantial opportunities for recreation and outdoor activities close to centres of population.
- It is important to preserve the substantial annual fluctuations in the water level in the River Helge å in and around Kristianstad while at the same time ensuring that the town is protected from flooding.
- In 1988-89 we started a discussion how to preserve and develop the ecological values and cultural heritage of the area while at the same time making careful and judicious use of them.
- We linked people and ongoing projects connected to water in the area into a network dealing with nature conservation, environmental protection, tourism, education and cultural heritage management.
- As a tool to explain and to be very concrete in our way of working we started to build an ecomuseum with lots of different visitors' sites spread out in the 35 km long wetland area.
- Our work is now an example of cooperation between local-national-international authorities and organisations. The inhabitants in the area are of course key partners.
- At the request of the municipal executive committee we are now in the process to become a biosphere reserve according to the UNESCO-MAB concept.

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CUBES: LEVERAGING LOCAL KNOWLEDGE FOR GLOBAL SUSTAINABILITY

CUBES COORDINATOR
CUBES is the Columbia University/UNESCO Joint Program on Biosphere and Society. CUBES combines the strengths of a major international research institution with UNESCO’s global networks of governmental partners, policy makers, and practitioners. Its mission is to develop sustainable networks of cooperation to support globally relevant local strategies for poverty alleviation, environmental sustainability, social inclusion, and conflict mitigation. CUBES links people and institutions to the international scientific community, to Columbia University knowledge resources, and to the network of CUBES sites around the world. CUBES is currently developing a network of working groups at each of its sites in North and South America, Southeast Asia, and Africa. Each CUBES group conducts place-based research in order to achieve a deeper understanding, based on sound science, of interdependencies between people and their ecological resource bases.

As part of the UNESCO and United Nations networks, CUBES conveys these research contributions to high-level policy making fora. Through case studies and peer-reviewed publications, CUBES facilitates production and sharing of knowledge throughout its network of national ministries, non-governmental organizations, and research institutions around the world. As a hallmark of its knowledge networking approach, CUBES organizes innovative international conferences focusing on global dimensions of local environmental governance issues. Building on place-based research from its network of CUBES groups, these conferences combine the research university’s spirit of scientific enquiry and intellectual exchange with the United Nations’ emphasis on the production of tangible outputs.

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THE CONTRIBUTION OF THE UNESCO BIOSPHERE RESERVE CONCEPT TO URBAN RESILIENCE

The world's population is increasingly being urbanized and this phenomenon will have far-reaching effects on living conditions within urban conurbations. Most of the world's urban population lives in developing countries and it is projected to increase modestly from 900 million in 2000 to 1 billion in 2030.

It is commonly known that biological diversity is the very essence that sustains life on earth. Around the world, cities are facing the interrelated pressures of environmental degradation and increasing populations. The challenge facing cities today is how to sustain the conservation of biodiversity whilst at the same time improving the quality of life of all city dwellers.

There are a number of tools available to assist city administrations in their quest for urban resilience, such as the UNESCO Biosphere Reserve concept, bioregional planning frameworks, and the Sustainable Cities Programme of UN Habitat. This paper is based on a current research study being carried out in South Africa using a large city (Cape Town) and a small city (Stellenbosch) as study sites.

This paper will address the question of whether the biosphere reserve concept is a valuable framework to pursue in an urban context, specifically in a developing country. Perspectives that will be investigated, include to what extent the biosphere reserve concept can contribute to urban resilience; how to link an urban area with its natural resource hinterland; a comparison between the biosphere reserve concept and bioregional planning frameworks; descriptions of the two study sites; and the empirical applications of the biosphere reserve concept in other global cities.

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Urban Knowledge and Capacity Building
LEARNING IN THE CONTEXT OF PLANNING

LIFE IN THE URBAN LANDSCAPE 2005
Professionals with various perspectives and knowledge fields cooperate within urban planning for sustainable development. It has often been presupposed that these knowledge areas can get integrated, coordinated or added to each other in order to bring about an integrated knowledge. Lately, however, difficulties have been demonstrated and thus learning has been presented as a door opener. In Sweden the regions are a new arena for sustainable development through the regional growth programs and the regional development programs (RTP and RUP). Almost all the regional programs in Sweden bring up learning as an important tool for reaching their aims regarding planning for sustainability.

In this paper it is discussed
1) what learning implies in a regional planning practice and
2) which different perspectives meet and how they are discussed and coordinated and
3) what impact the planning situation and context has on learning and integrated knowledge.

What does learning and integrated knowledge mean and how can these processes be reached in practice? On basis of empirical studies of municipal and regional planning, different perspectives and how they are applied in the planning context are discussed. What kind of learning and integrated knowledge are perceived as possible to attain by the participants with respect to their role and task in the planning situation? Which social knowledge and cultural patterns are collectively accepted and thus structuring the context? Examples are given of the encounter between different perspectives, of conflicts and of solution strategies in relation to the planning context.

The author argues for achieving a pedagogical situation with reflections both on different perspectives and on the impact of the planning context.

Keywords:
*regional arena  *planning context  *learning  *perspectives  *integrated knowledge

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THE POTENTIAL FOR THE EXPLORATION OF ACTIVITY PATTERNS IN THE URBAN LANDSCAPE WITH GPS-POSITIONING AND ELECTRONIC ACTIVITY DIARIES.

The integration of GPS-devices with handheld cell phones or small computers opens new perspectives for urban and regional research. Detailed knowledge may now be gained on peoples itineraries through the urban landscape, how places are embedded in use contexts with each others and how temporal rhythms affects the different parts of the city. GPS-based tracking has previously mainly been used to track vehicle movements, fx. in transportation surveys. The use of personal devices makes it foremost possible to place the individual respondents use of urban space in its context of transport routes, other locations visited and the individuals total time budget.

In the cross-disciplinary research project Space – Time – Flows currently being started at Aalborg University, the GPS/electronic diary technology is intended as a means to disclosure the imprint of information and communication technologies on the use of urban space. The core of the work will be an equal treatment of activities in the virtual as well as the physical world. Substitution effects between the virtual and the physical world will be in focus, together with differences between the spatio-temporal patterns of groups with different attachments and investments in the virtual lifescape.

This paper is a part of the ongoing work towards GPS-based activity surveys. It addresses the problems with GPS-precision in dense urban areas and it presents the possibilities in GPS-based tracking of individuals. Analysis of itineraries and spatio-temporal activity patterns is presented based on sample data from the Greater Copenhagen area in Denmark. This is followed by a status of the work with the combination of GPS-based tracking and a suitable electronic personal/handheld activity diary.

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KNOWLEDGE IN URBAN SITUATIONS AND ARCHITECTURAL DESIGN PRACTICE

In the current societal development are architecture and cities to a lesser extent viewed as assemblages of static objects and more as relations, processes and situations of a dynamic, ever changing nature. The concept of design as a way of thinking and managing these elusive situations has been highlighted as very important to handle our contemporary "world of flows". (Fisher 2000) Modern theory of science has started to redefine the view of science and knowledge, which are being viewed as more local, situation dependent and preliminary. Could that mean that architectural practice and design with its directly situation based factors could generate other kinds of knowledge about particular urban situations?

This paper, developed within the common approach and ambition of the research project An Explorative Architecture financed by Formas, takes the point of departure in the notion of transdisciplinarity, and the new mode of knowledge production called Mode 2 (Gibbons, Nowotny, Scott & Trow 1994), whose characteristics will be discussed briefly. Links to the emerging discussion of Artificial Science (see e.g. Dahlbom, Beckman & Nilsson 2002), will be touched upon. These notions will be put in relation to the notions of Royal and nomad sciences described by Gilles Deleuze and Félix Guattari (Deleuze & Guattari 1987), who has had a great influence on architectural practice and theory in the last decades. Central to the conception of nomad science is that it has a stronger connection to the practical work than the traditional, dominating Royal science, and that it has a fluent, hydraulic model connected to a theory of flows, transformations and heterogeneity in specific transient situations instead of a static model based on stable, solid bodies.

Among architects and architectural design offices working in urban contexts – such as Raoul Bunschoten/Chora, UN Studio, MVRDV, FOA – several see their work as research developing new approaches using architectural tools and thinking to register, diagram and visualise emerging urban phenomena, forces producing the actual materialisations, relations between factors in our cities etc. It is done in order to be able to direct dynamic urban processes and produce effective designs as well as give background material for political discussions and understand the contemporary elusive urbany.

Design and architectural practice could through the above mentioned and other emerging notions of science and knowledge (and its production) be seen as (or developed into) a research activity and a site for production of knowledge. Architectural design, when materialising governing forces of urban situations, can be a way of gaining knowledge about conditions for the urban life as well as exploring new and unseen possibilities and potentials in the specific contexts.

Architectural thinking and practice have a specific capacity to handle uncertain, changing and complex situations. The architectural tools and ways of thinking could thereby become important instruments to explore, discuss and generate knowledge about existential and societal conditions and urban realities.

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MANAGING URBAN CHANGE BY NEW FORMS OF CO-OPERATION TO SUPPORT TRANSFER OF KNOWLEDGE AND KNOW-HOW

How can the growing, but splintered, understanding and experience of urban dynamics and interdependencies be accumulated, assimilated and used in different forms of co-operation among citizens, academics, business and political/administrative decision takers to the support of good urban development? The paper describes lessons learnt from three approaches to this. Urban change is driven by complex, interdependent, webs of human decisions emanating in everyday life in urban areas and to a growing extent at the global arena. The change processes are framed by legal rules, economic conditions, existing urban artefacts and natural conditions and are continuously reframing the urban landscape. The continuous change is to some extent driven by competition among cities and regions to attract business, visitors and new inhabitants. The competition is often carried out through large investments in high prestige urban re-development projects, support of cultural events and research facilities. Such urban development projects are often of giant size that dramatically influences the urban life and landscape at large, for good and bad. There is a growing understanding of the dynamics and interdependencies of urban change and the social, economic, cultural and even medical influences on urban life. However, the understanding is splintered into different professional and academic specialities which make it difficult to use for evaluation of risks and gains.

The traditional approach to urban governing and planning is based on ideals of representative democratic government hierarchic procedures and sectoral expert planning organisations. The possibility for citizens to influence decisions is by the election of politicians for a mandate period. It includes different forms of public control with exhibitions, public, often superficial, consultations and debates. This model has been criticised for exclusion of citizens from real influence. Different forms of participative democratic processes take into account various interests’ wishes to participate and let their voices be heard in actual projects during the mandate periods. The risk with this form of democracy is that influential people and groups take lead for their own interests. A third form of all-inclusive decision making, deliberative democracy, is built on talk as a democratic tool and that all concerned parties should be considered for discussion before any decisions are taken. The communicative problem does not only appear in collaboration between citizens and their political representatives. Large communicative problem also exists within planning organisations, between planners, various experts and politicians. Different models have their pros and cons and can be argued as being more or less democratic and more or less efficient. But, efficient for whom and for what? Who shall be included, who represents the non-present and future interests? What knowledge and experiences should be respected? Where is the balance between efficiency and democracy?

This paper describes and compares practical experiences from three urban projects in which interactive, co-operative and synchronous approaches of governance and planning has been applied. It also presents experiences from the use of an independent platform, Urban Laboratory Gothenburg, for innovative co-operation among civil society, academia and business world.

Keywords: Urban change, urban qualities, governance, planning, democracy, efficiency, urban knowledge, knowledge integration, co-operation, strategic choice

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POTENTIALS – PROJECTS – PEOPLE: URBAN KNOWLEDGE FOR REURBANISATION OF INNER-CITY RESIDENTIAL AREAS

Within the context of the EU Project Re Urban Mobil (5th Framework Programme, 2002-2005) representatives of 4 European cities (Leipzig, Ljubljana, Bologna, León) and 9 research institutions from 8 countries and 7 disciplines have addressed the theory and practice of achieving qualitative reurbanisation for historic inner-city residential neighbourhoods experiencing demographic change. The central objective of starting this endeavour was to find ways to bridge gaps between different disciplines, between theoretical debate and urban practice, between scientists, administration and residents, and to combine the knowledge of researchers, experience of administration practitioners and preferences/wishes of people living and working in the city to design strategies and tools for adapting the areas to new demands of existing and emerging users of urban areas.

Different forms of knowledge have been compiled during the project: The residents have been asked about their specific needs and wants of urban living, scientific data has been fed into a GIS system to create an "objective" base of knowledge about existing physical space, local experts in various disciplines such as economy, real estate, geography, statistics, demography have been interviewed to get an inside view on the existing expertise of the area and context. The resulting system of knowledge about an urban configuration is intended to create a base for an evaluation of how successful a reurbanisation process is likely to be and what the city administration or other involved partners can do to guide the process.

Within our presentation, three questions are discussed which are at the core of cooperating in the urban context, i.e.
1. How can the co-operation between science and practice bring forward both knowledge about and practice of urban change?
2. How can professionals learn from the users (residents, stakeholders)?
3. How is this knowledge transformed into action?

A case in point to show how these questions are addressed and how levels of information are being intertwined is Leipzig-Neustadt-Neuschoenefeld, one of the areas studied within the Re Urban Mobil project. The area is a focal point of the city's urban regeneration activities, it is a typical working class Gründerzeit area directly adjacent to the city centre – however on the "wrong side of the tracks" with a concentration of issues such as charming but in parts deteriorating building stock that lately has been shown to have architectural potential even for single family house lovers, growing influx of young people and migrants who are not very welcome to the local population in need of more employment and services, a perceived lack of green space and an abundance of "brownfields" awaiting new uses. A concerted effort of all parties involved in a complex system of urban interrelations to create tools for the process of reurbanisation which the project defined as "optimising economic, legal, social, built, and environmental conditions to provide vibrant living space within the urban core where individuals choose to live and which attracts investment" will be documented.

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URBAN LANDSCAPE BETWEEN DESIGN PRACTICE, USAGE AND RESEARCH

This paper is concerned with research rather than with actual practice in the field of urban landscape design. Focusing on the spatial-usage characteristics of parks and squares in town centres and their conduciveness to occupancy, it is concerned with empirical values rather than purely theoretical issues. Firstly, it explores actual uses and their relationships with the concrete environment, showing this relationship between places and activities within them using GIS maps. These were created from the data collected manually in two European towns, Edinburgh and Ljubljana, using an observation and behavioural mapping technique. The challenge is to elucidate and represent the physicality of spaces with a spatiality of usage and talk about it using the language of patterns of use(r)s. Secondly, the paper considers the notion of design. On the bases of the workshops undertaken with urban landscape designers, it addresses their experiences, convictions and perspectives in relation to the spatial articulation of public spaces and the nature of their use, and elucidates designers’ responses to these relationships in designed urban landscape.

Detailed spatial analyses show that activities form their own spaces and through them shape places. Many spatial forms are relatively adaptable and can accommodate a variety of patterns of uses but their conduciveness to usage is limited by both the physical dimensions and the articulation of places, and the dimensions which users require for satisfactorily carrying out activities. An examination of a spatial form and behavioural patterns at the same time shows that the same elements of spatial definition, organised in different ways in a complex physical setting, can play different roles. They might always be facilitating but may be neutral or even non-facilitating for certain single or incompatible happenings in a place.

Designers’ beliefs and awareness about uses in places in some aspects differ from actual use. In the majority of cases, there were fewer activities recognised in a particular place by designers than were actually recorded there. Despite correct prediction of an activity in a certain place, in many cases the likely settings proposed by designers for some activities, such as skateboarding, playing or even sitting, differ from that recorded by surveying actual use in the spatial characteristics of settings which usually facilitate any such activity. Reading given behavioural patterns and proposing the likely suitable physical layout of a place to support them reflects similar notions about design and its relation to conduciveness of places.

While behavioural patterns show possibilities for occupancies in places, designers’ drawings from workshops show what they consider is likely to happen in a particular place, and reflect the environmental probabilities of places. However, this paper shows that the physical spatial capacity and the usage ability of the occupancy of a place act as common denominators in the relationship between places and their occupancies. Furthermore, it reflects critically on designed open public spaces, and shows that design matters, but not absolutely. What matters is the conduciveness of a place for occupancy. Accordingly, empirical knowledge about spatial-usage potentials of places seems of key importance to the urban design professions and has an important role in urban landscape design practice. It might bring additional insights, validities and criteria for sustainable, successful and all-inclusive design.

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AT HOME IN THE CITY - A UNIQUE COLLABORATION BETWEEN THE CITIZENS OF GLASGOW AND ARCHITECTURE STUDENTS.

In 2002 the debt of the Glasgow City Housing Department was 1.5 billion Euros. The UK government offered to pay this off if the tenants voted to transfer the ownership of nearly 100,000 dwellings to local area housing associations where the people who lived there would become part of the management and development decision making. This they did. It was seen as a one off opportunity for a fresh start and to overcome the massive problems of the previous post war redevelopments and the challenges of the future.

Glasgow has a long and diverse history of housing its workers - the people who made ships and locomotives for the world and its traders who reached out to the Americas and the Far Eastern nations. Private enterprise developed a very high density model of urban housing that has served the city for over a hundred years. When much of this became uninhabitable though lack of maintenance and repair there were successive attempts to find new typologies. The resulting tower blocks and the double duplex have not succeeded in Glasgow. Their building fabric has barely survived 40 years - hardly a sustainable solution. Today's task is to replan, to rebuild and to devise rehabilitation solutions without destroying the existing communities. The buildings have to be long lasting, adaptable and energy efficient as well as provide the people with a healthy, safe and supporting environment, a true home in the city.

The two schools of architecture in Glasgow (the Mackintosh and Strathclyde) saw this as a unique opportunity to contribute towards the future of the City. The Glasgow Housing Association welcomed this initiative of students working directly with the community. A run down and deprived area known as Gallowgate in the East end of the city was chosen for the pilot. The local tenants association formed a design group to work with the school and the housing association. The Lighthouse centre for Architecture end Design became the coordinator of the project.

This paper describes what factors led up to the crisis in Glasgow’s public housing and the story so far of how students are learning and working cooperatively in a real situation. It describes the aspirations of the clients, the proposals put forward by the students and the decision making issues that are constantly developing with pressures from tenants and housing management professionals.

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ONE PROCESS, FOUR MOMENTS IN TIME: A FRESH LOOK AT URBAN CHANGES IN THE GLOBALISED WORLD. FOUR EUROPEAN EXAMPLES.

How do young architects and planners experience the globalisation of their professions? What dangers and opportunities are they facing? Experiences from international work in Poland, Sweden, France and the UK. Globalisation results in parallel urban change processes taking place around the world. However, various cities and nations are in different moments of these processes. Architects and urban planners often work internationally facing a danger of superficial interpretation and generic solutions. PPP and participation issues are embedded in different contexts and therefore benchmarking and know-how transfer need to be used responsibly. This condition of urban planning influences experienced and young professionals differently. It posse new challenges to the former and constitutes the first working context for the latter. Young planners and architects experience globalisation in their education and debut. Ways of working among the newcomers in urban planning jobs are symptomatic. We want to present the condition of urban planning and design professions on examples from our own work and experience, keeping in mind that our work is just a start of our careers and a part of a global process.

Dealing with globalisation is crucial for the work of many urban planners and architects nowadays. We can work interactively thanks to ICT and we share general views and aims thanks to similarities between our working contexts. However, real life processes and design reveal the limits to this transfer. We recognise vital dissimilarities in formal possibilities, social expectations, etc. National traditions and local context have obviously huge importance. All this not being an intellectual revelation is however shaping our job possibilities, mobility, relevance – our professional lives. As a logical consequence, we created a network of young professionals of urbanity, YUN. We believe that meaningful comparisons between cities can contribute to making a good use of this global context. They help avoid the risks and benefit from internationalisation of our professions provided that enough caution is given to recognize all relativities. Priorities of post-socialist cities have to focus on empowering the planning mechanisms themselves, while Nordic countries improve their already advanced public participation processes. PPP model developed in UK cannot be introduced unaltered in Sweden. The role of the public sector and market determines quasi-public spaces the UK that would not be possible in France. Also the level of optimal flexibility after a decision has been taken varies depending on the way democracy is functioning. Vital consequences for planning practice are the recommendations for knowledge transfer.

Therefore we would like to present the conclusions of our examples-based comparison of urban change processes in Europe we focus on decision-making on different stages of parallel processes and on public space. We do so on practical examples presenting parts of our diplomas and other projects with similar tasks and some similarities in urban context but various solutions; they are dealing with post-industrial development in central areas of the capitals of important urban regions.

As our experience shows, there is a real need for methods of responsible work in this new context. This presentation invites the audience to a discussion on the globalisation worldwide and on the conclusions for architects and planners and others professionally shaping the cities. We welcome comments and reactions.

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ARCHITECTURAL DRAWING AS A CRITICAL TOOL FOR THE URBAN PROJECT

The environment of the architecture school is frequently a home to architectural and urban research, and this research sometimes seeks in the design studio context a means of development. The studio can clearly be a context in which richly prospective approaches to the urban project can develop; however this paper questions the possibility of practice of the urban design project and, in particular, of the techniques of visual representation this implies, as an authentic mode of applied urban research, allowing:

1) the exploration of social representations and practices with their implicitly spatial dimensions to which Henri Lefebvre and others have referred, and the development graphic strategies involving conventional graphic means such as plans and sections as well as mapping, photography, film or other forms of two- or three-dimensional visual representation to render them explicit and thus potentially "available" as a form of content for the urban project.

2) the decomposition of the often highly codified and selective techniques of graphic and discursive representation employed by different categories of actors in order to reveal underlying, implicit representations and meanings, thus exposing them to critical examination.

In these ways, I will argue, architectural practices of visual representation can be employed as critical and interpretive tools. Such an approach can serve to open perspectives for the urban intervention by allowing it to address thought and feeling in both urban actors and dwellers. The resulting view of the different social forces allows the designer not only to accompany but also to address them while maintaining an independence necessary in order to produce designs that are both relevant and original.

My recent experiences in the teaching of the urban project have sought to elaborate this approach in ways that reflect broad questions present in the social sciences and in urban history, among them issues relating to forms of segregation or exclusion, and to urban cultures borne out of globalization. This trans-disciplinary approach has also sometimes included references to representational strategies present in the field of contemporary art.

The paper will stress the specifically French form of urban intervention – the "Urban Project" or projet urbain - in relation to which this approach presented in this paper has been defined. The projet urbain refers to a conceptual and also a legislative framework for renovating pieces of the existing city and at its periphery, that has been evolving over the last thirty years. Perhaps less directly oriented towards a strictly compositional approach to urban spaces than North-American or British "Urban Design", the French counterpart emphasizes the organization and institutionalization of processes of definition of urban space and, to a limited degree, the ideal of sufficiently ample, structured body of knowledge upon which a relevant savoir-faire could be defined. Nonetheless, projet urbain does suffer from a similar kind of separation with respect to city-related design research as that which is reflected in the distinction between Urban Design and Urban Studies. The propositions presented in this paper represent an attempt to address this problematic separation.

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The new urban governance: facilitator or obstacle?
"RESTRUCTURING URBAN FORM IN AN AGE OF GLOBALISATION: AN INTERCONTINENTAL COMPARISON"

This investigation concerns the interpretation of present urban transformations. Concepts associated with global economic processes such as 'place competition' and 'emerging forms of governance' are key to the analysis of the dynamics of change in urban systems. The aim is to explore how and to what extent, actors, institutions and instruments mediate the restructuring of urban form and physical infrastructure that is driven by globalisation forces. Contemporary economic drivers pressure significant transformations of urban landscapes. Additionally institutions and governance, spatial differences, national and local histories and political and professional cultures, can have a discernible impact. Global trends generate a convergence of a shared set of urban experiences, processes and policies. This study explores to what extent this tendency is 'path dependent'. The realities of global/local interactions are explored via an international comparison of case studies, which examine co-operative initiatives to cross border development. Case studies that share similar pressures of globalisation in relation to urban form and physical infrastructure are used, but which also exhibit differences in traditions of governance to prove the idea of 'path dependency'. In the context of pressures for new transnational transport connections and networks, the comparison focuses on the transition of landscapes of production to landscapes of consumption. Industrial restructuring has impacted on spatial forms with the design and development of new uses. Transitions in coastal landscapes away from traditional activities, (fishing, docking and ship building/repair) to landscapes based on consumption, (offices, restaurants, galleries and marinas), have caused the displacement of local communities, and have been widely interpreted as physical manifestations of globalisation. The trans-border regions of Montevideo-Buenos Aires and Copenhagen-Malmö (Oresund) are selected for analysis. The principal reasons for this selection and the key issues for analysis are:

- They present a similar set of physical relationships – with a water-crossing being an international boundary and barrier, creating a set of spatial relationships that represent the significance of national interventions in urban change.
- Both situations illustrate the framework of trans-national economic and territorial units – the EU and Mercosur. The impacts of these on physical infrastructure and urban form can be compared. In particular the development of a fixed transport link between Denmark and Sweden contrasts with the failure so far to achieve a similar connection across the River Plate.
- Differences in governance at a national/local level will be explored. Scandinavian countries have led social democratic polities in the world, with a strong set of institutions playing a key role in urban form and infrastructure provision. Latin American countries have been more volatile and market led in their approaches. Key questions are whether global pressures are creating convergences around a market system or whether the imprint of the social democratic path is still significant.

The analysis is conducted at four geographical scales, transnational, regional, national and urban, however the intention is to emphasize processes at the urban scale. This study highlights the emergence of new forms of governance in which multiple scales and levels of institutions and actors interact. Initial findings show that the role of national governments in dynamics of urban restructuring remains essential. The challenge appears to be the creation of participatory planning instruments to avoid asymmetrical power relations in development processes.

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HAS THE LOCAL GOVERNANCE BECOME GLOBAL? 
DEMOCRACY AND PLANNING PRACTICES IN WESTERN BALKAN CITIES

Governance is an ambiguous term that has become part of a dominant way of thinking and acting which is increasingly shaping urban development of European cities. Although it is often evocated as an image of a new urban life based on an expanded democracy deeply rooted in a specific context of action, it is more and more being used as a sort of global panacea to face complex urban problems which can be simply transferred from one place to another. Thus, governance has become a generic model consisting of a predefined set of standardized and fast rules of interaction between key private and public actors. It presupposes that actors are clearly recognisable, that a consolidated framework of rules and relationships among actors already exist and can be improved upon through new practices of interactions.

Many Western Balkan cities, in a rush to join the European Union and its models of urban development, have adopted the global model of governance both as a symbol of political and cultural change and as a way to manage a difficult transition towards a market economy. But, in these complex urban environments, the assumptions underlying the global conception of governance cannot be taken as automatic. Urban life in Western Balkan cities, has been changing due to: economic restructuring generating an increasing social polarization; continuous migration from hinterland which causes new conflicts among urban and suburban cultures; emergence of different interests and identities represented by new local social actors; increasing exploitation of local resources exerted by new local economic actors stemming from the former “socialist” sphere; pressure made to accelerate the transition towards a market economy through foreign investors with little or no relationships and long term impact with local realities.

In this paper we explore, through strategic visioning experiments, the relationships between governance, planning practices and every day life politics of city construction in the changing Western Balkan cities. In particular, we focus on Split, one of the most important city in Croatia. In this city, new and old social practices and local/global cultural patterns are in “a constant state of negotiated flux” and new actors and rules of interaction are generated in the every day life. Nevertheless, the municipal government, in order to escape from the social-economic and cultural crisis and to stabilise a fragile democracy, responds to these changes by resorting to the traditional land use planning and the global model of governance. As our research shows, emerging potentials of social learning and conflicts run the risk of being ignored together with the opportunities for generating local practices of governance as a result of a strategic planning process aimed at defining crucial problems and imagining urban futures.

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REGIONAL DEVELOPMENT, SOCIAL INCLUSION AND ECOLOGICAL SUSTAINABILITY: THREE TRACKS IN SWEDISH URBAN POLICY

Looking broadly at policy-making in European towns and cities one is struck by the co-existence of more or less contradictory strategies that seem to indicate the presence of competing partnerships, coalitions or regimes. Thus, parallel, and often conflicting demands for economic growth, ecological sustainability and social justice in urban Europe reflect the existence of various governance networks that mobilize in favour of or against issues relating to respective theme. Are we facing a situation, where urban governance is increasingly fragmented and dispersed either to a myriad of partnerships created in a more or less ad hoc-like manner, or to competing growth coalitions, eco-coalitions and social justice coalitions? How do central governments react to the challenges raised by this development?

Taking Sweden as an example the aim of this paper is to examine current urban politics by looking at three areas, where the central government has addressed the regional and the municipal level with policy packages having an explicit urban dimension, i.e. the regional development policy, the metropolitan policy, and the green policy.

The economic crisis in the beginning of the 1990s coincided with a historically very high level of refugee immigration to Sweden. In contrast to earlier immigration waves, the economic problems now haunting the welfare state did not help the immigrants entering the labour market. Especially in the big cities many public housing estates were becoming ethnic enclaves with a decreasing proportion of Swedish-born residents. Central government then took its first steps towards an explicit national urban policy, deciding on a number of support programs earmarked for metropolitan neighbourhoods with a high density of immigrants. The actors implementing this top-down, area-orientated strategy constitute multi-level social coalitions, each one including one or several ministries, a municipal co-ordinator, municipal housing companies, social workers and other municipally employed professionals, and voluntary associations more or less tied to a particular neighbourhood. Other coalitions appearing on the urban policy arena were the public-private partnerships in regional development, and the green coalitions around the many Local Agenda 21 initiatives and their successors. These three types of coalitions can be seen as manifestations of a fragmented local welfare regime, whereas the central government initiatives may be interpreted as attempts at overcoming this fragmentation.

The paper is organized in five sections. In the three sections following the introduction the paper analyses the metropolitan policy, the regional development policy, and the green policy. The analysis focuses upon two issues crucial to the potential development of a co-ordinated urban policy, namely (i) the relationship between economic growth, social integration and ecological sustainability, and (ii) the relationship between central government, local government, the private and the voluntary sector. In the concluding section the three policy areas are compared with regard to these two dimensions, and it is also discussed whether there are any prospects of a co-ordinated, national urban policy in Sweden.

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LOCAL GOVERNANCE FOR EFFECTIVE URBAN MANAGEMENT IN DECENTRALISING GHANA

Decentralisation and local governance have become topical issues in development discourse in recent decades. Many developing countries including Ghana are actively pursuing these issues with the ultimate aim of equitable and effective local development. Some development programmes have been biased towards urban areas as manifested in the World Bank's Urban Programmes. Even though it is not sustainable to give undue attention to urban areas at the expense of their rural counterparts, the urban areas face tremendous challenges that call for urgent attention. Many towns and cities are facing rapid population growth, congestion, poor environmental sanitation, insecurity and massive unemployment that call for good governance and effective management for sustainable vibrant life. Through decentralisation, roles and responsibilities traditionally handled by central governments are now being transferred to local governments due to the need for meeting increasing local demand and accelerated development. Within the framework of limited resources, urban authorities have to encourage stakeholder participation, public-private partnership, private sector initiative and effective urban management in order to face their challenges.

This paper not only examines the interconnections among decentralisation, local governance and urban management but also discusses the factors that inhibit effective urban management in Ghana and suggests the way forward.

These inhibiting factors include non-participatory approach to development plan preparation; non-implementation of plans; inadequate capacity of urban local governments; weak institutional set-up; politicisation of issues; land and chieftaincy disputes; limited co-ordination of activities; and bad attitudes of some members of the public. The paper calls for discipline and enforcement of statutes; encouraging teamwork; institutional strengthening; information sharing and strong public-private sector relationship as the way forward.

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WOMEN’S AGENCY AND LOCAL URBAN GOVERNANCE: AN IMPACT ASSESSMENT OF URBAN MANAGEMENT PROGRAMME

The Urban Management Programme (UMP) is a global technical cooperation Programme of the United Nations, aimed at strengthening the capacity of cities in developing countries to address the challenges of urbanization. UMP activities aim to strengthen the capacities of local authorities to address issues related to Urban Poverty Alleviation, Urban Environmental Management, Participatory Governance, and HIV/AIDS with gender as a cross-cutting theme.

Participation has been seen as a means to achieve UMP’s goal of sustainable urban management and empower people through their involvement in decision-making processes. UMP has been using an approach called “CITY CONSULTATION” to promote participatory decision making in cities for sustainable urban development. Through this program city government officials are encouraged to engage in constructive dialogue with stakeholders and involve them in the decision-making concerning city development.

Moving towards good governance requires the representation women and disadvantaged group in policy-making assemblies, authorities and civic organizations. This involves not only changing political institutions to include women’s proportional representation, but also ‘sensitizing’ others within such institutions to adopt gender-sensitive processes, policies and practices.

In order to bring women and disadvantaged groups into the planning and decision making process and sensitize others within the institution, UMP is conducting gender responsive city consultation in different cities. The paper will highlight the cases of Lalitpur, Delhi, Phnom Penh and Vientiane City Consultation process and how it attempted to bring the agenda of local women into the local urban decision making through their participation as well as making aware others in gender issues. This also enabled as well as other city government officers to learn how to incorporate disadvantaged peoples’ concerns during the planning process. The paper further explores that this process has changed any women’s agency after their involvement in decision making process or projects ended without making any impact on them.

Here, women’s agency is understood as the capacity for autonomous action in the face of constricting social sanctions and structural inequalities. This, in turn, offers a framework in which constraint is seen as constitutive of gender norms and relations between women and men, which are entrenched and durable but not unchanging.
TRANSITION FROM URBAN GOVERNMENT TO URBAN GOVERNANCE IN IRAN

Urban government and urban governance are considered as two opposite approaches in urban administration and decision-making system. Urban government comprises organizations responsible for managing the city, and relies on state authorities. Urban governance, however, is a process which is formed on the basis of the interaction between official organizations and authorities which control and lead city development on the one hand, and non-governmental organizations (NGOs) of the civil society or the public domain on the other hand.

The theoretical framework and analytical model of the present research is based upon the fact that the urban administration and decision-making system is influenced by, and basically a part of, the political ruling system. Governments and political systems in Iran for various reasons have always been formed under a centralized and authoritative identity. The continuity and reproducibility of such systems both during the history and in the modern time have prevented the establishment and development of civil rights and freedom, and therefore prevented the formation of civil society in urban system.

On the one hand, a weak or even non-existent public domain in the society becomes evident in the almost powerless role of NGOs, in urban policy-making. On the other hand, city councils which symbolize public presence in the urban system have not yet been able to perform their roles. Furthermore, Iranian cities lack suitable and active public spaces for social interactions among the citizens. Such factors lead to the domination of the urban government approach over the urban administration and decision-making system. Based on the above mentioned theoretical framework, the main hypothesis of this research was formed stating the following:

"The urban administration and decision-making system in Iran has so far acted authoritatively, and has not yet become a democratic and participatory process. In other words, the urban administration and decision-making system in Iran still has a form of urban government, and is not yet compatible with the pattern of urban governance". In order to examine the research hypotheses and the degree of urban governance in Iran, Hamadan and Islamshahr were selected as two mid-country towns. Field study results confirmed the basic and fundamental hypotheses. Analyzing numerous indicators indicated a low degree of urban governance in the case studies.

The most important theoretical findings of the research are as follows:

- Introduction a new global concept (focussing on a democratic and participatory process in the urban administrating system).
- Introduction of a comprehensive view in the field of studying the system of urban planning and management in Iran.
- Highlighting non-physical factors in the urban development leading and control system in Iran.
- The formation of a new level of methods to study urban planning in Iran (focussing on reforms in internal and external environment of the system).

Finally, certain strategies have been recommended for transition from urban government to urban governance in Iran. The main recommendation is: "Strengthening of the public domain in the process of urban development leading and control."

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LEARNING FROM PUBLIC PARTICIPATION: TOP-DOWN OR BOTTOM-UP?

This paper will address the complexity of a participatory planning and design process and compare different approaches through two case studies in historic and environmentally sensitive areas of a southern American town, Greenville, South Carolina. Both projects were undertaken by Clemson University Department of Planning and Landscape Architecture faculty and students and directly engaged the community in the master plan design process. The two projects employed contrasting public participation techniques due to the nature of the projects and clients. One project involved the public at the large master plan scale in formal meeting settings, while participation in the other project was on a more personal and intimate level.

The first project involved a 16-mile stretch of a river corridor that traverses the town center, residential, recreational, industrial and rural areas. The Reedy River historically has been an integral element for agriculture, industry, and recreation since the area's early settlements. However, due to heavy pressures from industrial growth coupled with environmental insensitivity, it became an industrial discharge area by 1950s. While different groups in the community recognized Reedy River’s potential, their goals were often incompatible and contradictory. Recognizing that an objective approach was critical in resolving the debate on the future use of the river corridor, the City and County of Greenville brought in Clemson University as a consultant to develop a master plan through interdisciplinary teamwork and student involvement. People from the community participated in the planning and design process through public meetings as well as public and private property owners, residents, non-profit organizations, and politicians.

The second project, also in Greenville, South Carolina, involved a master plan for two historic cemeteries. The two cemeteries which are intertwined with history at the heart of this southern town, reflect the segregated past of southern society. From a practical perspective the cemeteries have been undermined by the placement of major roads over time and have become even more vulnerable due to the physical and economical dynamism of urban forces. Students in a third year landscape architecture studio along with the studio professor employed a complex design process in response to the growing concerns among the individuals, the community, and the local government. Stakeholder groups held different views, but were focused on the same goal—a design solution respectful of the places’ historic qualities and a need for continued maintenance. Students worked with the community in developing the project program and identifying the goals and objectives. In order to ensure that personal memories, experiences, and expectations were incorporated into the final design solution, students conducted interviews with key individuals. The design solution centered on thoughtful development as well as site remediation, ensuring that the cemeteries will be cared about into the future.

The paper will present a critical assessment of the planning and design methodology of the two master plans, explain the lessons learned from the challenges which resulted from the complexity of the projects, the clients’ differing objectives, regulations and programs.

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Globalization and the new economic order that accompanies it have two main consequences on urban agglomerations. First, metropolitan regions compete more and more within the international market, trying to attract investments, events, skilled workers, etc. At this level, new forms of collaboration between public authorities and business are taking place, giving birth to what is called metropolitan governance. Secondly, unemployment and poverty are increasing in many old neighbourhoods of the central cities and in some districts of the old suburbs. At this level, community development practices are put forward with the aim of improving living conditions. Community organizations intervening in various fields are generally key actors of these community development practices. In order to realize their mission, these organizations are linked to other community organizations, public institutions and private agencies. These linkages shape networks that are the support of collaborative relationships. We can relate this type of cooperation to a kind of local governance, which is a socio-territorial one. This means that this governance is concerned with social problems occurring on specific territories within the metropolitan region. What sorts of networks do community organizations construct? What is the nature of the relationships between these community organizations and the other actors of this local governance? Does this local governance provide the means to tackle poverty within the metropolitan region?

We have raised these questions in a research project financed by the Social Sciences and Humanities Research Council of Canada (2001-2004). We have interviewed the leaders of sixteen community organizations involved in local development processes in the central city and in the suburbs of the metropolitan region of Montréal (Québec, Canada). We have also met individuals working in the other community organizations, public institutions, and private agencies, which these community organizations are linked to.

The results suggest that even though they are promoting local development, community organizations have to keep relationships with other actors intervening at many levels: neighbourhood, municipality, region, and nation. Thus, local governance implies actors from both inside and outside local territory. By local territory we are referring to neighbourhood, borough, or municipality within the metropolitan region. Community organizations are embedded in multi-level networks in order to get resources, to put forward some concerns, and to implement projects based on partnership. They negotiate with other actors who have their own interests, and the output of these negotiations is often compromise from both sides. Thus, this local governance implies collaboration that is based both on networking and social transactions. This collaboration is not conducted without conflicts, but succeeds in regulating social problems. However, social inequalities do not necessarily disappear. This means that another kind of networks should be put in place, networks between actors of this socio-territorial governance and actors of the pro-growth metropolitan governance.
SPACE FOR COMMUNITY – THE ROLE OF MANAGEMENT SYSTEM IN URBAN NEIGHBOURHOODS

We are in a process of what sociologists since the late 19th century have described as moving from a Gemeinschaft (community) society towards a Gesellschaft (association) society – a process consisting of changes in almost any thinkable aspect of life: a change from rural to urban life, from informal exchange to monetary economy, from dependency on family and neighbours to individual freedom, from social control to anonymity, from place-bound to mobile, from local and small-scale to global and large-scale, etcetera. Even though this process was first described in the context of industrialisation and early modernisation, similar tendencies are still progressing in the development of the knowledge and information society. These changes has given a lot of new opportunities for the people of the modern world, but has also raised many fears. A central issue is about the increasing individual independency of the place and local community and what it implies for long-term sustainable development. A well-functioning democratic society needs inhabitants with sense of coherence and willingness to take responsibility for common goods. Therefore, new ways of supporting community-sense and social capital is an interesting field of investigation.

My research aims to investigate how the issues of social erosion and scarcity of resources in urban neighbourhoods can be addressed by the way we organise the management of the public spaces. It is a case study with qualitative and quantitative analyse methods where neighbourhoods with civic participation in the management are compared with neighbourhoods having similar conditions, but no participation. The cases will be carried out in Göteborg, but there is also a connection to a Europe-wide research programme with similar projects and a focus on practice-based learning, involving local stakeholders from municipalities, civic organisations and housing companies.

This paper will describe the state of art in research on participative management of outdoor spaces in urban neighbourhoods in Sweden. It will also give an overview and typology of management forms in rental housing estates in Göteborg, based on literature and interviews with tenants and housing companies.

Many studies have shown the importance of public green environments in the everyday life, both for direct positive impacts on our health and for social functions. Some studies have also explored public space management projects based on local control and collective action. But there has been less research that systematically tries to compare these types of management with conventional systems and place it in a context of contemporary trends. The urban planning and design in Sweden is today characterised by ideals of densification and "sense of urbanity". The search for land to develop within existing urban settlements now threats both formal and informal open public spaces and green areas. Meanwhile, economic challenges and demographic changes put high pressure on the public sector and we are in a process of dismantling large parts of the welfare system, which also influences the willingness and capability for municipalities and housing companies to develop and maintain the public spaces. This brings in new aspects to the study of participative management forms.

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Urban Realities:
Cities between memory and future
1. Introduction
Asia is becoming a continent of megacities. In 2000 there were 20 cities in the world each with 10 million or more population but 12 of them were located in Asia. In next 10 years most of megacities will be located in Asia, many of them in countries with low level of urbanization. In poor countries, such a megacity becomes an oasis in the desert of rural poverty. There are two faces of Asian city. The high rise towers by the side of one storey slums, narrow and winding lane by the side of highways, and flyovers. Two cities in one - a legal city with building rules and zoning laws and another is illegal city with squatters and pavement dwellers. The conflict between the conservation and modernism is explicit in the destruction of historic quarters and real estate consumerism. There is gradual disappearance of Asian character and flavour. Globalization and economic boom of Asian cities have brought ecological doom. The cities reveal symptoms of crisis with a long laundry list of environmental problems in unsustainable pattern of urban development.

2. Prometheus Unbound
The pattern of development in most Asian megacities (the same is in African cities) during the last few decades was the same i.e. building tall towers at the centre and sprawling suburban sameness with pockets of slums and dilapidated housing. The victims are the same – historic buildings and quarters, open space, forests, water bodies etc. Cities are no more communities but they are commodities now. The unequal benefits of economic developments have created economic and physical divisions. The city life depends on the informal sector. With Prometheus endeavours, an urban revolution is also possible, but current urban development is sectoral.

3. The emerging landscape
There are encouraging signs with increasing awareness for conservation of historic buildings and areas, nature and environment. There is rich cultural heritage in Asian cities. Even in festivals, the historic flavour is enhanced in cultural expression. It is essential to put culture in the broader dimension of development. 'To preserve the old and good and to build the new and appropriate' is the growing concern. Another element in urban landscape is the urban agri-aquaculture in the periphery or even inside the cities. Due to decline of industrial employment, the poor has shifted towards urban food production. Regeneration becomes a key concept with 'reduce, reuse and recycle', a departure from 'throwaway society'.

Shanghai, Jakarta, Hongkong, Bangkok and other cities produce vegetables often with natural composting of solid waste, after separating plastic, metals etc. Sewage fed waste water is being recycled in Kolkata, Hanoi and other cities for fish production and cities edge is becoming blue and green.

4. Conclusion
Urban planning/design is to be replaced by ecological planning/design. There will be a new vocabulary in sustainable cities. Various reform measures were being taken in local governance, participatory development etc. and a new urban landscape is also emerging.

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PASIG RIVER AND DEVELOPMENT

1. Some 10,000 families have been evicted from the Pasig River and most of them relocated. The relocated families still staying in the resettlement sites and the NGOs continue to work for the implementation of the basic services they need such as potable water, electricity, more classrooms and clinics. Some degree of success has been achieved.

2. Some 11,000 families are presently under the threat of demolition. The affected communities and NGOs have been able to suspend such demolitions since 2000. The government had promised that they will first demolish the factories and the establishments of the rich before demolishing the houses of the poor.

3. Some 500 families in Pineda have bought their land from the government; 16,500 have acquired some sort of security of tenure when the President proclaimed the lands they are residing on as socialized housing sites. 1,300 families are presently negotiating with the landowner for the purchase of his land; while 120 families have gone to court over the 3-meter easement regulation.

4. The quality of the water has somewhat improved. The affected communities and NGOs contributed to the reduction not only by their own actions but by calling the attention of the public that the main polluters of the river are not the people but the factories and industrial plants along the banks of or near the river.

5. The work along the Pasig River led to work in Laguna Lake. The lake is 90,000 hectares wide. The Pasig River communities and the NGOs discovered that upstream the government with funding of PhP 2.6 billion from Japan Bank Of International Co-operation was also implementing a flood control program through a road dike project. It will destroy the livelihoods and farms of 76,000 fisherfolks and farmers around the lake, it will flood 14,000 hectares of wetlands and farms and will kill many kinds of fishes since the dike will prevent sea water from entering the lake.

6. To the question – can rehabilitating the river be done without evicting the people? Yes it can be done. People say they are amenable to a three (3) meter easement. With some plants and flowers such easement can make the river beautiful. Far less number of families will be removed and most of them can be transferred to some lots along the river.

7. People are capable of making their own plans and make them attractive. They are willing to work and save little amounts.

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IMPROVEMENT AND RENOVATION FOR A SUSTAINABLE AGRICULTURE-BASED SOCIETY IN THE CHAOPHRAYA DELTA THROUGH THE NEW CONCEPT IN NEIGHBORHOOD AND REGIONAL PLANNING

This paper has focused on an analysis of the field survey and historical research of the agriculture-based society in the Western part of the Chaophraya Delta, Thailand, to make clear of: (1) its background as a model of traditional sustainable settlement, (2) its radical changes from an effect of the outer factors. And as the conclusion, this paper would also provide the new concept for a relevant Neighborhood and Regional Planning in the Delta. The Chaophraya Delta was referred as the wealthy region that had continually contributed the high quality agricultural products in the domestic and international market for centuries. The introduction of an adaptive land reclamation process in the lowland area of the lower basin, centuries ago, was considered the main physical factor that enabled people to establish their settlements, and enabled them to conduct the diverse agricultural production, which was the result of the progress under considering of topographical contexts, such as fisherman villages and salt fields in the coastline area, charcoal villages in the mangrove area, orchards and vegetable fields in the marsh area, paddy fields in the plain area, bamboo-distributing villages in the mountainous area. Moreover, these correlative agricultural production and distribution processes, which were operated under the specific diverse social structure, could be considered the balanced diversity-base system that had motivated the so-called physical and non-physical eco-circulation in the Delta, from the micro scale of dwelling-unit to the macro scale of neighborhood and region. However, this well balanced system was radically changed after; (1) Dam construction (2) Increasing of abused land use (3) Abused capitalization in agriculture-based economic. These factors were the main undesirable by-products from the lack of appropriate Neighborhood and Regional Planning, including Land-use Planning and Agricultural Planning. With just only one of these factors would have made the well balanced system collapsed. This caused a lot of problems and affected to both urban and rural area, especially Bangkok Metropolitan Area, by the gradual deteriorating of Living Environment and deeply serious Social Problems. However, we could have the holistic solution for improvement and renovation of the present abused society, through re-evaluating and reconsidering on the model of traditional sustainable settlement in the agriculture-based society mentioned above. This traditional model provided us some hints that would be re-summarized into two concepts of planning as;

(1) the formulated self-adjustment balance system, and
(2) the positive and negative urban elements balance system. The first one would be operated in the regional scale, under the considering of the Delta as the inevitable agriculture-based society, to solve the problems such as land use planning. The second one would be operated in the neighborhood scale, especially urban area, to solve the problem in living environment. Above all, these systems would have to be operated, by considerably concerning on the former specific diverse social structure, with the cooperation of public sector, including temples, for the sustainable solution in social problem.

Keywords: Chaophraya Delta, Agriculture-based Society, Balanced Diversity-based System, Eco-Circulation

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TRANSFORMATION OF URBAN STRUCTURES IN THE KATHMANDU VALLEY

The paper explores the transformation of medieval urban structure of the Kathmandu Valley, which developed up to the 18th century, into the contemporary metropolis of today. Kathmandu Valley is the seat of a high culture which produced an advanced indigenous urban structure in over a thousand years. This urban structure consisted of a sophisticated system of principal cities, secondary cities and satellite settlements integrated with advanced land-use and environmental management systems. The urban development of the past half-century is transforming this urban structure into a single metropolitan sprawl.

The Valley was never directly exposed to the Colonial experience, which largely set the paradigms of urban development of the last two centuries in South Asia. At the end of the World War as Colonial power was replaced in South Asia, the Valley entered the Global Village directly from two centuries of isolation. The exposure to the forces of Globalization in the Valley, have induced totally new possibilities/projects as well as posed unique challenges in urban development management. Attempts to institutionalize accepted practices of modern urban planning have not succeeded in the Kathmandu Valley. Yet a contemporary urban structure of the new metropolis is gradually emerging albeit with significant problems in managing the urban environment. The layer of the contemporary metropolis is being laid over the medieval urban structure. To form an understanding of this transformation shall be the primary focus of this paper. Here, we witness the dualities of the new metropolis: the ancient agrarian city and the modern business city; the ancient urban communities and the migrant communities of recent decades; the provincial town and the Global City; the sacred city and an environmental nightmare; the sense of despair and the sense of equity.

The Paper analyses some of the contemporary factors inducing the nature of urban development projects, which are forcing the shape of the City. The paper examines inherent contradictions between the paradigms which are forcing the shape of the city and the paradigms being used for attempts to manage it. It shall attempt to draw a lesson and offer insight from this experience for future city development in similar contexts.

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THE PAST, PRESENT AND IMMEDIATE FUTURE OF WARSAW'S INNER EAST-BANK URBAN DISTRICT OF PRAGA

The distinctive character and specific social structure of a network of inner urban district neighbourhoods on the right bank of the River Vistula, known (somewhat imprecisely) as ['Old'] Praga, can be said to have resulted from the paradoxical course of Warsaw's modern history. In spite of being continuously settled since the early Middle Ages, Praga has never been fully integrated into the main body of the built-up area. To this day, among all districts, regardless of which side of the river they are situated, Praga is somewhat stereotypically discriminated for displaying characteristics least worthy of what the capital city and Poland’s chief urban centre is expected to represent to the outside world.

Praga’s architectural profile of low brick (and once numerous wooden) buildings, juxtaposed with factories and a significant number of ‘big-city’ multi-apartment tenement houses, essentially took shape from the 1860s to 1914, by which time it possessed its own water supply and sewerage networks, a gas supply system and electrical power station. ‘Liberated’ in September 1944, primarily by the Red Army, Praga escaped the ‘reconstruction’ and extensive redeveloping that engulfed the city centre following its almost complete destruction during the closing stages of the Nazi occupation. In accordance with plans prepared under the auspices of successive post-war regimes, the inner right-bank districts were largely set aside for wholesale demolition and redevelopment. The urban infrastructure was increasingly neglected while the local populace – who distinguish themselves above all as Praga citizens (Przanie) more than Varsovians (Warszawiacy) – was subjected to growing poverty and social breakdown. The unique characteristics and ambience of inner east-bank Warsaw cannot be sufficiently emphasised. Although in dire need of extensive renovation, Praga is apparently becoming fashionable. Artists establish workshops and entrepreneurs adapt factories into cultural centres or to serve other functions, such as private businesses and (luxury) homes. These comparatively recent changes may be interpreted as signs of urban ‘renewal’, being of functional or practical use to the city in its modern-day incarnation. What must be borne in mind is the extent to which such ‘innovations’ will prove of assistance to the social as well as infrastructural ‘rehabilitation’ of this classic case of inner-urban decay.

Concerning the immediate future of this unique district, a warning should be addressed to the too often careerist-orientated councillors of Warsaw’s municipal authorities, who may be accused of demonising an area of economic hardship and social deprivation as a place of what they term in theirs and others’ newspeak as ‘social pathology’ (sic!). It can take centuries to build a true city and urban spirit, but what took shape over numerous generations to be undermined by a gradual process of attrition that lasted decades, now standing in a partially ruined state, may well be on the brink of a ruthless transformation. Avoiding the worn-out jargon of ‘regeneration’ or ‘revitalisation’, just what, if indeed anything, can be done to preserve, replenish and nurture Praga as a living district still inhabited by 10,000s of people? How practical is the notion of instigating small business or commercial activities among the present population, heavily blighted by unemployment, to operate on a neighbourhood scale and thus counteract the undermining effects of hypermarket retail recently set up in the immediate vicinity? Is the revamping of property in the vicinity of the Rólycki Bazaar a reasonable model to follow elsewhere in the district, or should that kind of ‘gentrification’ be avoided at all costs?

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PRESSURE AT THE MARGIN: COMMERCE, CULTURE AND LAND TENURE CONFLICT IN PAPUA NEW GUINEA

Over recent years, management of the emerging economy of Papua New Guinea (PNG) has wrestled with a series of externally sourced impacts, such as globalisation and uncertainty over commodity prices, whilst at the same time beset by many internal political upheavals. Similarly, land resource management continues to experience intense pressure in response to economic and social development and change. In the context of the interface of rural and urban activity, a diversity of social activity and economic drivers is exacerbated by land tenure systems representing essentially alien historical development patterns. This is exemplified by the situation in the city of Lae, the provincial capital of Morobe Province, which provides the locus for a study of these dynamics.

Customary tenure is the dominant form of tenure in PNG consistent with the pre-market character of the economy yet it has received very little attention as a resource which underpins development. Whilst it is generally recognised that the land tenure system continues to be problematic – and this paper identifies and discusses some of the principal issues – there is support amongst many traditional landowner groups for changes which will facilitate the release of commercial value to provide entry to the market economy. The initiatives currently being undertaken by the Ahi People on their peri-urban lands in the City of Lae, Morobe Province, provide a case study to illustrate these challenges.
URBAN LIFE IN AFRICA – JOZI’S “INCLUSIVE” REGENERATION

...Cities are not just to do with housing people and economic activity, or building streets and architecture. They are also places of struggle for social and spatial justice and equitable distribution of resources, as well as places of art, culture and civilization. (Malik A, 2001)
See http://www.interfund.org.za/pdfsfiles/vol5_one/Pieterse.pdf

As Urbanists and Citizens, how do we deal with the juxtaposed absurdities of freedom, ecstatic vibrancy, the intricacies of a rainbow culture, ancient ubuntu values on the one hand and despair, spiraling poverty, disease, crime, xenophobia, a mushrooming informal sector, a vacuum of skills & increasing unemployment and hopelessness on the other?

This paper attempts to paint a realistic view of Urban Life in Johannesburg, specifically the Inner City within its current context of regeneration, exploring the complexities of Africa’s World Class City and focusing on our “core” challenge – how to become an “Inclusive City”, concretizing spatial & social justice through the regeneration process. Themes explored include:

JOHANNESBURG’S RENEWAL
• The City’s Memory
• Our Vision & Inner City Regeneration
• Current Challenges /Rapid change & growth
• Degrees of complexity
• How does it work? Strategies & City Governance, (Joburg 2030 etc)

THE CITY’S FUNDAMENTAL CHALLENGE
• Urban Regeneration & Social Dysfunction

POSSIBLE FUTURES
• Focus on better tomorrows
• Complexity is good, using it as a planning tool – the City as a complex adaptive system, using complexity and change to create successful development opportunities – non prescriptive approaches, open ended consequences...
• Towards an “Inclusive City”

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IMPROVING URBAN PROBLEM-SOLVING APPROACHES, THE CASE OF TEHRAN

The accumulation of unresolved problems in an urban area not only makes the process of their resolution very complicated, also, has negative impact upon the physical and mental well-being of residents as well as damaging its identity. The recognition of the overall idea and application of planning, and within this realm, problem identification and analysis, can be considered as essential steps towards the resolution of the problems that are within the sphere of the control of urban planners and governors.

The rapid expansion and concentration of resources in Tehran, the capital of Iran, has been accompanied by a variety of substantive, spatial and procedural problems. Due to the rather volatile political, and hence administrative, history of the country, Tehran, in spite of its nearly sixty years record of planning, has been unable to enjoy a continuity needed to both combat its unresolved and persistent problems and to avoid the formation of new problems. As the planning system of Tehran is mainly focused on plan preparation activities, itself suffering deep deficiencies, there is a weak relationship between the plans and the resolution of problems through planning procedures. The ill-defined and imperfect approach to problem definition in Tehran by its different planning documents as well as the contradiction, lack of consensus, lack of common goals, different levels of acceptance of the concept and principles of planning and, sometimes, clash between the involved decision-makers and competing forces to gain power over the distribution of resources at national and local level, has diverted the solutions and activities intended to control and direct change in Tehran, either to less important problem areas, and to effects rather than causes, or has introduced weak solutions. Therefore, the crucial problems have remained unresolved and historically the country and its urban areas, including Tehran, have been prevented from having access to the benefits of a well-devised, coordinated and effective control mechanism directed towards solving urban problems.

The intention of this paper is to reveal the inadequacies of the existing plans to identify the key planning problems, the deviation of the existing planning policies and strategies from the key urban problems -as defined by this paper- and, to introduce the key decision areas on which basis an approach can be adopted to alleviate the present problematic situation.

A main assumption of this paper is that even without an all-inclusive improvement of the planning system in a situation like Tehran, with a rigid and underdeveloped planning system, in which forces for and against planning...
This paper attempts to map and subsequently interrogate the structural link between modernity and sustainable development in the Middle East. In all sorts of ways, the question of modernity is profoundly unsettling to the Arab world today. In the absence of civil or democratic institutions (as is the case in most of the Middle East), it is also a question that only intellectuals can, and therefore have a responsibility to ask.

At base, I contend that the issues raised by the question of sustainability sit squarely in the middle of several fundamental debates on the dynamics of the modern socio-political condition, including the questions of democracy, social justice, cultural politics, East-West relations—which have all become subsumed under the rubric of "modernity."

And yet, despite its relentless flexibility, modernity is facing a crippling paradox today. And, it is a crisis not of method but of meaning, not of the efficacy of modern instruments but of the legitimacy of modern goals. After decades of defending renewal and change with much fervor, the modern world, it seems, has recently become increasingly convinced that sustainable development is the responsible path to modernity. Applications of this principle in the Middle East, specifically in Egypt and Morocco, are the focus of this study.

Using recent and original data, this paper interrogates some of the urban development strategies at in the Middle East, and examines their theoretical foundations in order to rethink the idea of modernity, and the nature of its objects and events while moving across and mediating between different physical and theoretical domains in order to set up meaningful encounters between varied and distinct levels of cultural production.
NEW BELGRADE: FROM ABSTRACT TO PERSONAL

The 50 years long history of the development of New Belgrade went through different phases. Conceived as a capital of the socialist Yugoslavia, the first projects of 1947-48 represented the city as an abstract organism, with a central zone dominated by the federal administration, conceptually distant form the historical centre of Belgrade. The neuralgic points of its spatial organization were two buildings: the Federal Government and the Communist Party. The form of the new city was developed starting with the competitions for these buildings – symbols of the new political era.

The construction of New Belgrade was a long and accidental process; it started in late 40ties with an overall popular mobilization in voluntary works; in the 50ties was detained by the economic isolation of the country due to the state dissidence from the Soviet Union. The process of redefinition of its meaning on the metropolitan and state level begun in the 60ties: New Belgrade was losing weight of a new capital towards an "urban reserve of green space and residence”. When the first residential blocks were completed, the imagined administrative macro-structure was substituted with the residential one, although its skyline still was dominated by the emblematic buildings of state representation.

From these beginnings, the habitability of this zone has been questioned, principally in 5 directions: enlargement of the urban scale in regard to the existing city, absence of the intermediate scale and urban services; connections with other zones, excess of non-defined green spaces, and uncertainty of meaning of the urban space.

The economic and political transition (eighties and nineties), was characterized by successive economic crisis and reduction of belief in the ideological discourse and the legitimacy of the state. In New Belgrade –generally considered a zone without historical value and personality- the spatial changes denoted social movements.

These changes, mainly spontaneous, followed the course of diminution of the urban scale and fragmentation of the city terrain. The residential macro-structure started to recognize the value of use of the ground floor, where the emerging liberal economy dictated creation of small scale private commerce. The abstract typology of a macro-block, perceived as impersonal and homogenizing, was being refigurated through a micro-scale popular typology, in a process affine to the aesthetics of a nationalist discourse. The actuality is a strange sum of these processes: the opposition of small and large scale that is being translated into the opposition between abstract and personal space.

The pass from the abstract city –defined between politics and architecture, towards the personal one –emerged spontaneously at the margin (and as a critique) of the geometry, poses a series of conceptual questions. How to construct a new city without confronting it to the old one; how to evaluate a new city when its structure opposes its habitability; how to respond the spontaneous movements of redefinition of the urban space? The actual construction in New Belgrade can be viewed as intent of response, although more concerning the use than the significant architectural form.

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THE IMPACTS OF GLOBALISATION TO URBAN STRUCTURE IN YOGYAKARTA

Yogyakarta is a traditional city which grow up with culture of Sultan’s Palace. Urban structure of Yogyakarta have been made by a relationship of the Sultan’s Palace culture with the Mount of Merapi in the north and Sea of South (Laut Selatan) in the south of Sultan Palace. This relationship have made a imaginer axis, from Sea of South, Sultan’s Palace, Sculpture of Pal Putih, and Mount of Merapi.

Globalisation in all sectors like urban lifestyle, technology, and style of architecture have some impacts to urban structure in Yogyakarta. Developing of commercial building in Malioboro Street and around of Sultan’s Palace with multi storey, and different style made identity and culture in Yogyakarta was declined.

Now, Yogyakarta is same with the other city in Indonesia even in the world. Yogyakarta have no identity as long as that city losing its soul, a soul that have been develop by spirit in its culture, and its relationship with its environment (mount and sea). However, to develop and design an urban structure, we must use a spirit of place like culture, environment, people whom live in the city, and other factors.

Keyword: identity, imaginer axis, culture, palace, urban structure
LIVING SPACE IN NEW RESIDENTIAL AREAS FOR HANOI METROPOLITAN’S DECENTRALIZATION: KNOWLEDGE AND PRACTICE THROUGH TRADITION AND CIVIC VALUES.

This bridging two millenniums decade has evidenced amazingly rapid changes of Hanoi metropolitan in both city scale and its landscape. The country is striving to become another NIC in the region and its capital city is growing far ahead the nation’s GDP growth rate in architectural density of downtown and its surrounding areas. To release the overload in city functioning and to protect the established architectural landscapes and cultural heritages of these parts of the city, urban development through decentralization is the ultimate way. This process in its turn is setting up the new challenges to the city’s governance and relevant actors. A number of these challenges have been originated by specific transition from the old centralized planning economics to the new market-oriented one in Vietnam. It is clear that the effective total concept and solution could not be achieved without involving solid urban knowledge and practice from professionals in both planning and architecture.

In our study we consider living space as a combination of physical and cultural spaces for an individual and his, or her, neighboring community, with the final aim to satisfy upgrading working and living standards. New residential housing and landscape also have to serve for certain cultural and habitual traditions of communities. In this concern we have studied architectural and living practice in famous Hanoi’s Old Square as a typical case. With a millennium history from its establishment in the 11th century, Hanoi’s Old Square changed from the sparse guild craft streets into unbelievable highly populated living and business area. Our detailed analysis pointed out those crucial features that professionals need to pay attention on during urban practice.

While a blind copy of the old civic values to a new modern life is irrational or even impossible, new housing architecture and new urban landscape must carry on the best from the past. A modern living space even at the highest residential standard is not fully successful and therefore cannot be accepted by communities if it is lacking a historical continuity of those cultural and habitual values. For a better urban practice in Hanoi, we have worked out some rules that are helpful for architectural design and planning of living space in new city areas. The new model based on our concept is to be submitted to the city’s governance for implementation at the recently planned residential locale of Hanoi.

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THE SOUTH IN TRANSITION AND CIVIC COMMITTEES – PARTICIPATION AND CROSS-SECTOR PLANNING

"The South in Transition" is a long-term local urban renewal project, decided and governed by the Town Council in Helsingborg, Sweden. The strategy is to make The South attractive by physical changes in order to facilitate more enterprises, make a healthier environment and raise the social cohesion in the area.

It is an outspoken prerequisite that the renewal must be done with great care for both cultural and environmental matters as well as for the people living there. As much consideration as possible will be taken to avoid gentrification.

Another prerequisite is that all changes should be carried out in a way that optimal conditions will be created for a sustainable development. The Town's policies for a Healthy City and the Local Agenda 21 form the political and theoretical base for the regeneration process. A third prerequisite is the involvement of inhabitants, shopkeepers, property-owners and local enterprises. Their views and their wishes should be taken into account in the process of change.

The renewal-process came in to full action during 2001. It started with a problem- and possibility exploration among the inhabitants where as many as 2 500 persons (total population in the area; 11 500) participated in focus groups and surveys. Meanwhile a number of expert groups have been busy creating long-term strategies for development of different physical surroundings in the area. These strategies have been given to researchers with knowledge in different perspectives on sustainable development. They have described and documented the impacts these development strategies have on; health, social life, safety, accessibility for the disabled, culture, the green environment, employment and economy.

The purpose of doing the impact assessments was to get an objective judgement of the impacts that the physical changes will lead to. By doing the assessments from different perspectives on long-term sustainable urban development, they should contribute to a more thoroughly formed base for upcoming political decisions. The assessments have highly contributed to that the politicians have unanimously been able to put in rank and prioritise among the different physical development objects.

The outcome of this process was three basic documents for political decision and priority making. The first document contents experiences and opinions of the citizens, the second knowledge of experts and the third assessments of researchers. Prior to the decision-making the whole process was fed-back to the inhabitants by means of an exhibition in the shopping centre of The South. A political decision with a priority list of 31 physical objects for more or less immediate change, was taken in June 2002. This list of objects and financing had a broad political consensus. Each of the objects for change will have its own democratic process where there will be possibilities for the citizens to take part in more detailed design. More than a third of the objects have already been conducted or are in pipe-line.

Evaluations of the project will be carried out through different perspectives. A long-term research project is now being established together with the University of Lund, dep. for Social Medicine and with support from the Swedish National Institute for Public Health. The aim of this research is to develop theory and methods for studying impact on networks, social capital and people's sense of social cohesion, during a period of intervention.

The good experiences of participation and cross-sector planning gained from The South in Transition are now implemented in the objectives for the whole city and it’s organisation. Council activities are organised into a number of departmental boards and five geographically linked civic committees. The fact that the departmental boards internally select the political representatives for the civic committees means that it will be possible to balance specialist interests with those of the geographical areas, before a decision is made. This will lead to improved co-ordination of different efforts and gains in quality and efficiency for the specialist boards.
The civic committees do not make decisions regarding departmental board matters. Instead, their role is of a more structural nature, to provide a better basis for decisions made by the departmental boards and the Municipal Council.

This will happen partly in the long-term, by drawing up a development plan for the district and partly in the short-term, by committee members participating in current debates in their area. In both cases the methodology is democratic debates and processes where local residents and politicians have a central position.

The role of the civic committees is not to be a ‘complaints department’. Instead, the role as recipient and communicator of public experiences is carried out with integrity. The long-term development of local societies is in focus, with satisfactory living conditions and integration as all-embracing goals. The tools available to do this are cross-sector planning and participation.
In South Africa, the levels of unemployment and poverty are extremely high and two of South Africa’s most pressing problems. There is also a widely acknowledged need for housing and municipal infrastructure (water supply, sewerage, streets, stormwater drainage, electricity, refuse collection). But most importantly, it is crucial to realise that there is a great need for physical infrastructure in both urban and rural areas. This problem of infrastructure backlog is aggravated by the apparent lack of capacity and skills at institutional, community and individual levels. Urban renewal and inner city regeneration have become serious for the South African government which have invested in several structures to stem the tide of decline in its nine major cities. The township of Alexandra was established in 1912 and is close to the centre of Johannesburg. It covers an area of over 800 hectares and its infrastructure was designed for a population of about 70,000. current population estimates vary widely and have been put at figures ranging from 180,000 to 750,000. There are estimated 20,000 shacks of which approximately 7,000 are located in “backyards”. The significant, unplanned population has overloaded the infrastructure such that water pressures are low and sewers frequently block and overflow. Maintenance of such systems is very difficult because the high densities and congested nature of the backyard shack development makes access for maintenance very difficult or impossible in places. Commitment to alleviation of poverty has become very high on the government agenda and will stay one of the focal points of government. This is motivated by the fact that, currently around 24% of the population lives on less than $1 a day, below the poverty line defined by the World Bank (World Bank, 1994). The Central Government has made numerous public commitments to development, a part of it concerning extensive infrastructure investment and service delivery. Labour-intensive approach can be used to maximise the number of people employed in urban renewal projects and this can go a long way in alleviating poverty and reducing the more than 28% unemployment rate in South Africa. Labour-intensive approach is where labour is the dominant resource for carrying out works, and where the share of the total project cost spent on labour is high (typically 25 – 60%). The term “labour-intensive approach” indicates that optimal use is made of labour as the predominant resource in infrastructure projects, while ensuring cost-effectiveness and safeguarding quality. This involves a judicious combination of labour and appropriate equipment, which is generally light equipment. It also means ensuring that labour-intensive projects do not degenerate into “make-work” projects, in which cost and quality aspects are ignored.

This paper will look at some past African experiences in relation to the use of labour-intensive approach in urban renewal projects in terms of problems and potential. The paper will then outline the problems and potential contribution which labour-intensive approach could make to alleviate the unemployment and in reducing poverty in South African cities. Finally, the paper closes with some recommendations for the future.

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Urban regeneration
and strategies to meet urban growth
LIVING THROUGH REGENERATION

Urban regeneration is a complex process, involving many different parties with sometimes conflicting interests. In the UK, and elsewhere, much emphasis is being put on involving local residents in the planning – and sometimes the practice – of urban renewal. However, while this emphasis has been achieved within the text of urban policy, the practicalities of implementing these policies are far from simple. While there is normative research on how people should be involved, often from the perspective of built environment professionals, there is still relatively limited communication of the experiences of different participants in urban regeneration programmes.

This paper takes the form of a short documentary film, which gives a platform for the voices of individuals involved in different roles in the regeneration of ‘Norfolk Park’, a large, centrally placed housing estate in the city of Sheffield in England. Norfolk Park was an iconic 1960s development, consisting of tower blocks, maisonettes and terraced housing. After a severe decline through the 1980s and 1990s, the estate has been partially demolished and rebuilding is underway. Throughout the process, key community groups have fought for their vision of the estate. At the same time, the whole process, while partly government-funded, has relied on a precarious partnership between local authority and private developers. Not surprisingly, the regeneration has deviated significantly from the masterplan originally commissioned to guide the process, through various unforeseen circumstances, including ‘abnormal’ holes in the ground and site swaps between developers. The film does not attempt to tell ‘the real story’ from any one perspective, but to juxtapose the different viewpoints of the various participants, to illustrate the basis for their views of the regeneration process, and of each other. It indicates some of the pitfalls of ‘partnership’ working, while poignantly showing the impact these can have on residents.

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AN EXAMPLE OF THE COMPACT CITY PATTERN: AN ASSESSMENT.

The aim of this paper is to assess the effects of a planning policy in a city area which is still considered in France as one of the most voluntary especially in the shaping of the urban form. Rennes and its urban area (about 400,000 inh.) are often shown as a kind of paradigm of "the planned city". There is often told about "le modèle rennais". In fact Rennes is one of the rare cities of this size without real suburbs (with morphological continuity) and with a so controlled suburbia. A densely built core city, a green belt with only spots of dense peripherical centers.

Therefore the aims of this policy will be examine, the elements of the governance system and the tools: Strong measures, land property regulation, zoning laws and practices preventing urban sprawl and speculation and at the same time incentive rules stimulating densification. This is still one of the strong issues of the general and local urban plans since almost 50 years and of new urban local plans (the PLU of Rennes, passed in 2004, with its a complex qualitative and morphological regulations). But this also depends on the special nature of the relations between the local authorities and the developers.

Then the effects will be analysed in a comparative way and evaluated from a normative point of view: positive as well the negative side-effects, so that could be pointed out the difficulties and contradictions of such a planning policy. For example on the housing costs as well on the local rate and tax levels. In an urban area where, for noble reasons of sustainable urban planning, the policies are restricting new opening of building land, where the main investment are for the lines of a subway in the core-city but where the level of subcenters in the peripheries is low and the tangential connections are underdeveloped, who are the losers and the winners? In fact, the inflationary effects on land prices and the housing market are obvious. Middle-class new owners are pushed back in the peripheries and dependent upon the car. Social housing in the city requires high public subsidizations.

« Rennes-Metropole »: A rational City? Myth or an effective way of a better life?: From this point of view, the Core-Periphery model can be considered as a relevant key of analysis. The famous book of Henry Lefebvre, The Right for City, is almost as up-to-date as when it was published in 1968. The european vision still puts a stress on the decline of social and economic status from the urban core to the outskirts. The challenge now is a new kind of "droit à la ville" for young households and the newcomers.

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PONDERING PLANNING AND EMERGENCE TO ENGAGE CONTEMPORARY DEMANDS

Contemporary society progresses rapidly. Paradoxically, rapid progress has also proven to involve high environmental costs, individualisation and undesired consequences. This situation confronts society with its own conditions questioning the endurance and sustainability of its production.  

Under these circumstances, a new attitude towards urban transformation is necessary. For design and planning disciplines this means to confront control and determination, against uncertainty, individualisation and continuous transformation of social values. Thus, engaging in conflicts between planned and emergent approaches.

The intention of this paper is to introduce the confrontation between planned and emergent approaches as a necessary attitude to involve in the production of present-day urban transformation. Accordingly, theoretical and empirical information will be presented.

The theoretical framework will depict the forces behind urban transformation, the (urban) field in which these forces are applied and the demands contemporary society inflicts in the transformation process. Consequently, planned and emergent approaches will be examined. The realms of space, force and change, and the way they conform the contemporary urban field will be depicted. And the conditions of uncertainty, individualisation and transformation of values introduced as the social factors influencing the field's transformation.

The empirical information will compare two urban fields representing planned and emergent approaches. The Randstad Region (Netherlands) will exemplify the planned scenario while the Bogotá region (Colombia) will illustrate the emergent approach. The selection is based on the fact that both agglomerations illustrate long-established systems of planned and emergent approaches respectively: the Randstad embedded in Dutch planning traditionally characterised by strong state-oriented intervention, while the Bogotá region traditionally distinguished by informal development.

The comparison will be established in large and small-scale levels, depicting urban fields in relation to the whole - the Randstad/Bogotá regions- and the parts - the Zoetermeer/San Cristobal areas-.

(Summary)

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<thead>
<tr>
<th>Network whole</th>
<th>Area parts</th>
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<tbody>
<tr>
<td>Randstad</td>
<td>Zoetermeer</td>
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<tr>
<td>Bogotá</td>
<td>San Cristobal</td>
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<tr>
<th>Urban structure</th>
<th>Space</th>
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<tbody>
<tr>
<td>Planned Collective</td>
<td>Emergent Individual Informal</td>
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<td>Integrated to general development</td>
<td>Independent, structure respond to particular needs</td>
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<th>Planning system</th>
<th>Force</th>
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<td>Collective discussion in different governing levels</td>
<td>Lack of governance imply the appearance of informal forces</td>
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<tr>
<td>Progressive planned, controlled growth (polder by polder)</td>
<td>Unexpected saturation and over population (due to migration)</td>
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<tr>
<th>Social urban transformation</th>
<th>Change</th>
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<tr>
<td>Shifting to emergent due to global and market forces</td>
<td>Shifting to planned due to regularisation processes</td>
</tr>
<tr>
<td>Looking for new identity and autonomy (Master-plan 2025). (Public and private investment)</td>
<td>Looking for integration and collectiveness (Development-Plan 2008) (Public investment is required)</td>
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</tbody>
</table>
The examples will conclude how the two regions are shifting planning approaches in response to contemporary requirements: The Randstad transforming to a more liberated or market-oriented scheme in response to global demands; the Bogotá region tending to a more controlled and institutionalised planning system in response to social-collective issues.

This shift will be the presented as the basis to suggest the need of integrating planned and emergent forces to engage contemporary society demands. The need implies new attitudes challenging current notions of control, determination and development, operating within flexible, co-productive and continuously evaluative agendas.

Footnotes
1 Beck, 1992 [Reflexive Modernisation]; Giddens, 1990 [The Consequences of Modernity]; Virilio, 1986 [Speed and Politics].
URBAN INDUSTRIAL FREE ZONES: THE TERRITORY REORGANIZATION BY THE GLOBALIZATION OF ECONOMY

Cities worldwide are transformed by the globalization of economy. Contrasts describe more and more the world’s urban landscape. On the reverse side of “global cities” (Sassen, 1991), we find cities excluded from any social contract: the urban industrial free zones. Together they express growing socio-economic mismatch and foreshadow a dark urban future. Since 30 years, governments seek to territorially concentrate a large set of incentives, in order to find again their power of influencing the localisation of firms. Tax exemptions and territorial deregulation constitute the economic development strategy where public and private partner construct a world network of free zones (cities, districts and regions). Rulers of this global “superfactory” are exempted from social contract, get unbeaten productivity rates and investment return that allow them to better face world competition.

In 1998, the International Labour Organization (ILO) counted 845 export-processing zones spread out on 98 countries. Today we are estimating them around 1 000 and some, real cities, should be described as urban industrial free zones.

Tianjin in China is among the world’s biggest urban industrial free zones. Its total planned area covers 3 300 hectares, including industrial, financial, commercial and residential areas. More than 1 990 foreign firms are actually in operation and more than 3 500 have been authorized to invest in the zone. 232 000 people are employed in the 8 000 firms (foreign and local). In 1999, there were 13 044 dwellings on 197 hectares including two blocks of dormitories for workers and operators (TEDA, 2004).

Those impressive figures are not the exception. There are 80 000 workers in the Inchon zone in South Korea. The plan for 2020 is to add a hi-tech area, a logistic centre, tourism and finance areas. The zone will accommodate 18 000 households (Chi-Dong, 2003). Life in the Urban Landscape …

Mexican maquiladoras are part of the urban fabric. 62% of the 1.3 million jobs are concentrated in border cities like Tijuana, Ciudad Juarez and Matamoros. In Ciudad Juarez, the 249 500 workers of the 308 factories are living in dwellings jeopardized by uncontrolled urban growth. In Tijuana, there are 187 300 workers. For American transnational firms, the production value of the maquiladoras in the three cities represents 50 billion dollars (USD) each year (Vargas, 2001). Those examples are urban prototypes of the new global economy order. As worldwide competition will increase, those new “liberal” cities will become the standard, not the exception.

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HOW TO PLAN THE URBAN LANDSCAPE WHEN PAID WORK IS NO LONGER OUR SOLE SOURCE OF PROVISION?

Physical planning is a means of organising the provision of human society. This planning has its fundament in paid labour as a source of income. Schematically, the planning concept has been organised according to enclaves or functions – workplaces, residential districts, areas for commercial, social and cultural services and areas for recreation. The transportation network links these together.

Human occupations fall into two categories: production and consumption. As wage-earners we are producers, the rest of the time being consumers of food, housing, education, entertainment, care, welfare, etc. During this planning epoch many residential districts have become pure areas for consumption.

We are now at a stage of economic development when paid work as our sole source of provision has started to be questioned by economists and social scientists. In many developing countries this is nothing new. What is new are the images of the future drawn up by researchers where an increasing proportion of the population of the western world can stand outside the normal labour market.

However, physical planning appears to continue indefatigably according to the same lines. In the developing countries this is applied in a routine fashion, but there paid labour has never been the dominating source of provision this planning concept was developed for.

When, as in many poor suburbs in South Africa, unemployment is at 70-90%, it is obvious that the concept of residential district is inadequate for such a place. It is not a place for consumption when the inhabitants hardly have any money to consume for. It is a place where the majority spend all their time and attempt to survive as well as they can. Some wander into the cities and take up selling activities on the streets. Any possibilities for production in such areas are welcome. Land for cultivation and domestic animals can considerably improve the standard of living.

Now when the basic prerequisites for employment are also becoming changed in the western world it is time to consider how a planning with other points of departure could be able to be formulated. When work for pay is no longer the norm, concepts such as residential district, workplace area, recreational area etc are no longer valid.

Changing planning ideologies takes a long time. The greatest opportunities for commencing a process to break up the established concepts within the professions should be found at the educational institutions. A debate between students and researchers from different parts of the world could prove fruitful for finding new constructive approaches. The opportunity is ripe as it is clear that we are faced with similar problems everywhere. Environmental problems are one case of such a common denominator that is becoming obvious for most people. The common denominator based on the uncertain future regarding paid employment, and the need for a new kind of planning based on new foundations for the provision of people is still not fully accepted, but if it were taken seriously should be able to lead to highly innovative thinking.

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DO PLANS MATTER? MANAGING A METROPOLIS WITH TWO DIRECTIVES FOR MORE THAN A DECADE; THE CASE OF TEHRAN CITY

Tehran has experienced an accelerated population growth in the last few decades. In less than 70 years time it has transformed from an ordinary town to a large metropolis. A look at Tehran’s population data in the past 100 years shows that while during the first forty years its population was increased by only 50 thousand people, during the recent 40 years (1956-1996) its population has increased by more than five million people. During the period 1960-1975 Tehran grew more rapidly than cities such as Calcutta, Bombay, Mexico City, and Manila. The population of the Tehran Metropolitan Region (TMR), which encompasses the entire province (Ostan) of Tehran, has also increased tremendously during the past three decades. During the past three decades of 1966-1996 the population of the TMR has grown from 3.13 million in 1966 to about 10.34 million in 1996.

Tehran’s physical expansion has been equally rapid. Its area was expanded by three times between 1940 and 1956; it had a total built-up area of 180 square kilometers in 1966. By 1980 it had reached 520 square kilometers and now the City’s built-up area is about 707 square kilometers. This unprecedented and phenomenal growth of Tehran has exacerbated the problems of the city. Environmental problems, traffic congestion aggravated by extra vehicular movements, air pollution, problems associated with sewage disposal, solid waste collection, disposal and management, and acute housing shortages are some of the pressing problems of the city.

The government and the Municipality of Tehran to avert its problems have adopted batteries of measures. Two comprehensive urban development plans (the 1968 and the 1991 Comprehensive Plans), a strategic plan, 1994 and a metropolitan development plan (2002) have been prepared for the city. However, since 1990 the city growth and development has not been based on the city’s approved comprehensive plan, but rather on two controversial directives that have been issued by City Commission Number Five. These Directives allowed selling density and altering land uses for a fee, by the Tehran Municipality, wherever there was a demand for them.

This paper, by exploring the conditions that led to this important and controversial decision and also examining the impact of these two directives on city development, argues that urban development plans are very important tools for guiding urban development as long as they consider and are responsive to all the city development needs, are prepared in a participatory manner and have developed an effective capital improvement programs. The New Comprehensive Development Plan of Tehran, which was approved in 1991, was put aside by the Tehran Municipality because it was prepared in a non-participatory manner, was not responsive and did not take into consideration the city needs, especially the financial requirements for implementing the plan proposals. Therefore, the municipal authorities were left with no other choice but to look for convenient means of income generation to respond to the increasing city development needs.

Footnotes
1 Under the existing urban planning law, a commission called Commission Number Five is responsible for approving detailed plans and also introducing necessary changes to them, as long as these alterations are in conformity with the proposals of the corresponding comprehensive plans.

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GOOD PRACTICE EXAMPLES FOR GREEN SPACE DEVELOPMENT IN EUROPEAN CITIES

Urban green spaces are crucial elements of all cities. They affect the townscape, provide ecological diversity and form essential structural and functional elements that make cities and urban regions more liveable places for their citizens. Thus they assume a key role of improving the quality of urban life not only because of their ecological functions but also of their relevance for healthy citizens, societal well-being, economic benefits and the central role that they perform in the development and delivery of sustainable ideals. But frequent deficits in quantity and quality of urban green spaces all over Europe require appropriate management strategies for the development and improvement of urban green systems. To provide a base and to contribute to the ideals of sustainable urban development was the aim of the European research project “URGE – Development of Urban Green Spaces to Improve the Quality of Life in Cities and Urban Regions”. Within the URGE project a network with fifteen cities all over Europe was established in order to get an overview about green situation, green development strategies and planning frame conditions as well as to identify successful urban green planning strategies and Good Practice Examples. A toolbox was developed to provide assistance for the interdisciplinary analysis and evaluation of urban green spaces in European cities.

In our contribution tools like the City Profile and an Interdisciplinary Catalogue of Criteria will be presented. Some Good Practice Examples selected by URGE project will be introduced and demonstrated. Good Practices are an important method for getting orientation in the development of new ideas when knowledge and routine are missing. The presentation will be built on the definition of Good Practice in the URGE project. Presented will be processes and methods, which demonstrate an innovative use of resources, recording success in providing a significant improvement in the urban environment. URGE focuses with the Good Practice Examples on the learning potential and transferring possibilities of new inputs in the search for approaches with innovative ideas and insights, to encourage the development of own innovative strategies for enhancing the urban green spaces. Good Practice Examples had been selected for two levels, for the level of city development planning (strategic level, mostly concepts, programs etc.) and for the site level (project level, concerning single green spaces). They shall help to identify problem solving strategies for the improvement of the provision of urban green spaces, for the enhancement of ecological, social or economic qualities of the urban green spaces, for the enhancement of stakeholder participation and public involvement and for the development of innovative and multiple financing strategies.

Further information about the URGE-Project can be found under: www.urge-project.org or http://www.urge-project.ufz.de. There also is available under “outcomes” „manual“ a complete planning manual „MAKING GREENER CITIES – A PRACTICAL GUIDE“, developed in URGE.

His is a proposal for an oral presentation!

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City images: identity and marketing
BRANDING BRUSSELS AS THE CAPITAL OF EUROPE. ‘CITY IMAGING FROM BELOW’: A NEW FORM OF IDENTITY CONSTRUCTION?

The paper starts from the diagnosis that the absence of a strong narrative about the capital of Europe reveals the absence of a power coalition. The argument is made that this could be regarded as an opportunity for Brussels. The reasoning behind it is that this situation gives room to set up broader and more inclusive ‘development coalitions’ in stead of the effective –but exclusive- growth coalitions that are mostly forged in this kind of projects.

The paper first analyses the role of growth coalitions in the building of ‘hegemonic landscapes’ – whereby I mean landscapes who seem to be ‘natural’ and who disguise the existing power relations working in the background. The capital city landscape is taken as an example to demonstrate how the national hegemonic landscapes –and thus the nation building tools- are being replaced by more commodified landscapes created by new strategies of city marketing and city imaging.

As with the creation of national landscapes, city marketing and city imaging are well tested tools when used in a top down construction. I then show that this approach –as a consequence of the lack of both coherence and cooperation of the different European, Belgian and local institutional stakeholders- is not applicable for the imaging of Brussels as the capital of Europe. Drawing on the case of Brussels, I propose to develop the notion of ‘city imaging from below’. The key argument is that in the absence of a growth coalition, an alternative and more inclusive ‘city imaging’ could be developed. In this sense the capital of Europe could be constructed bottom up, emanating from a ‘glocal development coalition’ of the city’s users and residents as well as the other ‘European’ citizens.

Finally I argue that the debate concerning the capital of Europe should be placed in a dialectic relation with the more general discussions about the European integration project (on sustainability, diversity, the welfare state, etc.). I think this could have positive consequences for both projects: on the one hand, reconsidering the factual or imaginary (re-)building of a European capital (as the place where the EU becomes tangible) could enhance the appeal and the accessibility of the European project with its citizens. On the other hand, the actual pragmatic debate ‘on where to locate the institutions’, could be enriched and broadened by linking the capital function and its needs to the debate on the European integration process.
WHEN THE GLOBAL MEETS THE LOCAL IN ATHENS

In Athens, the fruits of meeting of the global with the local are the self-regulated urban transformations and last decade's planning/design.

Athens region is composed by three poles:
- Densely constructed inner-city, the degradation of which, led to suburbanisation and further decline.
- Eastern suburbs, which have the best overall conditions and settle the higher social layers.
- Industrial, physically isolated western suburbs, which have the worst overall conditions and settle the lower social layers.

During the last decade the factors of the transformations in Athens are: (a) the continuous failure of rational planning which correlates with an exacerbation of an unequal, irrational urban contexture, (b) the postindustrial socio-cultural and economic transformations and the influence of globalisation.

The first factor, keeps feeding the flow of upper middle classes to eastern suburbs, while the western ones remain introvert and isolated.

Deindustrialisation affects western suburbs while postindustrial economy is attracted to eastern ones, widening the gap between them.

The inner city presents typical postindustrial transformations:
- Decentralisation-recentralisation since the suburbanisation is combined (a) with the emergence of a "postindustrial" social contexture, (b) with a flood of foreign immigrants, who consist the more dynamic demographic group.
- Increase of poor, depended and marginalised people.
- "Horizontal" and "vertical" housing segregation between natives and immigrants.
- Economic regeneration of dense neighbourhoods owed mainly to little-business activity of immigrants.

In the historic core the influence of globalisation and postindustrial era leads to a polarisation:
- By the transformation of traditional commercial areas to luxury consumption ones and the gentrification of the advantageous neighbourhoods by élites.
- By the formation of ethnic and social ghettos in the disadvantageous neighbourhoods, where also an "alternative" culture economy sprawls uncontrollably, driving out or succeeding traditional trade, breeding urban downgrade and oppressing residents.

Consequently the increase of space degradation, inequality, social segregation and polarisation is obvious between the suburbs, as well as in inner city, while the peak of such phenomena is on the historic core.

But the influence of globalisation and the postindustrial era on Athens region is unilateral: the importance of local socio-economic transformations and the city attractiveness for international immigration make a distinction with the disinterest of global capital.

Thus the new urban design having abandoned its old ambitions for rational planning, targets to this question, attempting to "globalise" Athens by applying some international recipes, which focus on the urban illustration.

This context is not a new one: tracking across the time of Athens urban evolution confirms that its illustrating design is linked exclusively with times of economic extroversion that depend on the rising phases of international economy.

So in the proposed paper, the following points will be argued:
- Today as in foretime, Athens illustrating design correlates with the ideological dipole of "classical Greece and European progress" used to promote several themes as the international city image, urban development and
necessary consents (the new planning of Athens was composed by two projects: the Olympic Games in metropolitan scale and the Unification of Archaeological Sites for the city-core).

- The contribution of this planning/design to the global competitiveness of Athens is uncertain and its service to reduce socio-spatial deconstruction of the capital city is negative, since it aggravates its postindustrial urban problems.
DEVELOPING AN URBAN IDENTITY FROM THE SPATIAL CONTEXT'S PERMANENCE. LEARNING FROM SMALL AND MIDDLE-SCALE TOWNS.

In an era of ever increasing globalization, accompanied by a growing competition between cities and urban regions, 'identity' becomes a key notion. To attract companies, residents, tourists and events, cities are challenged to develop an appealing urban identity or 'image'. This new phase in the city production process confronts the urban designers and town planners with questions concerning their own role and the urban project's one. What are the grounds on which to base urban 'identity' in a city that is more and more the result of co-production between different social groups, cultures and actors? Big cities often seem to go for a strategy of flagship projects, such as the creation of cultural clusters or large-scale waterfront redevelopments. Initially gaining high praise for their successes in promoting cities, recently these projects provoke some criticism. The main objection is their standard type of approach, often displaying an urban image that lacks creative interaction with the contextual possibilities and barely acknowledges the city's hallmarks, sometimes even denies them. They invite questions on how to create an urban identity that, apart from global dynamics and programmatic renewal, also comprises contextual characteristics.

In this respect, small and middle-scale towns seem to offer interesting case material. Lacking high investment pressures and an extensive urban 'mass' to support major flagship projects, they are forced to explore other lines of approach. In an era of continuously changing economic, social and cultural requirements, these cities seek to build their urban identity on elements that are expected to hold some permanence; that is the physical space. In urban projects, the spatial dimension is put forward as the prime support of an integrated vision and as rectifier of the different dimensions, actors and sectoral demands involved in the complex process of city production. For example, in Kortrijk (Belgium), the project for the Buda-isle in the city center uses the island's physical autonomy to mediate simultaneously on various levels: between artists, school-agers and senior citizens, between hectic traffic flows and the calm of the river, between the historical center and its outer edges. The spatial context offers the material support and foothold for developing a durable and collective urban identity that comprises a sense of place and civic continuity.

Proceeding from an urban policy analysis in some Belgian middle-scale towns, this paper aims to explore their tentative, however noteworthy endeavour at creating an urban image starting mainly from the specificities of the local environment. By addressing the spatial context's fairly autonomous position in these projects, this paper also engages the urban designers' contribution to an urban knowledge tackling the dialectics of global and local concerns. In the bewildering atmosphere of present-day urban development, these cities' approach demonstrates a renewed belief in the 'city that can be made'.

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LIFE IN THE URBAN LANDSCAPE – INTERNATIONAL CONFERENCE FOR INTEGRATING URBAN KNOWLEDGE & PRACTICE
GOTHENBURG, SWEDEN, MAY 29 – JUNE 3, 2005
This paper examines the Cittaslow (Slow City) movement as an urban economic leadership model and a way to achieve sustainable urban development through programs that address concerns for environmental protection, economic development, and social equity. It recognizes and complements other cultural influences on urban life such as the ‘Slow Food’ movement. The Slow City movement was founded by four Italian towns in 1999 and comprises more than 50 cities in Italy, Germany, Norway, Great Britain, Japan, Brazil, Greece, and Switzerland. These towns are committed to enhancing and preserving local traditions and cultures, a relaxed pace of life, and conviviality. Cities that want to become members of the movement have to be certified and demonstrate that they comply with the movement’s 54-point charter. The charter addresses environmental sustainability, inviting urban design, quality of life, the promotion of local products and foods, organic agriculture, hospitality, and public awareness. The charters are designed to recognize and reinforce each city’s unique history, culture, architecture and physical environment, while opposing crass commercialization and the type of urban development often characterized by ‘chain store’ market intrusion. Although there are few negatives associated with the movement, there are clear and difficult challenges. With a primarily European focus, the movement is spreading worldwide and many of the challenges facing the European member cities will be intensified when cities from more divergent economies and cultures join the movement. Slow Cities in three countries; England, Italy, Switzerland and Germany will be assessed and compared in terms of the City’s political structure and its influence on urban civic life, economic development and compliance or deviation from the original Italian based 54-point charter. In addition, observations will be shared and noted as these historic cities grow and change in response to becoming tourist destinations. Cities and towns applying for Cittaslow certification may be overrun by tourists when the ‘branding’ of the Cittaslow movement becomes recognized for representing vibrant urban life and as ‘green’ destinations. There is a clear trend towards ‘Eco-tourism,’ where environmentally savvy tourists are seeking out sustainable and environmentally friendly destinations. These are often small and local towns. An example of the potential difficulties took place in 1990 when Czechoslovakia was inundated with five times the number of tourists from the year before. The infrastructure was not sufficient, there were not enough accommodation facilities and traffic and subsequent overcrowding became a problem in part, because the authorities had not planned for tourism. Cultural differences and the creative responses to them often form the richness behind the diversity of the Cittaslow member cities. The challenge is to retain the principles of the founding charter while recognizing diverse economic and development needs, which may be contradictory. As Jane Jacobs has stated in Dark Age Ahead, American planners use three assumptions that are in direct conflict to Slow city planning principles: high ground coverage is bad, high density is bad and the mingling of commercial or other work uses with residences is bad. If the Cittaslow movement were to come to the United States, these distinct planning principles would have to be overcome. By understanding the keys to success in the CittaSlow towns and cities surveyed, movement can continue to grow as a vital, energetic and forward-looking alternative to Jacob’s sense of a dark age ahead.

Footnotes

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CULTURAL CLUSTERS AND SUSTAINABLE URBAN DEVELOPMENT

Cultural heritage and artistic activities have always reflected the role and function of any city; since the Middle Ages the physical structure and the functional design of the urban texture has represented on one hand a response to widely cultural needs (e.g. the relationship and competition between the civil and the religious powers), and on the other hand the specific environment which cultural works and activities could be rooted upon. The outcome of such a process is that nowadays every city can be read as a wide open-air palimpsest where cultural signs and works allow both residents and visitors to understand the identity and role of the city itself.

In such a respect, we must observe that in the last years, also the forms and procedures of artistic production and diffusion are changing within the urban framework. They are shifting from a typically bourgeois view based upon individual or collective property, educational functions and elitist consumption to a wider view in which the needs and tastes of local communities appear to prevail, together with community involvement, social inclusion and quality of life issues. At the same time, all the trends that are causing changes in contemporary cities have brought the necessity of restructuring and regenerating the urban systems in order to create an harmonious city which is able to satisfy the needs and wants of all different users.

Within this emerging framework of urban policy, an increasingly significant role has been played by the artistic and cultural sector. Central to this approach is the perception that cultural policies, if integrated and co-ordinated with other urban policies, can have a leading position within urban development strategies with respect to locational attractiveness and competitive advantage and can help to create more human, balanced and civilised cities; they can restore and improve the quality of urban life through the enhancement and development of the unique characteristics of a place and its people.

The importance of the «cultural planning» approach and the development of an organised «cultural cluster», operating and renewing itself in a virtuous synergy with the other functions of the city, are analysed as key actions in putting culture at the centre of a sustainable urban development. A critical review of the existing literature on cultural clusters, and, on the basis of the existing evidence, a classification of the main policy actions that have to be undertaken to foster culture-based urban development processes of the cultural cluster type will be presented.

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RECLAIMING THE HYBRID CITY: REGENERATION PROJECTS FOR LONDON’S EASTERN CITY FRINGE

Spitalfields is situated on the eastern fringe of the City of London, ‘outside the City wall’. Throughout the years it has offered sanctuary to different immigrant communities, to dissenters, to groups on the move and on the make. It has always been a place of the ‘other’, but also a place of production, of trade, of meeting and interacting. It epitomizes the ambivalent nature of the city, oscillating between diversity and fragmentation, integration and exclusion, solidarity and conflict. In recent years gentrification and ‘Cityfication’ have altered the traditional cycle of production and reproduction of the area, linked with the capacity of its urban fabric to accommodate subsequent waves of migration. Different images are being projected on Spitalfields and intensifying its permanently contested identity. Spitalfields is Banglatown, the cradle of the Cockney, the breeding ground of the world city’s ‘creative class’, its new financial district etc.

In my paper I want to explore a few regeneration projects in and around Spitalfields. On the one hand there is the penetration of the City in the area by means of large-scale office development projects using ‘outstandingly landscaped public space’ and planning gains for the poor borough of Tower Hamlets as an urban lubricant. On the other there are the punctual interventions of several regeneration partner(ship)s. What strikes one most in the typical mixture of public realm improvements, amenities, affordable workspaces, ‘town centre management’ measures and events, are the curious reinterpretations of public facilities, such as the ‘Idea Store’, a cross-breeding of library and superstore, branding the world of ideas at the heart of a vibrant, ethnically coloured high street, and the ‘Rich Mix Centre’, a cocktail of different models of cultural regeneration, reinventing the cultural centre as a ‘Creative Arts Factory’, a place of exchange between different art forms, communities and cultural traditions. The hybridity of these urban interventions relates them to the ambivalent notion of the heterotopia. The paper will focus on these patchy, tentative answers to the complex question of a possible project for the contemporary city, against the background of the polemic suscitated by the ‘Cityfication’ of Spitalfields.

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MONTMARTRE AND THE CREATION OF A LANDSCAPE MONOPOLY IN PARIS DURING THE 20TH CENTURY.

The planning of Montmartre throughout the 20th century appears to be specific in comparison with other main places of Paris. I would like to emphasise the strategic construction of its uniqueness led by some inhabitants, mainly well-known artists, politicians and scientists. In order to prevent unwanted social housing programs, they managed to create a specific protection of this space by focusing on its picturesque landscape and vegetation. The protection of Montmartre was hence justified by its green opportunities, whereas the legislation protecting Paris at that time was strictly devoted to central areas linked with ancient historical monuments. By creating this specific protection, these actors fostered valuable representations of Montmartre, which justified the wide reshape of the top of the hill based upon rural-like architecture. As a side effect, Montmartre provided Paris with a landscape, which was had never been promoted before. Its monopoly gave way to a successful attraction for tourists. Considering this drawback, inhabitants claimed new schemes of planning and asked the City to support them by keeping local economy multifunctional. The new protection plans provided inhabitants with the awareness of living in a privileged place while giving tourists new leisure opportunities in the area.

This case study tackles different issues of urban studies seen through sociological and historical approaches. It first recalls that the construction of local identity is bound to the reshape of space and the promotion of history, which can be symbolised either through monuments or, more surprisingly, through green places. It then underlines how some inhabitants manage to play with “the spirit and the letter” of urban programs in order to create a fitter place while reinforcing local uniqueness. The idea of sustainable development is to be questioned in this case, since the prospects were at first merely private and did not include general concerns about the City. Finally, it focuses on the way unplanned side effects such as mass tourism can be turned into the advantage of well-organised inhabitants.

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PICTURE – PRO-ACTIVE MANAGEMENT OF THE IMPACT OF CULTURAL TOURISM UPON URBAN RESOURCES AND ECONOMIES

1. PROBLEMS TO BE SOLVED

1. Cultural tourism as a tool to support urban regeneration. Even though urban tourism is one of the earliest forms of tourism in Europe, many urban communities did not regard it as a major source of income, until the early 1990’s. Since then, however, there has been a considerable shift in trends and many small and medium-sized European cities and towns have developed a strong interest in the sector due to its potential to revive local urban communities and economies.

2. The need for co-ordinated action. Decentralisation offers greater opportunities for local governments across Europe to promote their own development plans and long-term tourism strategies. However, delivering pursued objectives requires effective integration of decision making and partnership building at local, national and international levels. This will involve both the public and private sectors, responsible for transport, visitor accommodation, cultural services and urban planning.

3. The need for sensitivity to local context. The past years have witnessed some negative impacts of urban tourism, illustrated by the physical deterioration of monuments and the standardization of local environments. Fortunately, these impacts have rarely diverted the flow of visitors, even in small towns where such impacts are more discernible. Cultural tourism should not harm the heritage that motivates it, but it should recognise and promote its value.

4. Towards a sustainable management of cultural tourism. Local communities can employ different strategies to control negative impacts. One possibility is to limit visitor access to a particular site through a strict control of parameters such as supply of visitor accommodation facilities, vehicular access, or parking controls. Another option is diversification of the tourism assets to avoid over-use thus diverting the public from the most visited sites. In practical terms this means recognising and promoting new cultural attractions in cities, allowing more effective exploitation of European heritage and a more balanced distribution of income from urban cultural tourism.

2. SCIENTIFIC OBJECTIVES AND APPROACH (INCLUDING INNOVATION)

PICTURE aims to develop a strategic urban governance framework for the sustainable management of cultural tourism within small and medium-sized European cities. This framework will help to establish, evaluate and benchmark integrated tourism policies at the local level with a view to maximising the benefits of tourism upon the conservation and enhancement of built heritage diversity and urban quality of life.

1. Evaluate the dynamics of the effects of tourism, at large, upon the social, environmental and economic wealth of European small and medium-sized cities, considering the built heritage diversity and urban quality of life characterising such environments;

2. Identify and benchmark innovative urban governance strategies for sustainable development of cultural tourism within small and medium-sized cities;

3. Provide local governments and decision makers with tools to facilitate the assessment of the impact of tourism in a locality, with particular regard to built heritage issues and relevant quality of life parameters, in order to improve their strategies, plans, and policies;

4. Capitalise and disseminate existing knowledge and good practices of sustainable cultural tourism in Europe, focussing upon the effects of the sector upon the conservation and enhancement of built heritage diversity and urban quality of life. Project’s website: http://www.pictureproject.net/

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URBAN VISION – A TEST FOR REALITY

Preamble:
It is an phenomena, that urban vision become real, whereas small scale urban plans, ( – even true for improvements like parks, bicycle-ways or children -playgrounds ) often fail to become reality.

1. A survey of " urban visions" with its implications towards urban change in the course of time.
e.g.: 1890: bath with electric light ————1995: Indoor night skiing
   1945: Manhattan Airport study ————1998: Floating Airport for Hong Kong

   Communication- Global warming. Scenarios of new urban utopias will
   be presented based on strong graphical images. The potential implementations will be analysed.
3. What can be learnt from utopia for planning methods and implementing process. An interdisciplinary discourse on urban knowledge in respect to visions versus reality.
LIFE IN THE URBAN LANDSCAPE

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HOW TO PROMOTE CREATIVITY AND INNOVATION IN THE CITIES TODAY?

Keywords: Method/Process: PEGASUS - Integrated area-specific policies

1 Introduction
This paper discusses the reasons for thinking about the problems of cities today in terms of creativity and innovation and the prosperity and success.

2 Historically
Creativity and innovation have been the lifeblood of cities. The factors that once shaped city development – raw materials and transport: roads and rivers – have become less relevant. Old industries and social life are disappearing.

3 Today
Many of the worlds cities are facing periods of transition. The industrial and waterfront areas are transforming into something else: residential areas and new/modern business industries and services. The historical building structure are in many cases transformed into new fancy structures and has nothing to do with the old spirits of the place. The consequences of this development is that many people are feeling not to be included in the new society and landscape.

4 What has to be done
First of all new market niches have to be identified.
New employment has to be developed. Creativity and innovation has to be added in cities.

5 How should urban planning and urban policies be worked out?
First of all it has to be understood
- that everybody has the right to the city
- all human creativity has to be taken care of - people are the lifeblood of the urban area – public support and participation is important for quality and sustainability
- in cooperation with people involved in the area there has to be developed a creative site plan (for the definite area), as part of a sustainable master plan
- a creative site plan will discuss how to take care of the old structures and how to find new creativity and creative places in these

6 Integration
The prosperity and success of a city depend to a high degree on its organising capacity which has to do with how to respond and cope with changing relations.

The modern city cannot be solved by traditional urban planning tools and policy. The urban planning need to be enriched by the experiences of different disciplines and people marginalised from decision making. Many of them might come from the cultural arena. Thus a cultural perspective needs to move centre stage in the planning of our cities.

Integration means combining all parts into a whole, the opposite of segregation. Integration will mean tackling both the physical and non physical problems in an area. Integration depends very much on communication. Communicating across the field exposes all participants to problems they may not have thought of otherwise. And so we can avoid pitfalls and find the really bright and creative solutions.
Network-based governance: leadership, partnerships and teamwork
URBAN PLANNING AND GOVERNANCE BETWEEN EFFICIENCY AND DEMOCRACY. TWO SWEDISH URBAN WATERFRONTS REGENERATED

During the latter half of the 20th Century Western cities experienced changes in the economy, transforming cities from industrial to post-industrial. As traditional locational factors have eroded and there is a greater locational flexibility in the contemporary economy, cities compete to keep their place in the urban hierarchy. In order to keep their place in the urban hierarchy cities try to establish a market niche. The goal is to establish some unique quality that no other city can match.

One concrete way to enhance the city’s image has been through large-scale physical redevelopment of urban waterfronts. As a result of the decline in industrial activity, coinciding with shifting industrial activities, cities have been left with obsolete harbour facilities at central city locations. These urban waterfronts have been looked upon as an opportunity for post-industrial city space-making. Examples of such mega projects are London’s Canary Wharf, Barcelona’s Olympic Marina, Sydney’s Darling Harbour and New York’s Battery Park.

These urban waterfront regeneration projects have often been carried out as part of a broader growth-oriented strategy agreed upon by local elites to establish a new image of their cities in an increasingly competitive urban system. In some cases large-scale waterfront regeneration projects have proved to be highly successful, resulting in urban re-imaging and wider community mobilization. In other cases they have resulted in a collapse of democratic public planning. Consequently these projects highlight many aspects of governance, such as local power structures, political agendas and forms of governing arrangements.

In this paper we take a closer look at two urban waterfront regeneration projects in Sweden. In Göteborg the city in collaboration with actors from industry and academia created the Lindholmen Science Park. In Västerås the municipality collaborated with a large international building contractor to create an exclusive housing area. The case studies focus on how the two municipalities create a capacity to act and accomplish their agenda. On the one hand a close collaboration with resourceful actors from the private sector facilitates the realisation of large urban redevelopment projects efficiently without burdening the municipal budget. On the other hand lack of transparency in negotiation and elite network cooperation involves a risk of developing a democratic deficit with weakened legitimacy for urban political actors.

Based on these two case studies this paper discusses the consequences this kind of network planning has on the balance between democracy and efficiency. Namely, the balancing act that municipalities face today of acting effectively and being sensitive to demands and wishes of the local economic elite at the same time as they need to look after their democratic legitimacy, i.e. facing the demands and needs of all citizens.
PLANNING PUBLIC SPACE WITHIN AN URBAN RENEWAL PROCESS

The aim with this study is to clarify the role of physical planning in relation to other actors in a process of urban renewal. Theoretically the study makes use of several sources, among which are Soja's geographical and Latour's sociological trials to tie the human thought/language/representation and the landscape/space/artifact, as well as the communicative genre of planning theory.

Physical planning activities, not always noticed in public, play a key role "backstage" in a process of change, thereby taking a paradoxical ambiguous position, using brakes while accelerating. The key role is established within the practice of physical planning, partly due to the commission to arrange the physical structures, limiting as well as ameliorating urban life. Partly it is due to the specific competence available, to manage complex situations with holistic tools, to manage the physical resources and to coordinate the works of urban planning, design and maintenance.

Within the regenerating efforts of the Swedish city Landskrona, a former industrial city seeking new identity, a considerable number of projects cooperate to achieve better everyday conditions for the citizens, as well as new visionary images of the city. These projects are initiated on different levels within the municipal administration as well as by free-standing organizations, such as sport teams or immigrant societies. The efforts have impact on the urban structures, both in a social and in a physical sense.

The physical planning activities are taking part in the implementation of strategic decisions and realization of development programs. It is investigated in what ways these programs catch up thoughts and ideas of change (partly through direct commission, partly as consequence of own routines and continuous work) and accomplish changes in public space and infrastructure. By zooming in the relationships between projects initiated within the renewal process and the physical planning activities, in connection to the continuous work with plans on comprehensive and detailed level, it is possible to detect interactions between the perfunctory and the occasionally driven actions, in this case delimited to what is relevant for urban public space. These interactions could be characterized as conflicts or co-operations and will possibly show the difference between two ontologies, the historic-politic reality and the formal-holistic reality.

It is concluded, that there are certain possibilities to act, within a period of high intensity and within a "social climate" positive to change and renewal. To focus these possibilities can reveal new demands on urban public space, as well as public space as an area for new expressions of urban life. It may be the physical planning activities put "on stage", through intensified relations to social urban activities, could achieve a better ability to adjust to on-going city life and actual visions. Terms describing the planning process, such as alertness, flexibility, openness, inclusive routines, etc. will be concretized in relation to the significance of urban open space.
MANAGEMENT OF COMPLEX KNOWLEDGE IN PLANNING FOR SUSTAINABLE URBAN DEVELOPMENT

The vision sustainable development entails new and complex planning situations since it initiates new interrelations between the global and the local, thus confronting local policy makers with changing political conditions, different content in decision-making and planning, and new working methods. Moreover, although arguments for collaboration and participation in planning processes are not at all a novelty, the call for sustainable development has been a major driving force, alongside the global transformation en route for more liberalised markets, towards an increasingly multi-stakeholder planning system.

These changed prerequisites for planning require competence to work in and to manage groups of actors, including not only experts and project owners but also other categories of stakeholders. Among other qualities, this capability involves a working strategy to the integration of various elements of knowledge in ambition to construct a relevant and valid knowledge base prior to decision-making. Here, it is important to note that this synthesis takes place at the intersection between several forms of knowledge and that, within a single planning situation, knowledge of sometimes incommensurable kinds has to be taken into account. Consequently, there lies great potential in methods that facilitate the evaluation of strategies for urban development across multiple knowledge areas.

In this paper, results from six case studies are discussed, cases where the common denominators are infrastructural planning and multi-stakeholder participation. The analysis focuses on the 'comparing phase' of the planning process, where alternative solutions are assessed against relevant criteria. Since these criteria are multifaceted, and sometimes incommensurable, the process of comparing is demanding in terms of management of complexity and uncertainty. Consequently, numerous tools for Multi-Criteria Decision Aids (MCDA) exist. Here, four such approaches are discussed: NAIADE, REGIME, SCA and STRAD.

The emphasis of this analysis is on how these four approaches function as usable and supportive tools in their procedural context. Accordingly, we do not analyse MCDA software programming aspects, nor their possible function as 'decision-machines', i.e. as context independent multi-criteria calculators. To put it differently, we are mainly interested in multi-criteria decision aids as actor systems, not as expert systems. The analysis is conducted as a comparative assessment across four main themes: a) symmetrical management of different forms of knowledge; b) management of heterogeneity, pluralism and conflict; c) functionality and ease of use; and d) transparency and trust.

The analysis shows that STRAD is, by far, the most useful MCDA within interactive procedural settings. The other three approaches are fairly equivalent, but with their strengths within different aspects of the multi-criteria analysis process. Moreover, a number of MCDA issues in need of further attention was found, i.e. regarding transparency and understandability, qualitative/quantitative knowledge input; switching between different modes of weighting; software flexibility; and graphic and user interfaces.

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THE CITY, OUR CITY: PARTNERSHIPS AND SERVICE PROVISION IN PERI-URBAN KUMASI, GHANA

According to the Global report on Human Settlements 1996, the background document to the UN Habitat II conference in Istanbul: "......from the early 1960s, when most African countries obtained formal independence (Ghana in 1957), to the mid 1990s, African Cities have changed in at least four major ways: their size, their spatial organisation or morphology, the quality and distribution of public services and infrastructure, and their employment base*

This paper addresses two of the issues mentioned in the report; namely the size of the city and the provision of public services and infrastructure in Kumasi, seat of the Ashanti kingdom and Ghana’s second largest city, within the context of the crises many urban settlements are experiencing.

The paper argues that most of the problems related to issues of urban development in Kumasi can be attributed to the failure of government at all levels and in different systems, including the traditional forms of government. This is contrary to the belief held by many civil servants, governments, and some writers that the urban problems are the result of in-migration to the urban areas and the resultant population increases, and adverse economic circumstances.

In addition, the paper tests the assertion that in the age of neoliberalism the role of government at the local level in the provision of essential public services has been trimmed down while other actors, notably communities themselves, or in partnership with others, have become key players.

The key issues the paper raises relate to how the range of actors in the peri-urban area form various partnerships to respond to the failures of government, both traditional and formal, their rules of engagement, and the instruments employed in the process, and the outcomes of such partnership interventions. Partnership, in this case is crucial not only in the context of filling the gaps left by government inaction, but also due to the fact that the resource base of the peri-urban areas usually do not allow the communities in these areas to do much unless they engage with external agents.

The paper examines the scope for partnership within the context of the existing governance structure and finally, examines the potential roles of partnerships as vehicles for the development of the city.

Key words: partnerships, Peri-urban, service provision, governance

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The conditions of managing as well as the role and use of urban public open spaces have changed dramatically in the last decades in Sweden. Municipal park departments like many other municipality departments have been forced to cut their budgets drastically. For the majority of organizations and professionals who deal with planning and maintenance of public open spaces this has and still causes a lot of frustration. There is no sign that we in the near future will turn back to those days when it was common sense that public open spaces should be financed by taxes, ruled and managed by local authorities. The truth is that there simply are no more taxes available to spend on maintenance of urban outdoor public open spaces. Do to these conditions it is interesting to ask if there still is a future for municipal park departments. And if so, what do park departments do to survive, what strategies do they have? In this paper I will discuss and put light on these questions.

The data, facts and figures, for the discussion in this paper is gathered from a long experience from more than fifteen years of practice. It also involves results and experience from different research projects and from conducting several seminars and workshops that primarily deal with different aspects of management of urban open spaces.

As pointed out, the precarious situation for park departments causes a lot of frustration. Despite of the situation there are departments who have managed to develop new ideas which have gained support not only from the public sector but also from the private and the voluntary sector.

In this paper I will describe some examples of best practise. I will analyse the principal causes of success and what we can learn from them. I will end up by giving some comments on new trends and lifestyles and how this might influence the role and management of open spaces in the future.

The research projects I refer to above is related to FORMAS cross-disciplinary programme and the project "Future organization and management of urban open spaces".

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POLISH CITIES AT THE TIME OF TRANSITION - NEW ACTORS AND THEIR ROLES IN THE PROCESS OF SPACE CREATION

Recent history of Poland has brought about changes of political and economic orientations, reflected not only in politics, economy and social conditions of our country, but also in the process of developing urban space. Since the end of World War Two there have been two distinguishing periods:

I. 1945-1989 - Socialist Regime

Destroyed by the War, in 1945 Poland underwent the imposition of the communist regime with its command and control centrally planned economy. Accordingly, a new form of a socialist city emerged, where the process of urban space creation was based on the mixture of socialist ideology and the Athens Charter recommendations. In such political and economic system, the real actors in the game of space were members of the decision-making political elite; whereas architects and city planners were only the performers of centrally issued directives. The main instrument of operation was the plan and faith in its successful completion.

Nevertheless, those years may be subdivided into three specific phases, differentiated by the pace and character of city development:
- Socialist Realism (the 1950s), which produced very characteristic urban development structures that were "national in form and socialist in essence";
- Economic Growth Propaganda (the 1960s and 1970s), when the predominating architectural forms were slab housing estates made of prefabricated elements to house several hundred of inhabitants as well as gigantic industrial establishments;
- Economic Crisis (the 1980s) and collapse of the Polish economy, when most big-scale state-sponsored investments were abandoned, and, consequently, fell into ruin.

II. Political and Economic Transition – since 1989 onwards

Since 1989 the economic and political transformation of the country has been initiated, leading to free-market economy. New investments include: industrial establishments, commercial and entertainment projects, predominantly financed by foreign companies and located in selected, most attractive parts of Polish cities. Slab tower-block housing estates have undergone the process of deterioration. At the same time, deluxe detached house complexes have been constructed. The contrast between "good" and "bad" districts has increased. New actors, such as big corporations or private investors, have joined and dominated the urban space scene; whereas state and local authorities, architects, city planners and, last but not least, social organizations and city inhabitants have assumed minor roles.

The city has become a battlefield in the war for space. Other, somehow "external" factors that have spurred the process of the decay of traditional urban structures are: increasing globalization, advancement of state-of-the-art technologies, and, to a certain extent, Poland's accession to EU. Therefore, the observations of contemporary Polish urban space evoke the feeling of justified anxiety, not as far as the essence of the changes is concerned, but as far as their chaotic and uncontrollable character, resulting in the successive destruction of urban space and loss of city identity.

The scope of the paper is an attempt at describing the process of urban development of Polish cities and the main actors responsible for the creation of urban space in the above-mentioned periods. The main
theses were illustrated by some selected Polish cities. Besides, the author of the paper poses a question concerning the future of the city as a place of human habitation. Finally, the author gives examples of definite actions undertaken to raise the social awareness and the feeling of responsibility for architectural heritage and its future development. One of such initiatives is the session of Polish Congress of Urban Planners and its final declaration entitled: "The city – our common good and collective responsibility".

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ON COMMUNICATION OF PROFESSIONAL PERSPECTIVES
INTERACTIONAL PATTERNS IN PLANNING FOR SUSTAINABILITY

Implementation of sustainable development is an overall societal goal around the world. One demand is to integrate economic, ecological and social perspectives in policy, planning and decision-making. Several supportive institutions are at hand, including international and national agreements, private and public organisations, educational institutions and professions. Actors addressed in this task for sustainability are politicians and citizens, and different professionals, both public and private. These actors are expected to work together to achieve sustainable development.

The study described in this paper treats local and regional planning for sustainability as a communicative interaction between actors, with different perspectives and interests. The aim is to illuminate perspectives and proximity between groups of professionals in order to discuss possibilities and obstacles for interaction and merging of their perspectives. By using a social-cultural approach it is possible to discuss how knowledge and norms in planning practice is defined through discourses used by the actors. It is also possible to identify their varying power strategies exercised through the discourses.

The author argues that highlighting discourses, metaphors used by actors in the planning practice provide opportunities to reflect on unreflected roles and interactional patterns. Reflecting on metaphors could make the actors more conscious of the discourses that in an invisible way guide day-to-day thinking and acting. This could pave the way for actors questioning their ways of handling conflicting views, deliberately choosing more productive concepts and developing multi-perspective cooperation on sustainability.
FRAGMENTED GOVERNANCE FOR SMART GROWTH? LOCATING ECONOMIC GROWTH FOR SUSTAINABLE BENEFITS IN DYNAMIC CITY-REGIONS.

The de-concentration of employment has been a feature of North American metropolitan areas since the 1960s. The mechanism of the bid price for economic land uses that are in competition was suggested by land economists such as Alonso (1964) as the driving force for the de-concentration of employment.

Over the past forty years, the picture of employment de-concentration has been witnessed in European metropolitan areas and has become more complex as an increasingly broad range of economic land uses have de-concentrated in localities that some analysts have referred to as ‘edge cities’ (Garreau 1991). The aim of this paper is firstly to explore some of the consequences to this movement of employment as well as outlining the complex spatial dynamic that is encompassed under the heading of employment de-concentration.

Secondly the paper will outline the capacity of city-region governance systems in England to engage in this spatial re-distribution of economic function within metropolitan areas. This is set against a backdrop of planning reform, strong economic growth and an increasingly vocal citizenry opposed to developments that are perceived to impact on the ‘quality of life’ although this also revisits work carried out in the 1960s that was principally concerned about the same issues (see Hall 1976). This work emerges from the English case studies carried out in the context of the SELMA project funded under the 5th Framework of the European Union.

This project has explored the impact of governance systems and on policy content on the relationship between de-centralised economic development and the quality of life of citizens living in the city-regions.

The English case studies both considered city-regions in southern England where there was a high level of economic growth combined with well organised campaigns against peripheral development but where there was also a pressing need for urban regeneration within inner cities touched by economic re-structuring and strong employment growth within central city centres. The paper will argue that employment de-concentration does appear to make city-regions more economically competitive but rather than automatically resulting in social and environmental harm, the social and environmental consequences of this changing geography are more nuanced.

Secondly the paper will argue that the spatial economy of English cities has developed in spite of its systems of governance rather than because of them. It is this that leads to unsustainable outcomes and not the processes of decentralisation per se.

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THE QUEST FOR NEW PROFESSIONAL ROLES IN PLANNING FOR SUSTAINABILITY

In Sweden political directives and commitments prescribe environmental and sustainability matters to be integrated and further institutionalised at the local government level. The Swedish municipalities are for example expected to contribute to the realisation of the 15 environmental goals set up by the national government. For these expectations to be fulfilled there is a need to enhance the professional competence and the co-operation among officials from different sectors.

The institutional setting to handle sustainable development seems to be at hand. There is no lack of strategies and policies aiming at solving existing environmental problems and preventing new ones. But the implementation and institutionalisation of these goals in different contexts outside the environmental sector and in the every day professional practice seems still in many instances to be difficult.

In this paper the focus is on the daily professional practice at local government level. Experiences and knowledge from professionals in the area of planning and environmental work are presented. The empirical material is collected through interviews and focus group sessions with environmental officials and planners. The aim of the study is to provide a deeper understanding of how environmental work is perceived and performed in the daily professional context. The paper also discusses the role and performance of occupational groups and professionals in a situation of transition towards sustainable development.

Professional development is influenced by the interaction of both personal and institutional preconditions. Roles shaped by professional cultures and long traditions may prove to be significant obstacles to the implementation of needed changes in contents and organisation of the work. Fundamental assumptions are often taken for granted and will strongly influence the way each profession is going to act under pressure of change. The interviews showed that the level of personal commitment to a task turns out to be crucial for these people in their professional lives.

Questions remain however how such expectations mentioned above have manifested themselves in the daily professional practice. Is it possible to change professional roles and existing planning arenas to manage environmental issues and sustainable development issues or do we need to create new ones?

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CONCEPTUALISING THE CHALLENGE OF LANDSCAPE PLANNING IN THE URBAN REALM

The green and open space outside a city is no longer regarded as undeveloped space, but as an important asset for sustainable urban living conditions. Current standards of wealth, dynamics, leisure time and mobility that characterize Western metropolises generate the need and the possibilities to enjoy the presence of green open space.

In fact, the landscape in metropolitan areas, although not urbanized in a physical sense, has become part of the urban domain in a functional sense; urban claims influence processes of change in the landscape at an increasingly long range.

Ironically, the same processes that give rise to the growing importance of the landscape for metropolitan residents endanger that same landscape, for the qualities that we appreciate in the landscape do not have a market value. Because economically more vigorous forms of land use tend to overrule openness, it is a governmental task to safeguard open and green space.

The classical Western European mechanisms of spatial planning, however, are not always effective to cope with current challenges. In the Netherlands, for example, planning traditionally is conducted monofunctionally, with institutions for urban and for rural matters. The metropolitan landscape poses planners a complex interrelated sets of actors, with their specific powers and desires, blending rural and urban as well as public and private. In order to achieve effective metropolitan landscape planning, we may have to deconstruct the old institutions and assumptions because they no longer represent the actual forces that are present in the landscape. The formerly coinciding rural interests on the one hand and space under rural land ownership on the other hand, for example, has been replaced by interests that no longer parallel ownership. In addition, the preservation of open space used to be a matter of governmental restrictions, but now improving the financial basis of rural land use is more in line with modern governance.

This paper presents an analysis of the essence of the metropolitan landscape planning challenge and in what sense it differs from common spatial planning. This analysis results in an extended conceptual framework, linked to mainstream planning theory, which is intended to be an aid at designing more effective urban landscape planning.

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Cities response to global climate change and sustainable development
SUSTAINABLE DEVELOPMENT FROM BELOW? A COMPARATIVE ANALYSIS OF LOCAL INSTITUTIONALISATION

One of the most important questions of our time is to what extent the apparent greening tendency of our modern societies really makes a difference. Are green goals added to existing political agendas without challenging traditionally prioritised goals or is fundamental change taking place? This article makes a comparative analysis on how the global idea complex of sustainable development is interpreted and eventually institutionalised in four different municipalities/cities in Sweden (Hällefors, Karlskoga, Lekeberg and Örebro). The theoretical framework is new institutionalisms’ theme of policy diffusion with particular focus on how popular ideas “on the move” are interpreted in different local contexts. Thus, it is the thinking and acting of local actors that are of particular interest. Considering research on policy diffusion in other areas as well as the complexity and the abstract character of sustainable development ideas a considerable local variation is expected (imitation, locally determined adaptation, resistance). The analysis is based on several years of empirical research.

The results show that sustainable development has been interpreted and institutionalised in quite different ways, which can be understood theoretically as a gradual spreading of ideas where the local context is really important for how ideas are adapted. There are high as well low profile policies among the cases (Factor 10-adaptation as well as local resistance). There is a strong tendency to path-dependence. Green thinking has developed in a steady way. Thus, local variation remains during the years, which can be understood in relation to the relative stability of local contexts (socio-economic conditions, industrial structure, political and policy traditions). However, an important similarity among the cases is that the ethical principles of sustainable development are seldom made precise and explicit in documents and projects. Connections to sustainable development are made in rather vague and general ways. Thus, what ethical positions that are actually taken remain unclear. Still, thinking and acting seem to be interrelated, not in an instrumental way, but rather in terms of institutionalised thinking and acting that are more or less kept apart. There are relatively separated contexts of talking and acting in the name of sustainability. Another important result is that the relevance and meaning of sustainable development varies within each municipality in a systematic way (sub-local contexts). One such context is local economic development policy, where “business as usual” persist.

The paper ends in normative-constructive discussion whether it is good or bad that there are quite different ways of sustainable development from below. The basic argument of the paper is that it is important and fruitful having different ways (learning from experience!), but this should not imply that anything counts as legitimate. In this respect, the global discourse of sustainable development can function as a limiting framework. However, this demands normative evaluations and discussions of local strategies and models.
Oslo, Norway has gained international recognition for its planning and implementation of sustainable
development, supported by European Union and national frameworks for local sustainability, while Spokane,
Washington, has sought to institute sustainable planning and development with very limited support.
Implementation of Oslo’s Bykologisk Programme led to sustainable plans and actions, which range from
individual buildings to regional scale developments and systems, and has transformed citizen values and inte-
rests in support of sustainability. A focus on ecological systems including recycling, water systems, sustainable
building design, innovative transportation systems emphasizing transit and limiting auto use all represent
significant changes in urban form. This transition may allow the City to achieve its goal to “pass on the city to the
next generation in a better environmental condition than we ourselves inherited it.” The Bykologisk Programme
represents a guiding framework for sustainability at the local level, supported by the city’s master plan.

Within the United States there are no national governmental frameworks for sustainability and only limited efforts
within state governments to support local sustainability. Spokane, Washington, a mid-sized American city, has
tried to generate local sustainability through its planning office, but with little support and no funding. The City of
Spokane used a broad “new urbanist” construct, the AHWAHNEE Principles, as a guide for sustainable
development within the City’s Comprehensive Plan adopted in 2003, and as part of the East Central
Neighborhood Plan. The AHWAHNEE Principles promote the integration of land use and urban activities in
pedestrian and transit centered development, and encourage the preservation and protection of the natural
environment and natural systems. The principles support the efficient and environmentally sensitive design of
structures, recycling and energy efficiency, and the integration of open space and connectivity between activities
and centers through bicycle, pedestrian, transit, and lastly, auto systems. Despite this “listing of principles,” it is
difficult to integrate sustainability into long-range plans, systems and actions for Spokane and its neighborhoods.
The City has developed “land use” classifications for mixed-use centers, and priorities for transit and pedestrian/
bicycle pathways within its comprehensive plan as a means to reduce sprawl. Additional accomplishments have
come from concerted efforts by local organizations, notably the REBAR (Resource Efficient Building and
Remodeling) Council, a volunteer-led organization, which has gained limited program and project success
toward sustainable development desired by a growing and diverse group of Spokane residents. Broader
awareness of sustainable development, a key success in Oslo’s transition from planning to implementation of
sustainability programs, has been much more difficult in Spokane, Washington.

Oslo’s implementation of Local Agenda 21 through its Bykologisk Programme has successfully demonstrated
that sustainable design is best carried out at the local level through multi-scale projects and programs.
Spokane, Washington, has had no support for local sustainability efforts, but has initiated its own sustainability
efforts within the city and neighborhood plans and through progressive organizations and on-going citizen
activism.

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Adequate supply of safe water and sanitation are essential ingredients of a healthy and productive life. Poor water quality and unsatisfactory sanitation leads to environmental pollution, health hazards and poor quality of life. Good sanitation is an important health index of any developing country and has a bearing on the productivity and correlation with economic progress of a country. India, which on the other hand has achieved remarkable development in many areas, on the other, there is still the practice of open defecation and manual cleaning and carrying of human excreta from bucket privies by scavengers. About 0.5 million scavengers are still engaged in manual cleaning of bucket privies. National sanitation coverage is only 36%. Such unhygienic conditions lead to infections and superimposed infections, resulting in high mortality and morbidity in the community.

Low sanitation coverage is primarily due to lack of affordable sanitation technology and awareness or motivation. Although the sewerage system was introduced in India a long ago, high operational and maintenance costs have restricted it from being implemented in most towns and cities. Similarly, the cost of a septic tank is beyond the reach of most people, and besides, disposal of undigested sludge from septic tanks remains a problem. In contrast, the pour-flush two-pit toilet (popularly known as Sulabh Toilet) is a low cost, socially acceptable and technically appropriate technology that does not require scavengers to clean the pits. In the system both the pits are alternately used for a period depending on the capacity of the pits and number of users of toilets. Resting period of a pit, after it is filled is kept normally for 2 years during which human excreta is converted into a solid, odourless and pathogen free manure suitable to be dug out easily and used as manure for agricultural purposes. It requires only 2 litres of water to flush out excreta. Sulabh has converted and constructed over 1.2 million such toilets throughout India, making 240 towns scavenger-free and liberating about 60,000 of them from manual cleaning and carrying human excreta. Liberated scavengers are thereby available to take up vocational training in various market-oriented trades enabling self-employment. Operation and maintenance of public toilet complexes on ‘pay and use’ basis by Sulabh is a significant step in improving community health. Sulabh implements and maintains public toilets on pay & use basis without any financial burden on local authority. So far it is operating 6,000 public toilets in different states of the country. The technology for complete recycling of human excreta through biogas generation, as developed by Sulabh, is an important step in diminishing health hazards. It has helped improve socio-economic, health and environmental conditions of community. Besides, effluent of biogas plant after passing through a simple technology developed by Sulabh, is quite safe to be discharged in any water body without causing pollution, as it is free from colour, odour and pathogens. The method of wastewater treatment through duckweed and its economic return in terms of pisciculture as demonstrated by this organization has made the task easy and lucrative. Thus, Sulabh experience and its role have contributed to a process and arenas of change in the field of environmental sanitation.

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URBAN PLANNING ADAPTING TO CLIMATE CHANGE

The main aim of this talk is to present current efforts to establish adaptation strategies in urban planning due to expected climate change. It includes the conclusions of the SEAREG project (www.gsf.fi/projects/seareg), findings of ESPACE (www.espace-project.org) and other climate adaptation networks (e.g. www.climadapt.com) as well as the present attempts of Stockholm to go further with adaptation measures in its urban planning. Three major questions related to adaptation measures will be discussed: (How) can cities adapt to the future challenges? Are decision-makers aware of the challenges and the risks as well as benefits that arise from climate change? Which arenas in urban planning should deal with adaptation strategies?

Climate change is happening (www.ipcc.org). The impacts on human settlements, resources and health as well as eco systems are extensive. On European level, adaptation is now recognised as an important complement to the mitigation of greenhouse gas emissions. Even in Northern Europe, future climate will bring considerable changes as e.g. the SVECLIM (www.smhi.se) and SEAREG projects show. For the cities, climate change includes the impacts of rising sea level, flooding risks, elevated storm surges, damages on the transportation and infrastructure systems, increased heat-related illness and health problems associated with temperature extremes, increased ground-level ozone pollution associated with warming, and negative impacts of precipitation and evaporation changes on water supply and drainage systems. These impacts feature a major challenge to urban research and development actions. There is a big need to bridge the knowledge gap between natural sciences and urban planning stakeholders. It is of vital importance that climate change effects are incorporated in urban planning mechanisms.

Related to future climate changes is the need to apply partly new approaches and instruments in order to reach and convince critical decision-makers in the urban development sphere. It is essential to raise awareness amongst decision-makers, to test adaptation measures and to build up new decision-making processes coping both with short time action and long-term decision-making. Besides negative impacts of climate change there are also certain potential benefits that are important to mention if critical stakeholders are to be engaged in adaptation measures.

There are already constructive experiences of adaptation strategies gathered in many important cities, which have created cross-sectoral arenas in order to cope with the impacts of climate change. Outstanding examples, which can be used as inspiration for other cities in the Northern hemisphere, are London and Halifax. Even Stockholm is on its way to discuss adaptation studies and to increase the awareness for climate change issues. Some successful approaches in the fields of technical infrastructures, transportation, building stock and urban ecology will be presented.

The summarising conclusions will highlight current efforts of cities and spatial planning networks that cope with climate change adaptation, the necessary steps towards efficient urban planning strategies in order to manage the expected climate change effects and how to build up supporting frameworks and arenas among urban decision-makers.

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MULTILEVEL GOVERNANCE AND CLIMATE CHANGE IN SWEDISH MUNICIPALITIES

The focus of this paper is on how emerging forms of multilevel governance are enabling and constraining local capacity for sustainable development in one critical area: the mitigation of climate change. Towns and cities can create innovative responses to climate change and as key sites in the production and management of greenhouse gas emissions, they are crucial for the implementation of international agreements and national policies. Climate change is a key priority for the 6th Environmental Action Plan of the European Community. The EU has been at the forefront of the international negotiations for both the United Nations Framework Convention on Climate Change and the Kyoto Protocol, arguing that the more economically developed countries should take a leading role in reducing their domestic emissions of greenhouse gases. However, recent projections suggest that on the basis of current measures, the EU will fall short of meeting its internal targets and international obligations. In this context of an emerging ‘implementation gap’ between EU targets and national achievements, the capacity of local governments, stakeholders and communities to address climate change is a critical issue for research.

Relatively few commentators have examined the role of local government and other local actors in the multilevel governance of climate change. However, representing sites of high consumption of energy and production of waste, towns and cities are crucial when it comes to mitigating climate change. The influence of local authorities over these processes varies with national circumstances but may include energy supply and management, transport supply and demand, land use planning, building requirements, waste management and advice to the local community. In the context of the changing nature of local governance, local authorities can not undertake these activities in isolation. Rather, the capacity to address greenhouse gas emissions within cities is shaped through public and private actors, and through different levels of governance. Thus, across Europe some towns and cities have developed initiatives to reduce emissions of greenhouse gases, either on their own or as a member of national and transnational local authority networks.

The overall aim of the paper is to examine how, and with what consequences, multilevel governance is enhancing or restricting local capacity to address climate change. More specifically the paper addresses two issues: (i) how to understand the rationale behind differences in ambition, capacity and creativity between municipalities in the Swedish context, with regard to climate policy issues, and (ii) in to what extent and in what ways policy diffusion and policy learning about climate protection can be observed within selected municipalities. How is learning taking place, and how can it be improved?

The paper is organized in four sections. After introduction follows a theoretical section outlining the framework of multi-level governance and climate change with a special focus on urban governance. In the third section examples of local climate policy in three Swedish towns are given. Finally, in conclusion the question of policy diffusion and learning is discussed with reference two experiences from the three towns.

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ECOLOGICAL FOOTPRINT: AN APPROACH IN UNDERSTANDING THE ECOLOGICAL EXTERNALITIES OF CITIZEN ACTIVITIES AND CONSUMPTION PATTERN TO RISE PUBLIC AWARENESS: EXPERIENCE FROM DEVELOPING COUNTRY

Dissemination

Ecological Footprint is an approach to understand the ecological aspect as externalities of consumption pattern and activities which influence the spatial use. Ecological Footprint is measured in a certain ecological area width.

Ecological Footprint could be used as the tools to understand the correlation between consumption pattern and individual activities which has externalities on the environment, especially environmental capacity. It could be declared in an aggregative and spatial data/information. This approach will be useful to enhance the understanding the externalities of the consumption pattern and activities pattern in certain area to the environmental capacity.

Bandung City is the fourth largest city in Indonesia. With the 2.3 million of population, Bandung has a long history of local culture where a society involved in creative-based activities, textile industries and an abundance of educational institutions have become its greatest asset. As the home of nearly 50 universities, Bandung is known also as the city where the creative industries and other creative based activities grow and develop. It offers tourists with branded textiles products at affordable price through the scattered development of "Factory Outlet store". It is also supported by the fast development of Information and Communication Technology (ICT) related industries and activities which support Bandung as the city of ICT in Indonesia.

The living and environment condition then become the big problem for Bandung City. Especially in transportation and water sector. This paper examines the use of Ecological Footprint approach to assess the living condition and environmental level of service of city and provide the result spatially through the web and other media to inform policy makers, citizens and other stake holders to cope with this issues. This paper examines also the result of disseminating spatial ecological information to the citizen with the support of ICT and the citizen's awareness which affect the level of participation in city development process.

Findings of these research is expected to become the reference for policy makers and other stake-holders in urban system to promote the more sustainable settlements/cities ecologically and economically, which could bring more reality on the jargon of "sustainable development" with more logical and real justification. It is also expected that the findings could give a better understanding of the potency of ICT in disseminating information and promoting public awareness and public participation. Findings from this study aim to encourage more researches and good practices on promoting ecologically and economically sustainable settlements/cities with more participation from citizens.

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Keywords: Ecological Footprint, Information and Communication Technology, Bandung, Consumption, Activities, Externalities, Public Awareness, Information
HOW PLANNING CAN REGAIN MEANING – PRO-ACTIVE PLANNERS FOR THE POST-WELFARE SOCIETY

Planning in Sweden is intimately connected with the welfare state. The goals of planning have previously been defined as serving the public interest and more specifically, securing good and equal housing and living standards for all. Today, however, the Swedish welfare state is in crisis – the ethos, goals and methods are being questioned. This is due to societal changes as globalisation, altered roles of the private and public sectors, and increasingly immaterial societal problems. However, the crisis of the welfare state is also due to critiques of the embedded modernistic approaches. The post-modern turn is marked by a shift from rationalistic, linear and progress-oriented approaches to increasing appreciation of societal structures, socio-cultural roles, local contexts, power and multiple rationalities. Definition of a single public interest and the former methods to secure it appears obsolete. Thus, this means that the goals and roles of the planners need to be redefined.

The aim of this paper is to examine how the planning profession can be accommodated to the radical societal and theoretical changes of the last decades. In the paper, it is argued that the planners in Sweden have not fully adjusted to the new conditions. The postmodern turn and its implications for planning seem to largely have bypassed Swedish planning. The planning practice and urban policy of today is still mainly characterised by a modernistic and instrumental approach, where clearly defined ideals, comprehensive solutions, tools, indicators and evidence are wanted material.

It is argued that the current planning roles need to be complemented with new roles, for instance with closer ties to grass-roots movements – movements concerned not only with the physical environment. These planners would thus be a new form of advocacy planners – committed to support marginalised and peripheral groups and perspectives. It is argued that if planners want to influence the important battles concerning the current societal development, they perhaps need to build new alliances and look for new employers. Subsequently, the paper addresses questions as: how are such planners to work? Who are they working for? What qualifications do they need?

The paper ties together two ongoing research projects. The first project concerns the altered conditions for planning and how these changes are reflected in the current roles and competences of planners. The second project explores the field of environmental justice and relates empirical and theoretical findings to the role of the planner. A key argument is that the current goals and foci of planners – generally oriented towards economic growth and/or sustainable development – need to be complemented with new perspectives such as that of environmental justice.

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A DESIGN FOR ECO-SUSTAINABILITY: LESSONS FROM A STRESSED ENVIRONMENT IN MUMBAI

The importance of environmental sustainability is now well recognized even by the developing countries. However, the economic compulsions that have become even stronger in the face of the globalisation, the cities are facing intense competitions to attract international capital and corporate offices leading to policies where environmental well being gets a lower priority. The current focus of planning in the city of Mumbai on the proposals like creation of new Central Business Districts, Information Technology parks, luxury housing townships, flyovers and freeways, shopping malls, golf clubs, multiplexes and other high-end entertainment centres, all designed to project an upmarket and global image illustrates the point. In the process, the city environment is under strain as never before, but unfortunately that does not figure in any calculation. Assessment of the impact of development projects on the ecosystems is now absolutely critical besides the technical, economic and political factors.

In this regard a study for the conservation of a natural landscape and valuable water resources in a part of Mumbai in the face of the onslaught of the building activities was recently completed by the authors. The paper presents its salient features and the recommendations for promoting eco-sustainability.

The almost contiguous lakes of Tulsi, Vihar and Powai and their immediate surroundings constitute the study area. This region, which is about 50 sq. km. in area, serves as the vital lungs of suburban Mumbai. It comprises a rich natural landscape bestowed with sweeping valleys, dense vegetation and an interweaving of streams and rivers evolving into an ecosystem of significant value to the city. The study area is in fact the last link to a larger ecosystem of fresh water lakes of the city. The lakes and their peripheries are under severe threat due to the rapid and haphazard development aided by the relaxation of developmental restrictions in no-development zones, increasing population density and environmentally detrimental land uses. The situation is exacerbated by the fact that social attitudes towards nature are marked by ignorance, negligence and often-downright callousness.

Physiographic determinism was employed as a tool to evaluate the extent of the negative impact on the environment, by superimposing the various physiographic features on the land use plans and simultaneously extracting and de-layering to establish the intrinsic suitability of land for various land uses. The study deals with various issues of ecology on one hand and developmental issues on the other. Extensive use of a Geographical Information System (GIS) is made for the analysis and information envisioning like producing an ecological base map of the area. A critical review of the existing legal provisions for the environmental protection and conservation and the development control regulations is undertaken too.

The study has established the baseline conditions for conserving the environmental aspects and has further identified mitigation measures, which can be incorporated into the scheme to reduce the adverse impact on the lake ecology. The study recommends establishment of a separate Lake Management Authority to implement the suggested measures and monitoring the impact.

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THE PROJECT GÖTEBORG 2050: WORKING WITH VISIONS OF A SUSTAINABLE SOCIETY

In the project GÖTEBORG 2050 we have developed scenarios and visionary images of the future for a sustainable city and region of Göteborg, Sweden. The images of the future are locally oriented but are compatible with a global and equitable sustainable development.

Using a methodology called backcasting, the visionary images of the future are used as input for local strategic planning in order to accelerate sustainable development. The project is active in a number of planning processes for sustainable urban design in the City of Göteborg and the Göteborg Region, including energy planning, regional planning for sustainable transportation futures, urban planning and planning for waste management. In the reports "Solar City Göteborg 2050", "Transportation Göteborg 2050", "Urban Structure Göteborg 2050", "Eco-cycling Göteborg 2050" and "Food Göteborg 2050" different sectors of sustainable urban design are covered.

More information can be found at www.goteborg2050.nu .

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ECOPROFIT – A SUSTAINABLE DEVELOPMENT IN A PUBLIC PRIVATE PARTNERSHIP

ECOPROFIT®, the ‘ECOlogical PROject For Integrated Environmental Technology’, is a programme for sustainable economic development, developed by the Environment Department of the City of Graz, Austria, in 1991. The project was awarded the ‘European Sustainable City Award 1996’ and the ‘Dubai International Award for Best Practices to improve the Living Environment 2002’. It was also a finalist in the ‘Bremen Partnership Award Contest 2001’. An important factor for the success of ECOPROFIT® is the special way local authorities, businesses and consultants work together through common training programmes and networking. This strong co-operation enables an effective flow of information and considerable synergies. The focus of the project is not only on the training but also on the strong support in the implementation of the measures.

ECOPROFIT® is a unique programme that strengthens both local authorities and companies, helping to secure the sustainable economic development of a region. The programme enables companies to save costs through investments into eco-efficiency and environment friendly business processes. In Graz alone more than 100 companies have achieved the following savings with ECOPROFIT® over the last couple of years:
- 108,000 MWh Energy
- 6,500,000 m³ Waste Water
- 7,000,000 m³ Water
- 4,144 t Hazardous Waste
- 10,000 t Residual Waste

Within an ECOPROFIT® Basic Programme companies receive training in workshops and individual consultation from experts and local authority representatives. The successful companies, which have to comply to strict guidelines and show considerable improvements in their environmental performance, receive the valued ECOPROFIT® certificate. In order to give other cities and regions the opportunity to use a proven success recipe, the Cleaner Production Center Austria, which was charged with the international dissemination of the project, has developed the so-called ECOPROFIT® Academy. Consultants and local authority representatives are trained on the ECOPROFIT® method via this ‘train-the-trainer’ programme. Consequently the acquired knowledge is transferred to the employees of participating companies in the ECOPROFIT® Basic Programme. Finally the participation in the ECOPROFIT® Club, which is a special programme for long-term participants, guarantees the sustainable effectiveness of the programme via an ongoing exchange of experience and knowledge. A main objective of the CPC Austria is to establish an international ECOPROFIT® network to promote environment friendly business operations and sustainable development. The participants benefit from the exchange of best practice experiences in the field of eco-efficiency. A best-practices database is in development, which ECOPROFIT® partners can use for reference. The network shall also offer international market opportunities to its members.

Currently the existing network comprises Graz (Austria) and 150 Graz companies, Vorarlberg (Austria) and 115 companies in Vorarlberg, 60 cities and 750 companies in Germany, Maribor (Slovenia) and 20 Slovene companies. The extension of the ECOPROFIT® network is under progression to Poland, The Netherlands, Italy, Rumania, Hungary, Russia, China, Japan, South America, Tunisia and other Arab Countries. Partly, projects have already started and some are being negotiated.

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URBAN MOBILITY PROJECT EVALUATION METHOD APPLICATION TO THE CITY OF DENAIN – FRANCE

The current evolution of urban mobility presents new aspects: a strong growth of mobility, the lengthening of the distances covered, new trends related to sustainable development and environmental issues. Faced to the complexity of the problems, the building owners and the work’s masters need methods and tools for making decisions, allowing to establish a strategy of urban mobility consistent with the forecasts of transport, the urbanization, the environment and the urban development. At project planning time, it is fundamental to evaluate the performances in a global solution encompassing the whole life cycle.

Accordingly, we propose a method for the evaluation of the performances of an urban mobility project (E.P.P.D.U.). Our work follows a systemic approach elements of these new stakes of the urban territory in the proposal for methods, models and tools allowing the control of the project of urban transport towards the global performance and in an approach of consensual co-operation.

Genuine strategy of urban transport is sought, integrating the economic, social, environmental and urbanity aspects. The definition of such a strategy requires an accurate perception of the objectives of the project and the control of city planning methods.

We plan to position this work according to three concepts: system, control, and performance evaluation. using the systemic approach, we show the need for integrating the evaluation in the project to reach the global performance.

A proposition consists in defining a generic process model of the urban project. This process recommends a decomposition in phases to facilitate the construction of the different models relating to evaluation, decision-making support, etc.

This global model then be adapted to the management of co-operation and negotiation. Thus, the use of communication and information technologies (Geographical information system, Data bases, …) to the implementation of this methodology, not only at the informational level, at the operational and decisional levels. An application is being developed for the city of Denain (France), so as to validate the method.

Key words: performance - Urban mobility - decision-making support – urban development
A TRANS-DISCIPLINARY RESEARCH APPROACH PROVIDING A PLATFORM FOR IMPROVED URBAN DESIGN, QUALITY OF LIFE AND BIODIVERSE URBAN ECOSYSTEMS

This paper outlines a platform for trans-disciplinary urban research approach underpinned by a literature review on low impact urban design and development (LIUDD) and preliminary results from working with six key stakeholder groups: consumers, Maori community, developers and regional and city councils. Conventional development practices lead to adverse effects from stormwater runoff in urban areas and contribute to escalating costs of infrastructure. LIUDD comprises design and development practices that utilize natural systems and new low impact technologies to avoid, minimize and mitigate environmental damage, reduce energy requirements and waste. However, there are major constraints: consumer and practitioner behaviour, deficient pricing of resources such as water, conflicts between stakeholder groups, and variable quality of planning instruments. Significant practical work and research is required to overcome obstacles to broadscale uptake of LIUDD. With this in mind we have implemented a 4 pronged research programme that provides information on i) the performance of LIUDD at the development site and catchment scale, ii) the economics of conventional versus LIUDD, and iii) the potential for integration amongst different types of instruments (district plans and codes of practice) that will be a pre-requisite for the development of a rational set of incentives for developers. Fourthly, through a participatory research approach we will facilitate uptake of LIUDD by the range of professionals and consumers. The programme commenced in October 2003 and is planned to run for 6 years. It will allow for the assessment of the different development processes and alternative urban design and form. We aim to demonstrate LIUDD’s technical and ecological benefits; to strengthen and rationalize plans and regulations. We are currently working on case study sites in Auckland and other main centres with rapid development.

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SUSTAINABLE URBAN PLANNING IN NEW ECONOMIC CONDITIONS IN BELARUS

Since obtaining the independence in 1991 Belarus has been facing a transition to the market economy development with strong social responsibility.

In new economic conditions urban planning promotes preferable conditions for rising of cities’ competitiveness and at the same time its crucial role is protection of public interests in the spheres of employment, education, housing, creation of safety and sustainable habitat.

There is rather developed settlement network which was historically defined in Belarus. There are 211 urban settlements. From 1991 to 2004 the urban population has increased from 66.8% to 71.5%. 20% of territories are contaminated after Chernobyl Disaster.

Urbanization process in Belarus is characterized by:

- polarization of population density and territory use;
- growth of the human settlements areas functioning like cities in the big cities influence zones;
- formation of conglomeration-type areas,
- degradation of small town network and fragmentation of rural settlements,
- appearance of city-restructuring prerequisites, according to the labour market changes, new civil and industrial construction areas and the policy of investments.

The urbanized structure is based on the cities of National Settlement System (NSS) and main transport corridors. 66% of the population is concentrated in 15 large and big cities. These areas characterized by high industrial growth rate and high territorial concentration of enterprises, educational and research institutes, developed social, transport and engineering infrastructures.

33% of urban population live in 25 medium and 173 small-sized cities. Small-sized cities with traditional industries based on the processing of local agricultural and mineral materials are economically underdeveloped, social, engineering and transport infrastructures need to be improved too. However they have healthier environment.

To provide sustainable development of the cities the following actions should be done: organization of urban development process’ constant monitoring for more effective urban management; real estate market development; provision of adequate housing; improvement of social infrastructure; formation of sustainable production, transport and engineering infrastructures; preservation and restoration of cultural and historical assets; usage of differentiated strategies for development of NSS cities:

- "development stimulation" strategy includes measures for development stimulation of settlements – "point of growth". It is proposes realization of important state investment, development on the basis of external advantages, industry orientation on external market;
- "development regulation" strategy focuses on urban settlements, that are nearby the contaminated territories; limiting of the industrial development, transformation of existing enterprises, ecologically friendly and sustainable production, etc.
- "Minsk agglomeration " strategy includes measures for Minsk City development regulation: restraint of territorial expansion to suburban areas, inclusion of big and medium cities of Minsk Region to the policy of Minsk City development (industrial re-structuring and modernization, improvement of public serves, etc);

- "urban environment improvement" strategy for cities located outside of the core of development. It means implementation of measures for improvement of urban environment, modernization of existing industry, development of social infrastructure, increase cities attractiveness in the whole; promotions of these cities as serving centres for surrounding urban and rural areas.

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Liveable cities: health, environment and quality of life
In relation to the debate about the sustainable urban form the official urban planning recommendations in Finland have for long promoted densification-oriented policy. In official policy language, densification was later replaced by the badly translatable Finnish concept of "eheyttäminen", combining – as it was officially seen – better the core idea of physical infill development of the urban structure with the idea of simultaneous improvement of the quality of living of the inhabitants in this urban structure. In practical implementation, however, the policy of "eheyttäminen" has often lead to problems and conflicts. Different actors understand the concept and needed practical policies very differently. The intended ecological-economic benefits are not reached. The inhabitants experience the infill development made under the name of "eheyttäminen" still as solely a compaction, in which the quality of the living environment is not improved but, conversely, weakened.

The research project "Policies of Infill Development and Quality of Living Environment" examines these problems of the policy of "eheyttäminen" in five case study areas in Southern Finland. It is a collaboration project with the Helsinki University of Technology, the Finnish Environment Institute, Tampere University and five partner cities. The project period is 08/2003 – 12/2005.

One of the key interests and challenges in the project is the link between densification-oriented structural developments and the perceived quality of the living environment in this structure. There is no official definition of what is meant by "eheyttäminen", but generally at the core of densification-oriented thinking is that in urban regions, actors or functions are physically close to each other and/or they are easily accessible by foot, cycling or using efficient public transport systems.

More known and studied are the traditional urban spatial planning functions, like the locations of homes, workplaces, schools, shops, etc. and their (partly planning-rationally presumed) spatial relations with each other. However, what is not so known is what the inhabitants really consider as important "quality factors" of their environment, how these quality factors are situated, and how the individuals act to reach these qualities. Along the view of the urban area as a functional system, we see it as a multitude of individual "quality networks", where each inhabitant can create her/his own quality network according to her/his preferences, abilities, personal projects, mobility possibilities, and restrictions. We have developed a GIS-based query method to collect locally the meanings inhabitants attach to their environment in all the five case study areas. The pilot study is now ongoing.

These findings together with analyses of local GIS-data on the national Urban structure monitoring system are scrutinised with implemented and planned local activities of "eheyttäminen": e.g. how these have matched together, how the accessibility is taken into account, and how the found-out negative quality factors could be improved as part of the policy of "eheyttäminen".

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PUBLIC SPACES AS AN INDICATOR OF THE CITY HEALTH

Public spaces present an important part of city organism and they are an integral part of city life. They are "empty" places in the city, which satisfy different movement, stay or social activities of inhabitants and visitors of the city. If we want to see city health or sustainability like a complex we have to extend our traditional concept of environmental (nature) protection to protection of residential surrounding in our cities too. We should see a city environment including physical and social factors. And just here the public spaces play the key role.

City public spaces are created by network of streets, squares, greenery and other places where basic functions of the city - movement and stay - take place. From Gehl's city public spaces concept results that the better physical urban environment means the better presumption for its use by the people. With good public spaces the city can perform major task on the social field and its health.

City public spaces do not exist in the city separately. There is network of streets, squares, greenery and other places in the city that form a system. From the point of view of importance public spaces system there are three basic levels - system with the city importance, city district systems and local systems. In public spaces system should be the pedestrian - inhabitants and visitors of the city - movement the most important. It is a pity that our contemporary praxes accent fluently drives and car parking more than people activities in public spaces. The real city life is displaced to the residual places.

Newly formed urban research supported by Czech Science Agency and implemented at Faculty of Architecture, Technical University Brno try to fill the gap in urban planning theory and practice and re-habilitate the importance of public spaces in planning process and what more rehabilitate them in our city life. The paper is focused on existence of city public spaces systems and their connection to city livability and health. There are some practical examples from cities as Brno and Hradec Kralove, where existence of public spaces system and their impact to the city life and city health were studied.
THE WAY BETWEEN HOME AND BUS STOP – A QUALITY TOOL

The result of the study presented is a part of a coming licentiate work published later on this year 2004, before the conference taking place. (Abstract of 343 words plus footnotes words 109= 452 words)

Public transportation in Sweden is often studied through the Whole-Travel-perspective still practise is asking for more parameters to relate to when planning ways to and from bus stops. I will though suggest that methods as guidelines and performance can be complemented with academically linked conceptual models. Therefore a proposal of a conceptual model for a quality tool concerning the ways to and from bus stops will be presented. The proposal is also connected to the discussion about missing concepts in urban planning, by emphasizing language as an important resource and tool for developing common word platforms – conceptual models – to improve dialogs between different professions and others involved in urban planning.

The framework for the quality tool is built on five academically linked perspectives. They are supposed to function as open concepts, pointing out five domains of knowledge in urban planning. These perspectives also reflect the planning regulations. It is also possible to connect other perspectives than the ones in this study.

The framework for the quality tool in my study is constructed through the following steps: by inspiration from sociological debate about a new interdisciplinary urban sociology; and from theory that discusses the question of focusing ontology rather than only focusing questions about epistemology; the next step is therefore trying to make ontology visible by lifting some perspectives forward. The proposal of focusing perspectives is compared with a suggested academically linked framework in the architectural research field for showing examples of supporting ideas. Finally the proposal of the quality tool is also compared with a well known method used in the industrial field for product design, which also derives from a discussion of focusing perspectives of quality, rather than only focusing quality to statistical measuring methods. By these comparisons with conceptual models used in the industrial field the framework for the quality tool is also further developed. The study suggests how quality planning and quality enhancement carried out in product design in the industrial sector by working with conceptual models could be used as inspiration for quality work in urban planning design.

Footnotes

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CITY LANDSCAPING QUALITY

Abstract:
The survey, whose main purpose was to investigate the relationship between city landscaping quality and green urban areas seen as a subsidy to methodological models for a landscape assessment process and environmental quality management of both urban landscape and urban life, is based on four types of methods. Added to the basically technical (indirect method) selection procedures, measurement through sampling and valuation of components of the city's visual environment (indirect method) is the analysis of human experience and perception of the landscape experience through sample surveys that reveal the visual preference of residents and non-residents (direct method) and through the interpretation of these results through a regression analysis (mixed method). The general view of landscape, achieved through the integration of assessment methods, interrelates environment, city, and human experience. Upon application of the methods, results are expressed in urban zones and their respective compartments. The application of the integrated landscape assessment to Curitiba led to the conclusion that the urban zones classified as being above the average, in terms of landscape quality, account for 58% of the city's total area, impacting 32% of its population. So, it has been observed that the visual interference caused by urban expansion tends to reduce landscape quality. Almost all of these zones can be considered to be above the respective municipal averages, in at least one, if not all, types of green areas surveyed (with or without vegetation coverage), confirming the hypothesis that vegetation is an element that increases landscape quality in cities. As for the urban compartments, as a whole, the classes with superior landscape quality account for 38% of the municipal area, affecting 24% of the population. All of these compartments fit in at least one, if not both, upper quartiles in regard to amount of vegetation (with or without tree coverage), reinforcing its importance for quality urban landscaping. The classes with average landscape quality account for 49% of the municipality's territory, affecting 51% of the population. Only 13% of all compartments do not fit into the upper quartiles in terms of amount of green areas. The classes with inferior landscape quality account for 13% of the municipality, affecting 25% of the population. All of these compartments fit into at least one of the lower quartiles in amount of vegetation, and the vast majority is related to the two types of vegetation coverage surveyed. Based on the results obtained, the methodological model proposed is firmly established on basic steps of the landscape quality management process, which prioritizes, without excluding other possibilities, the use of simplified techniques and integrated methodologies, adding intrinsic environmental values to human experience conditions. The model (integrated assessment method) constitutes a reference set of tools for assessing quality of life, just as the analysis of the visual setting (indirect method) corresponds to the investigation of the urban environment and the interpretation of human experience (direct and mixed methods) encompasses the appraisal of man's degree of satisfaction in relation to this setting.

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VISU-ANA-LYSE INDICATORS OF URBAN QUALITY. THE CRUCIAL ROLE OF PREFIGURATIVE SCENARIOS IN SUSTAINABLE DECISION MAKING PROCESESS.

This paper is based on the expertise carried out between July 2003 and May 2004 by the Laboratory of High Quality/Territorial Integrated Project (LAQ-TIP) of Politecnico di Turin. The Municipality of Turin was interested in understanding the projects implications of all the choices in the urban area called Spina 2. LAQ-TIP was uncharged to start an overall investigation. Local experts of the Architectural Design Department were responsible for the research together with national and international experts who were involved about specific issues. The LAQ-TIP activity explored and tested the concept of urban quality through the Spina 2 case studied; within this contest and by looking at the international literature on this topic, this research chose a set of indicators to use for valuing two alternative urban scenarios which are willingly diverging as to stress what would happen if. The studied area, sited in a central part of the city, is a sum of functions distributed and organised in enclosures. The external space is reducing its function to a mobility support (mainly cars). The urban fabric is structured with huge mono-functional blocks (200m wide) which are still an evident heritage from the historical city. The studio has combined a deep and detailed knowledge of the project development on the area with the investigating possibilities offered by computer modelling analytic software. The visualisation of datascape through interactive real-time computer models (Scenarios) was providing the platform to move beyond the current way to visualise and analyse urban places. Data on the quantity and distribution of density, functions, parking places were collected, elaborate and integrated with the detailed information withdraw from TARSU database. The latter is the public trash taxes database which is an updated cluster of punctual useful information about the city in terms of activities, number of residents, workers, clerk...

The research was keen to detect some indicators to achieve urban quality, by mainly reflecting on form, public spaces organisation and sequences, continuity of functional and visual axes, internal and external connections and permeability of public spaces, dimension and type of the activities and level of their integration, spatial intensity and distribution of meeting point, intensity and mix of feasible relationships, fabric of functional mix and car parking needs. The sum of these elements defined a matrix of indicators, based on quantitative and qualitative data which helped to visuanalyse the studied area. The research tried to highlight the elements mentioned above by building: the scenario (one) of functional enclosures which follows the tendency of this area to develop big specialised function areas, and the scenario (two) of urban integration which suggests a cohesion between the different areas, developing the mixité, connectivity and public use of ground floor. Both Scenarios are built over some certainties and observations on the area but they show two diverging urban outgrowths, one positive and one negative. The scenario two highlights the critical nodes of intervention in order to improve a public domain over the streetscape and public places and to create a pedestrian friendly part of the city. LAQ-tip also chose to distinguish the scenarios in a schematic virtual model with diagrammatic graphic indication and a realistic one which visuanalyse the sum of all the punctual choices in existence. This choice tend to make free the decision making process of stakeholders from architectural judgements which could weight on future implementing decisions. The comparison between the scenarios lead to a set of synthetic guide lines which reflect mainly the revealed exigency of breaking trough all the physical and functional obstacles to create a fluid and dynamic urban space, which is comfortable and secure.

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IS URBANIZATION AFFECTING OUR AIR QUALITY AND HEALTH? A STUDY OF INFORMAL VENDORS IN PHILIPPINE URBAN LANDSCAPES

Abstract: Patterns of global cities are often textured with universal signs, mixed use structures, mass transit, busy crowds, heavy traffic, and street vendors. Blended into urban landscapes, vendors contribute to the culture of urban spaces. The goods they sell, languages spoken, and behavioral cues add flavor to the bustle of street life. However, how often are their day to day conditions examined in the context of environmental quality and health? Progressive design professionals often "glamorize" these vendors by acknowledging their operations as integral to sustaining street life or appreciating how they define the urban landscape. Though well intended, design professionals neglect to observe the risks faced by these vendors and their families. The purpose of this paper is to examine the interplay between environmental design and air quality and its impact on the health of informal vendors. This project was initiated in 1999 as part of an ongoing research to understand the role of environmental design in the complex lives of street vendors in a Philippine city. The phases of the project included data collection in 1999 for social and economic information, 2003 for health conditions, and 2004 for air quality measurements. The proposed paper will present results of these research phases.

The study sample consists of 187 vendors who are mostly older women. They work continuously for ten hours a day, seven days a week and earn only about US$20 weekly (Akers, Sowell, & Akers, 2004). The paper will address relationships among physical features of their work locations (e.g., building heights, overhangs, sidewalk widths), air quality, and their health conditions.

The study is important because the presence of the informal sector in global cities is significant. The rate of urbanization in developing countries is tremendous. For example, the United Nations reported that in 1950, only 30% of people lived in urban areas. Fifty years later, this percentage increased to 47% and by 2030, it is predicted that more than half of the world's population will be living in urban environments (United Nations Population Division, 2002). The latest statistics reveal that about 46% of the entire employed population in the Philippines belong to the informal sector and contribute almost 50% to the country's Gross National Product (Indon, 2002; Enste and Schneider, 1998). Furthermore, the proposed paper provides another perspective to the informal sector debate. Majority of the literature focuses on the labor and economic elements but minimal attention has been given to the physical attributes of their work places, and especially how these impact vendor health. Our study will contribute to the conference's theme on "Life in the Urban Landscape".

References:


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PROMOTING HEALTH AND QUALITY OF LIFE: CHALLENGES FOR RESEARCHERS AND PRACTITIONERS

Urban, economic, environmental, health and social policies share a common goal of improving the living conditions of people. However, there is evidence that not all cities, or neighbourhoods within a specific city, benefit equally from these policies. The 20th century was characterised by a growth in the number, population size and total surface area of cities on a scale previously unknown, and this trend is expected to continue. Urban development has transformed the physical, economic, and social dimensions of daily life including housing, transport and other characteristics of metropolitan areas. For example, improved access to medical services is a common characteristic of urban neighbourhoods that is still rare in rural areas. Urban life has other important health benefits including easy access to job markets, education, cultural and leisure activities. However, at the beginning of the 21st century, urban health can also be by relatively high levels of tuberculosis, respiratory and cardiovascular diseases, cancers, adult obesity, and malnutrition, tobacco smoking, mental illness, alcohol consumption and drug abuse, sexually transmitted diseases (including AIDS), as well as fear of crime, homicides, violence and accidental injury and deaths. Information, data and knowledge about those factors that impact either positively or negatively on health and well-being are crucial in order to promote quality of urban life and the liveability of cities. The diverse kinds of interrelations between economic, environmental, health and social policies should be understood by decision-makers before they employ professionals to plan new urban areas or improve existing ones.

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More than half of the world’s population now lives in towns and cities, implying that similar challenges are being faced in a wide range of urban contexts across the world. Declining, or, alternatively, too fast economic growth, ecological devastation, and social polarisation are some of the urban challenges, which one by one or in conjunction create threats to public health. Thus, to lead a healthy life in a healthy city is a multiple challenge that has to be tackled with a broad set of policy measures.

The Healthy City concept based on social inclusion, urban governance, and sustainable welfare development has a potential for urban planning and public health work as well as for multidisciplinary research. Although local government is an important agent when it comes to integrating and implementing the Healthy Cities concept it takes the combined efforts of all sectors of the community to approach the ideal. Thus, local government is embedded in a broad network of policy configurations and coalitions – it is one of several partners in local or urban governance. Partnerships to create healthier cities are set up between local governments, housing companies, NGOs and other agents in the neighbourhoods, or, urban villages as they are sometimes labelled. Community participation is another key concept in this context.

The aim of this paper is to describe, and analyse how the Healthy City concept, as coined by the World Health Organization, is formulated, and, in an early phase, implemented, through a partnership between four Swedish cities. The introduction of the paper gives a general background to the Partnership for Sustainable Welfare Development (Partnerskap för hållbar välfärdsutveckling), arguing the need for a policy and research approach combining the New Public Health and Urban Studies as two complementary perspectives addressing social integration, urban governance and housing in relation to health and welfare development. The second part presents ideas behind this partnership approach, its goals and its organisational base. In the third part the focus is laid upon the socio-political research context, showing that recently adopted national targets for public health and sustainable development are increasingly reflected as objectives in the Partnership for Sustainable Welfare Development. The fourth part points out similarities as well as differences between public health policies in the four cities. It is shown that variations in local implementation vary a lot between different neighbourhoods and cities, largely due to situational factors in each case. Finally, in conclusion there is a brief discussion about what lessons could so far be learnt from the experience of the Partnership for Sustainable Welfare Development.
THE FORGOTTEN ROLE OF PUBLIC HEALTH IN URBAN PLANNING
TIME FOR THE PLANNING SECTOR TO REDISCOVER ITS ROOTS

Introduction
The link between public health and the built environment was established already in the early 19th century (if not before), which strongly contributed to development of an organised planning of our societies and urban areas. Growing attention is (once again) drawn to the built environment’s impact on health and safety with reference to a broad range of health and safety issues such as physical inactivity, injury, crime and socially related illness - all indicate the same thing, the built environment does matter.

Objective
A broad research program has been initiated to explore the potential of municipal planning as an instrument for community safety and security improvements and to discuss how and why a more public health oriented perspective could be relevant. In this presentation we will analyse management of different risks in Swedish municipal planning and discuss the relevance of approaching these issues in a more public health oriented way.

Method
This paper draws its conclusions from three separate studies: 1) a literature review, 2) a qualitative examination of the fifty municipality comprehensive (master, structure) plan documents adopted by Swedish municipalities and 3) a survey within these municipalities and its chief officials, regarding daily work with the management of different risks.

Results
Preliminary findings show that risks considered in municipal planning are biased towards disastrous hazards and transport-related safety issues, while every-day injury risks in public environments attract less attention. Our findings also indicate that the institutional link to public health officials has largely disappeared from urban and land use-planning practices.

Conclusion
There are reasons to believe that a widening to a more public health oriented focus could invite to new solutions and a more health and safety friendly design and planning of our built environments. To promote such a perspective, a research agenda that provides a deeper understanding of what will be required of the local arenas, actors, structures, methods and tools involved, seem necessary.

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THE NEED FOR INTERDISCIPLINARY APPROACH IN SOLVING PUBLIC TRANSPORT PROBLEMS IN AFRICA’S URBAN AREAS: AN ANALYSIS OF PUBLIC TRANSPORT SITUATION IN DAR-ES-SALAAM, TANZANIA

In Africa, urban population is growing faster than in any other continent with a growth rate that is currently 4.7 percent per annum. It is predicted that by 2030, nearly 800 million people—approximately the population size of the entire continent today—will be living in urban areas. This development already manifests itself in Africa’s sprawling urban structures, which make the journey to work and services excessively long and costly for some of the very poor. The increase in population has pushed up the demand for public transport and led to emergence of transport services that are of very poor quality and characterised by discomfort, delays, congestion, exposure to high pollution levels, unreliability and unsafeness.

Increasing urban poverty reinforces public transport problems in many cities. As the population continues to increase, the quality of public transport services and the environment is likely to deteriorate further. Most governments in Africa have shown the desire to control and manage urban growth by adoption of specific policies, but few have been successful. In this paper we argue that the problems of public transportation are a result of a multitude of factors which touch a number of professional areas such as town planning, transport and traffic planning, sociology, environmental health, air quality management, poverty alleviation, legislation and law enforcement etc.

Dar-es-Salaam city in Tanzania forms the case study for this paper. The research study was conducted between January 2003 and December 2004. The methodology for the study included literature reviews on emerging models of sustainable urban development, reviews of official documents that have a bearing on public transport in Dar-es-Salaam, and interviews with officials in public institutions and agencies, as well as with residents in selected neighbourhoods. This paper concludes that efforts to solve the problems of public transportation have failed not only because policy makers and researchers took a too narrow perspective to redress the problem, but also because there is an inherent poor mode of mechanism of coordination between different stakeholders.

Dar-es-Salaam authorities, as should other cities in Africa, must acknowledge the interrelationships that exist between different urban trends and impacts. Addressing public transport problems in isolation would not be very effective because of the complex and whole nature of the urban transportation system. Interrelated problems require “integrated strategies” implemented over time, from the immediate and short term to the gradual and long term. A coordinated effort with plenty of communication between the different governmental departments and stakeholders could go a long way in addressing the challenges that large cities in African countries are experiencing to solve problems of public transportation.

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THE IMPACT OF GROWING MOBILITY AND URBAN TRAFFIC ON THE URBAN LIVING CONDITIONS OF CZECH TOWNS AND CITIES

At the beginning of the 21st century post–communist cities are at the front line of the development campaign. The transition from a centrally planned to a market-based economy has offered significant opportunities to increase economic prosperity and social well being of urban residents through democratic governance. In this context, municipal policies affecting urban areas - planning, housing, transportation and delivery of urban services - have major ramifications for the efficient operation of businesses and communities. But not all the changes could be seen as positive for the citizens.

The current unsatisfactory state of traffic in historical Czech cities has a number of causes. One of them is the discrepancy between the layout of the urban structure and the present-day requirements made by the volume of traffic. The physical environment of Czech towns and cities was formed for less demanding modes of traffic. Other traffic problems are caused by the distribution of urban activities, which is unsuitable at the present time, this distribution having been strongly affected by the strict segregation of functions. As a result, the origins and terminations of traffic have been spread throughout a large area, this results in an enormous growth of internal urban traffic. The current state is also due to a predominantly technically oriented solution to this problem that showed no respect for urban and environmental requirements.

As a result, the volume of transport grew enormously. High-aiming conceptions, pure technical solutions strongly impairing the urban structure of cities and their environment, should have been the solution to problems resulting from this development. The homogeneity of natural quarters the image of the city and the urban landscapes were impaired. At the same time, spatial relations, the possibility of orientation, the identity of urbane environment and its cultural continuity got lost.

The impossibility to implement technical high-aiming conceptions by stages which would have been acceptable in terms of time, and which would follow each other, proved a serious problem. The slow implementation of these conceptions resulted in the fact that doubts were expressed about the capability of the system to cope with the complicated traffic situation. Gradually, the conviction was ripening that the efforts aimed at adapting urban structure to the requirements made by traffic were of no avail. New views of the solution to this problem are characterised by direct support for public, pedestrian and cycle transport. Due to the change of economic conditions, the favourable modal split between public and individual transport (75:25) will be getting balanced. Together with the growing mobility, this will force us to look for possibilities of adapting traffic routes to the urban structure. When reducing traffic in historical cores of towns and cities, it is necessary to provide for suitable motor-traffic routes outside these centres, preserving, at the same time, the urban character of streets.

For this purpose, it is necessary to establish new categories of streets, focusing maximum attention on all aspects (urban, architectural, traffic, environmental, hygienic etc.) of the layout of these streets. The possibilities to create new transport networks within the existing urban structure will be addressed later in this report.

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CALCULATION OF URBAN ACCESSIBILITY AS AVERAGE DISTANCES

The project, Accessibility in Swedish Towns 1980 and 1995, is to contribute with empirically based knowledge about the structural form of Swedish towns with the objective of elucidating among other things to what extent the population of Swedish towns are structurally dependent on the car.

The project 'Accessibility in Swedish towns 1980 and 1995' uses GIS techniques and deals with the 45 Swedish towns with more than 20,000 inhabitants in 1990. Digital maps and population statistics on real estate coordinates are used together with geographical data about public transport systems and different types of services, created within the project. In that way a comprehensive data base has been created.

It is shown that the urban population density in the large towns was considerably higher compared to the small ones. This explains that a greater proportion of the residents in the large towns had shorter distances to the various types of service functions represented in this study. The difference in comparison with the small towns was significant. The lasting impression from all studies is that structures studied between 1980 and 1995 developed in such a way that sustainability in towns declined in respect to that distances became longer. The pre-requisites for walking or cycling to the services in question in both small and large towns deteriorated.

Furthermore an important explanation for higher population densities is the proportion of green area (30 – 40% of the town area, gardens excluded) in the Swedish towns studied. For all facilities studied there was an obvious relation that a larger proportion of green area created longer average distance to the nearest service unit. Thus the accessibility in Swedish towns can be improved with new buildings on low quality green areas and reallocation of service units.

Research reports, written in Swedish, from the project:
- The Concept of Accessibility.
- Residents' Distances to Services.
- Old Age People's Distances to Services.
- Pupils’ Distances to the Nearest School.
- The Effectiveness of the Public Transportation Net.
- The Relation Between Residents’ Distances to Services and the Proportion of Green Areas in the Town.
- The Effects of Changed Service Structures in Uppsala upon the Residents’ Distances to Services.
- In the Sustainable Town you Walk and Cycle.
- The Urban Population's Structural Car Use Dependency.

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SOCIAL IMPACT ASSESSMENT IN URBAN PLANNING

The environmental and social impact assessment procedures (EIA and SIA) and participatory planning practices are one of the main policy tools and methods, which have been developed in order to satisfy the legitimacy qualifications concerning the environmental and social questions of urban planning. The purpose of this paper is to analyse the content and importance of social impact assessment (SIA) in urban planning in Finland. In Finland the new Land Use and Building Act, which came into force on 1.1.2000, brought impact assessment as an integral part of urban planning. At the same time, the new legislation strengthened the requirements for procedural openness and communication.

SIA can be defined as a systematic effort to identify and analyse social impacts of a proposed project or plan on the individual, on social groups within a community, or on an entire community in advance of the decision making process. Social impacts of urban plans refer to various factors such as quality of housing, local services and living environment, experienced health and security, people’s ways of life, gentrification or segregation, conditions of transportation etc. It is implicit that social and biophysical impacts (and the human and biophysical environments) are interconnected.

The paper analyses the possible role of SIA in different land use plans in Finland and the relevant contents of this impact assessment in various planning contexts (such as urban waterfrotns, new housing areas, etc.). In addition, the paper presents a typology of various factors (dimensions of impacts) for different scales of urban planning. It is important to understand what kind of impact typologies are relevant in various scales of planning such as detail plans, general plans or regional plans.

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Urban life, cultures and landscapes
THE LIVEABLE CITY - RECAPTURING THE PUBLIC DOMAIN

When towns were founded, activity ebbed and flowed between buildings and spaces with few rigid distinctions. The market places, squares, open spaces and winding streets performed as the medium for economic and social exchange and the stage for civic and cultural pageant – public space was the city’s ‘front room’, the urban glue that held the functions together.

A hundred years of subjugation to vehicles and highway engineering manuals have left these spaces full of fast moving or parked traffic, a jostling cacophony of bus shelters, utility installations, light and sign columns and the ubiquitous ‘sheep pen’, scarred with tarmac, pockmarked with street repairs, slashed with yellow lines and traversed with cycle lane markings. They are now alien places, devoid of meaning, inhospitable and threatening to their users. The City’s ‘front room’ has become the City’s backyard or in some cases, it’s outside toilet. If we treated our historic buildings in the same way that we have physically and functionally abused England’s great historic streets and spaces we would be in serious trouble with English Heritage and with the courts.

The problem is threefold – resourcing, integration and recognition. Many cities and towns have created improved domains in a few streets but it’s not cheap to do it well and resources have often prevented progress beyond just the core streets. Equally, few towns, if any, have recognised the need to look at the spatial domain as an integrated whole which is why progress has been patchy. Perhaps most significantly though, the regeneration of the public domain is seen as ‘a bit of tarting up’ when really what it should be about is using physical regeneration to promote new activity in public space (cafes, markets, performances, festivals events and functional regeneration of the buildings around). Thus it can be a vehicle for overall economic regeneration, social reintegration by reconnecting excluded communities and cultural renaissance by reasserting local distinctiveness. Public space regeneration makes economic, social, cultural and environmental sense – it’s not an urban cosmetic.

With the promise of £201m to enhance local spaces through the UK Government’s ‘Sustainable Communities’ programme, a new minister with ‘Liveability’ in their title, public space being one of the key enquiry areas for Comprehensive Performance Assessment and encouraging moves from the Commission for Architecture & the Built Environment, we can perhaps assume that the public domain is now a wicked issue. …but can we? There is still a mountain to climb to change attitudes, fight for the resources and eventually to give the people their front room back and in pristine condition.

Norwich and its European partners are pioneers on this mission – spatial evangelists seeking to change hearts and minds. By taking a wholly integrated approach to the planning, development, management and maintenance of the public domain, by seeing at as a potent tool for economic, social and cultural regeneration and by exchanging trans national experience we believe that we can make a unique contribution to how public space is perceived and used. We hope our experience will be an inspiration to other cities across the world and that together we can make a step change in urban living – to recreate the Liveable City.

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THE PUBLIC SPACE AS DEMAND FOR HIGH QUALITY LIVING
THE CASE OF PARQUE DAS NAÇÕES IN LISBON

The ‘Parque das Nações’ urban area have been developed in the previous site of Expo 98 as a high-quality example of government intervention and commitment to make an urban development that would be a "road model" to the rest of the city. The strategy was to take advantage of a world class event to regenerate and recuperate to the city a vacant and peripheral area, once affected to the harbor area and heavy industries, but that had lost its importance and was degrading fast.

The planning process tried to build quality urban spaces and control the quality of the architecture of future buildings, making it an area were it's possible to work, have some leisure time, go shopping, all in the same place, without travelling long distances. It is now regarded as a model of a structured, dense and multifunctional urban development. The urban rehabilitation of this area meant the improvement of a large waterfront in the Tagus riverside, combining public and private investment. This can be considered an example of good urban practice that can inspire other cities that, as Lisbon, suffer with the abandon and neglect of large urban areas, caused by the migration of industrial, commercial and residential uses to peripheral suburbs.

The study intends to assess, if the planning strategy were successful or not in their intent to build a high quality urban area, with a high environmental quality, and aiming to provide good quality of life. Two questions were dress; 'are the public spaces used or not, and what is the intensity and quality of urban life that they are generating?' and 'do people use all of the spaces, did some succeed and others not? Who uses the public spaces and for what activities?'

Surveys of human activities were made in the public spaces. Intensity of movement, were correlated with land uses, location of commercial areas, restaurants and coffee shops. From these analyses some conclusions can be dress regarding the amenity of the neighborhood and the success of planning goals.

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INTERFACES BETWEEN LOCAL URBAN CONTEXT, IDENTITY AND SUSTAINABILITY: ANALYSIS IN TWO MEDITERRANEAN TOWNS

Considering older cities with a strong identity, the organizing elements of the city seem to be the local urban context that is formed by all elements of the physical and natural elements, in particular urban environment created over generations. When local urban context is considered, the quarter is the identifying symbol both for the evaluation of the city, and for the new urban extension, and it is also fundamental for sustainable development. In this context, the concept of density needs to be responded to carefully to achieve a more sustainable development and meet the local targets for urban development and redevelopment, quality of life being the most important issue. What is important is that we cannot understand the effects of high and low densities if we assume that the relationship between concentrations of people and production of diversity is a simple affair. The results of this relationship are highly influenced by other factors too. However, it still remains that dense concentrations of people are one of the necessary conditions for flourishing urban diversity. In planning for a better quality of life and sustainability, identity should therefore be related to design in such a way that the advantages and disadvantages of its level are investigated by considering the existing local social dynamics and environmental values.

An important factor associated with our urban experience and use is how we perceive and interpret the visual forms that provide the physical context for the public domain. The nature of this perception strongly affects how we make use of the city. In order to achieve a more sustainable urban context, acknowledging urban space as a vital part of the urban landscape with its own specific sets of functions is very important.

In line with these, and recalling the negative images of newly developed cities or parts of cities, where most of the public space are poorly designed, managed and maintained, this paper will point to some key ideas for design strategies with a view to urban identity and sustainability through analysing two identifiable towns in the Mediterranean, Taormina in Sicily, and Girne (Kyrenia) in Northern Cyprus.

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A DESIGNERLY WAY OF EXPRESSING ENVIRONMENTAL VALUES WITH FOCUS ON SWEDISH RAILWAY ENVIRONMENT IN URBAN SETTINGS.

In the year 2006 the Swedish Railways will celebrate the anniversary of 150 years of development. The expansion of this nation-wide transport system was an important trigger for urban city growth in general, but in the beginning also for a revitalization of the countryside and the emergence of tourism. Due to its various functions, the time-span includes a display of many different design solutions for the railway station and its surrounding areas. In early times the evident disparities in purpose and aesthetic expression can be exemplified by the provincial village parks and small-town centres with intensive commercial and recreational activities in close interaction with the railway station. During the recently exaggerating trend towards complex, inter-nodal travel centres the links between the interior rooms and the exterior open space have changed from distinct and obvious transitions towards a dynamic and open-ended structure, where the latter is not always so easy to grasp for an ordinary citizen or railway passenger.

The main focus of this history-oriented study is to interpret human life through its physical expressions. The purpose is to gain a better understanding of the driving-forces behind the constantly changing city landscape, which can help us reveal some of the most compelling problems of commonplace settings for everyday city life.

The study takes its point of departure in a strain of philosophy of action that via the German-Italian philosophy of aesthetics and rhetoric connects to the tradition of Aristotle. It is a method of interpretation that is concerned with human choice and consequently regards all designed objects as results of intentional activity and acts of deliberation. In order to understand the motives behind a solution, you must ask yourself which historical questions the actors of the actual historical context tried to find answers on. In order to identify these questions the study is directed towards how and in which ways people have tried to express themselves in terms of physical arrangements. By regarding design and aesthetic expressions as activities rather than physical objects there will be a strong connection to issues related to individual and societal dimensions of meaning and inevitably also to environmental ethics.

Understanding the role of meaning is one of the most urgent tasks in the endeavour to identify future possibilities. It has obvious implications for the role the railway infrastructure will play for future integration of home landscapes with landscapes of work, travel and recreation. In many European countries the deregulation of the railway system has led to the split of a former very coherent organization. As a result the management has been divided on many hands and the continuity in staff competence has been broken. The big challenge for the future will thus be how the urgently needed cooperation between many interests and agents could be arranged in order to preserve and develop those inherited qualities which belong to a city landscape with an integrated railway transport system.

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"STRINGS ARE EVERYWHERE", SHE EXCLAIMED. EXPLORING STRING THEORY AS A DESIGN METHODOLOGY.

String Theory, a theoretical physics model for unifying quantum mechanics (matter at the micro level) with the historically incompatible, theory of relativity (the universe at the macro level), suggests a provocative lens through which to consider how we perceive and create place and space. String Theory suggests that matter, composed of atoms that are made of electrons, protons, neutrons, and quarks, is really made of tiny reverberating strings. String Theory, known as 'the unifying theory', can be mathematically described; however, no one, as yet, has ever seen a 'string'. String theory also suggests that eleven spatial dimensions exist in our universe, but these are so small that we cannot experience them. These remarkable characteristics offer a fascinating exploration about who we are, how we may perceive our environment, and how we may, then, creatively re-consider our environment within urban and architectural constructs.

My approach to String Theory is as architect, artist, and design educator, an important distinction to that of physicist. String Theory, a complex mathematical model of the workings of the universe, may be considered less of a scientific theory and more of a philosophy, as the theory cannot be proven through experimentation. Pedagogically, connecting urban design and architectural processes with String Theory is conducted through interdisciplinary processes using visual media, performative exercises, and within social frameworks. Toward that aim, as a 'unifying theory', String Theory may challenge a post-modern approach to our understanding of society by attempting to unite disparate, or diverse constructs underneath one unifying principle. One may ask, with respect to global cultures: Is this possible? Or even desirable?

Exploring String Theory, within a design methodology, was exercised in my Graduate Design Studio project, titled, a Living / Learning Science Education and Community Center located in the Woodlawn community of Chicago, Illinois. Woodlawn, a predominately African-American community, is on the rebound after decades of neglect by the city and adjacent economically advantaged communities. The Studio met with Woodlawn community members at the forefront of housing, employment, health, and, especially, education issues. Prior to visiting the site, we described our assumptions about the neighborhood, and, then, on site, we re-considered those initial assumptions through community discussion, and visual and experiential explorations. In addition, physics concepts were purposefully delineated, such as, Relativity- body and motion, Measurement- perception of cultural, political and social issues, Simultaneity- the notion that the viewpoint of certain observers will not be simultaneous from the viewpoint of others, and, Space with regard to velocity, mass and form.

Within the rubric of urban issues pertaining to Woodlawn, we considered the most provocative aspect of String Theory: that eleven dimensions of space may exist through which we navigate the every-day. What may that feel like, sound like, taste like, and 'look' like? How could that space, or spaces, alter our perception of each other and how we communicate and inter-relate with each other? These questions, presented in this paper, arise out of the process of exploring the use of String Theory as a framework for design.

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WHICH FUTURE SCENARIOS CAN WE HELP TO CONSTRUCT FOR OUR CITIES?

I see on TV cars floating inside a tunnel. People try desperately to escape from the water walking over the cars. A group of persons – water reaching their waists – tries to cross a flooded street. Among them a girl smiles and waves to the TV helicopter camera. Kilometers of cars and buses are stopped by an overflowed polluted river, which receives the industrial waste from 38 municipalities and part of the sewage water from a 13 million inhabitant’s city. The summer rain lasted less than two hours. More news: in this same evening, in the suburbs, the police shot three black teen-agers. None of them had weapons or drugs. They only had fear, and ran away. For the same reason, but in an opposite direction, residents of a medium class neighborhood closed the street they lived with a gate where is placed an armed guard, transforming into private a public urban space.

People might wonder from which "emergent" country of the south hemisphere do this collapsing city belongs? The city is São Paulo, Brazilian largest, richest and poorest capital and the most important national economic pole. It could be any other city though, where social segregation and mutual exclusion of others is spatially materialised. The urban critical situation is also paradigmatic of the difficulties of putting into practice the hardly conquered laws of socio-spatial inclusion derived from the growing concern regarding citizenship rights in Brazil in the last decade.

In spite of the urban deterioration and spatial exclusion processes, all over the country there are several important social movements towards the reconstruction of spaces of diversity. Organizations of homeless persons that occupy empty buildings in central areas fighting for their housing rights, slums dwellers who constitute their own "city council" to administer and solve their urban problems, associations of disabled citizens demanding concrete actions to implement social and spatial accessibility, are examples of these movements towards citizenship.

Considering the scenarios described we intend to develop a reflection about models of urban design practice. This reflection is based on different renovation projects developed in the central area of Florianópolis city aiming its accessibility for all users. How a different conception of design, as "a will towards the future", affects project structures and relations among participants? In which ways can be created new spaces of power and discussion? How to incorporate new experiences, knowledge, and visions of "others" that are included exactly because they are different? How to solve the contradiction between different procedures required by social participation and by institutional actions?

And finally we would like to interweave this reflection with a more provoking and fundamental question related to our ethics and practice as urban planners and designers. If educated to implement principles and methods based on a technical rational model – where "scientific" knowledge very often disregard participation and integration of others – how can we find ways to diverge from the "trap" of financial and technical efficiency discourse still dominant in most institutional projects of urban reconstruction?

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This paper is a part of a research project titled *Cosmopolitanism and studies of alternative forms of urban cultures*. The concept *cosmopolitanism* functions as a departure for a theoretical and methodological framework for a series of studies of urban subcultures. These studies have a spatial ethno-methodological approach. By manipulating the studied situation through design interventions new ways of understanding are created.

The contemporary city can be characterized by a high degree of globalization, with large movements and reorganizations of people, things and thoughts. Contacts and connections between different places and cultures have surely always existed. What is significant of the contemporary is that the networks have become more and more complex and diverged. Cities are more cosmopolitan in the sense that they are interlinked with other cities and other countrysides. People, their cultural identities and material structures are intervened across nation boundaries. New ways of looking at the city are generated, and alongside that new ways of using the urban space. But if people, things and thoughts have become more geographical unbound: How does place function as creator of identity? In what ways are the local and the specific transformed?

This paper carries a discussion about the cosmopolitan, and the concept *cosmopolitanism* is investigated through a series of texts that describes cosmopolitanism as partly a political scientific practice and partly as a way of studying cosmopolitan societies. In this investigation three important statements are made:

- *cosmopolitanism should be regarded in plural, as cosmopolitanisms*
- *cosmopolitanism looks beyond the dialectic between the general and the particular*
- *cosmopolitanism keeps the situated rather than the universal subject in the foreground*

In my presentation these statements are further developed. They serve as a theoretical and methodological departure for case studies exploring subcultures such as reclaim the streets, anonymous art actions in the city e.g. [www.akavism.org](http://www.akavism.org).
URBAN PUBLIC SPACE, YOUTH AND PARTICIPATION

in to what extent and in what ways policy diffusion and policy learning about climate protection can be observed within selected municipalities. How is learning taking place, and how can it be improved?

The role of urban public space as a place for chats and discussions, for events with innovative character, for commerce and leisure and as a meeting point is one of the most significant assets of urban life. Since ancient times, public space has contained the essence of urbanity and the relation between private and public space represents one of the big dichotomies in the Western worlds’ thoughts. Even so, public space has to be reconstructed, re-used and re-understood as the spirit of the times changes.

This paper will discuss the relations that arise in the use of public space by youth and how social and cultural aspects are internalised in particular places. The outcome may be linked to processes of urban renewal and planning procedures by raising questions like: How can public space be designed and organised to meet the needs and interests of young people? How can young people actively participate in the planning and management of urban public space?

The research study includes documentation and analyses of the use of public places used by young people aged 15-20 years old, with focus on participation and appropriation of public space. What is the relation between urban public space and different youth cultures? How does young people construct their own public places and in what ways are such relations conflict-ridden or in harmony with other groups and interests? Can processes of exclusion and/or inclusion be observed? In what ways will gender and ethnicity aspects produce new patterns in the use of public space?

Approaching youth and public space will require a combination of qualitative and quantitative measures, as regards data collection and analysis. Based on questionnaires, interviews, participant observation and mental mapping, results from two ongoing municipal projects where young people are involved in the planning process will be discussed. The first project is about the urban renewal process of the former industrial Swedish city Landskrona, where a considerable number of local community projects collaborate to achieve better everyday conditions for the citizens. The second project is about the development of a new urban area in the West harbour district of Malmö, where focus will be on the collaboration between the planning authorities and youth organisations in the design and management of a new skatepark located in the urban public space. These projects and the following processes will be documented within the frame of the research study, and used as a basis for discussions in the paper. The theoretical framework share common features with participatory action research (PAR) addressing local environments, life forms and lifestyles. The concepts ‘places of retreat’, ‘places of interaction’ and ‘free zones’ will be discussed in relation to ideas about planning/design, organisation and management of urban public space.

The research study is linked to FORMAS’ cross-disciplinary programme “Urban Public Space” and will proceed 2003-2006.
MANAGEMENT AND USE OF PLACES FOR OUTDOOR URBAN EDUCATION

For many people outside the school system, as indeed for many teachers as well, the schoolyard is seen primarily as a place for play and recreation, not for education. There are of course exceptions, with many schools around the world using their school surroundings for teaching where the school grounds have been turned into a living classroom. In these schools the teachers regard the outdoor environment as a place for both recreation and learning. A common opinion among these teachers is that outdoor education in suitable physical conditions fits both subject orientated learning and theme orientated, as for example in education for sustainable development. The social fellowship in the outdoor work is also very often emphasised.

The question is whether a new approach to schoolyard management could help make school grounds even more suitable to educational purposes. If the answer is yes, how can administrators and educators interact so that the outdoor environment would be used as an educational resource more often and in a better way? What does such interaction mean to government services, to design and maintenance strategies – and to local school development?

This paper will present and discuss experiences from the author’s ongoing interdisciplinary research on alternative approaches to strategies for schoolyard management, maintenance and outdoor education connected to research fields as landscape planning, ground management and learning.

The starting point is a process-oriented case where people who are responsible for management and educational activities in schools interact with the overriding aim to achieve outdoor environments that are better suited to educational purposes. The overriding aim with this paper is to contribute to a wider understanding for outdoor environments for children and youth in urban, public spaces.

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THINKING LIFE IN THE URBAN LANDSCAPE OF BRAZILIAN CITIES

This paper deals with different approaches of studies and practices presented in a Landscape Design Seminar that took place in Recife, Brazil, in 2002, in order to answer this provocative question: How to deal with landscape now? This question was based on trying to understand the contemporary Brazilian urban landscape. It showed in some cases a lack of an efficient landscape due to some gaps in attending the inhabitants needs; a lack of a legitimate landscape related to community participation and a lack of legible landscape for not reflecting the population expectations. For these reasons, the content was classified according to three approaches: landscape-memory, when developing the history and the built heritage; landscape-continuity when it was close with the continuity of the present actions; and landscape-projection when it presents future scenarios. A group of 82 (eighty two) papers focused on three levels of approach: city, neighborhood or public spaces. The first group of 26 papers about the landscape-memory refers to the users image of urban landscape from photographs, poems and opinions considering social actors as professionals, writers, poetries and ordinary people and from the urban landscape changes related to the urban framework and to the public spaces designs. The second group of 24 papers about landscape-continuity focus on the need of protection instruments to the conservation of the urban landscape because of the landscape ruptures due to the increasing of urban settlements and road system expansion besides the lose of public spaces area which are resulted from the institutional action or from inhabitants invasion to supply the lack of housing. And the last 32 papers about landscape-projection emphasizes the protection instruments for conservation including the historical gardens restoration, vegetation and urban rivers preservation as well as the need to provide more accessibility considering the disabled people and public open space system. The results showed a first desire to build an aesthetic landscape designed with respect to the large green spaces, urban parks and squares. Also it begins the debate about the urban "gardens" giving vegetation relevance, and their conservation exploring their function as educative and multidisciplinary subject which implies a cooperative action of management join professionals, researchers and the public. These contents show an emergency of new approaches as multidisciplinarity and public spaces conservation to build life in urban landscape of Brazilian cities.

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EXPERIENCING NATURE VALUES IN TRIVIAL LANDSCAPES

The paper is organized in four sections. After introduction follows a theoretical section outlining the framework of multi-level governance and climate change with a special focus on urban governance. In the third section examples of local climate policy in three Swedish towns are given. Finally, in conclusion the

This paper deals with people's experiences of nature in seemingly trivial landscapes in the outskirts of two Swedish cities, Malmö and Gothenburg. In areas currently characterized by urban expansion, industrial developments, planned housing and infrastructure projects, people might still be able to identify areas, structures, beings and moments which they experience as nature, and as such regard it as valuable. Some of these features can be remains of previous phases of the landscape, while others are appearing as a result of the urban transformation. Landscapes at the urban fringe often comprise seemingly deserted places, and areas that "lie fallow" awaiting future exploitation, and some places can remain in this state for many years. Such temporary spaces in-between clearly defined land-use strategies, offers possibilities for new biotopes to establish. At the same time, they offer possibilities for informal human uses of the landscape. During the time of waiting for plans to be fulfilled, decisions to be made and exploitations to be realized, new values might evolve, which can transform the understanding of the landscape and alter the plans for future developments.

The paper is particularly focusing on how natural values are identified and appreciated in landscapes at the inner urban fringe. The discussion is based on ethnological observations of how vernacular landscapes in such areas are used and valued by people with different connections to the landscape. Thus, nature and natural values will here be discussed from a cultural point of view. Examples will be drawn from field studies in Malmö and Gothenburg, conducted within the interdisciplinary research project "Ephemeral landscapes: exploring landscape dynamics at the urban fringe". The paper will raise questions about the constant transformations and the interactions between nature and culture; matter and meaning; past, present and future that constitute any landscape.

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A city for everyone
PLANNING IN INTERPLACE: ON TRANSFORMATION OF STIGMATIZED AND ETHNICALLY SEGREGATED SUBURBAN METROPOLITAN HOUSING AREAS

Suburban metropolitan areas in Sweden built in the sixties and seventies are often considered exposed areas and are consequently involved in interventions aimed at dealing with problems such as unemployment, poverty and social exclusion. This paper, which is built on the results from a thesis within the field of planning and sustainable development, focuses on how urban planning is related to this social problem.

The case study in the thesis comprised an evaluation of an area-based funding programme called the Local Development Agreements. The research question was related to the roles of local employees. What can the field of planning learn from the case study if implementation of the funding programme is considered in relation to national policies as well as citizens’ opinions? The empirical material was analysed using a critical realist understanding of reality and from the point of view of three theoretical themes: time, power and learning. In short, the analysis revealed that local employees found it difficult to make use of the funding programme for learning. Although the programme brought to light triggers for learning with potential to challenge theories-in-use counterproductive to double-loop learning on themes in focus in the programme, the option to learn was most often not triggered by the employees. The reason was multifaceted and related to the three theoretical themes; however, considering the overall outcome, it was obvious to ask whether existing organizations actually have the potential to make changes with regard to extensive themes such as social inclusion. Then again, it was also revealed that the involved local employees were neither responsible for initiating learning processes nor prepared to handle any conflicting perspectives between prospective learning processes and ordinary procedures.

Triggers for learning were revealed in the «interplace» – a third world closely related to the Aristotelian notion of phronesis and with potential to enhance understanding between the two worlds of space and place. Planning based on interplace-divided understanding of the environment, as a complement, may be an option, considering the vision of sustainable development. Such a strategy for sustainable development is not new. What is new is rather the focus on how this could be accomplished – taking into consideration the local prerequisites of stigmatized and ethnically segregated suburban metropolitan housing areas.

Keywords: interplace, time, power, triggers for learning, double-loop, phronesis, communicative planning, sustainable development, social exclusion, suburban.

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LANDSCAPES OF HOPE? APPROXIMATIONS TO COMMUNITY WORK IN THE PERIPHERIES OF POVERTY

Within the overall context of strong trends of rural to urban migration movements that still face developing countries, this paper aims to present and to discuss the way community work operates, applies and provides a large proportion of the housing and its basic needs for large sectors of the population.

How landscapes are transformed and shaped in order to meet the need for survival for the city newcomers, when often government intervention is limited? What are the underlying experiences that can be obtained from the observation of the ways the poorer social groups organized by themselves? To what extent this type of 'underdevelopment' can be qualified as 'sustainable' or 'non-sustainable'? The ongoing process of land occupation and use of 'informal management' popular strategies that have been occurring in most of Mexican cities, explained as a 'provisional' solution that on the latter becomes a permanent one, suggesting the enormous challenges for the future of those areas in terms of the large scale of environmental and economic problems they will have, demanding different approaches in solving their situation, not only facilitating tenure and self-awareness of their environment, but also encouraging of self-help and community ways of work.

As an alternative vision on the landscape produced in poorer peripheral urban areas in Mexico, this paper will focus on the strategies and 'development' phases that operate within a community when upgrading their basic needs and later by working towards identity features that could provide a sense of place and a social identity, linking at various levels of actions and governance. Some reflection on co-operative work is expected to derive useful conclusions and experiences as problem-solving strategies developed with scarce resources.

Aside from how unequal can appear the landscapes of poverty in developing countries and how striking they are in comparison with those of developed countries, one of greatest global issues in the building of cities will relay today (and in the next decades) in the capability of individuals and communities in self-organizing and managing the process of making land habitable and sustainable. Poverty is more than a landscape issue, but often is in its radical transformation where uncontrollable growth becomes a great problem. An important question to make in addressing not only the global but specially the local scale of this problem is to see what social, institutional and community strategies do really have an option to reduce inequality. This question is particularly important for developing countries, since most of their growth is carried out by these poor and irregular sectors intervening and modifying important areas, formerly rural, to the urban landscape.

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EMPLOYMENT AS A WAY TO BREAK SEGREGATION – A CASE STUDY OF A COLLABORATIVE NEIGHBORHOOD PROJECT IN SWEDEN.

Employment is maybe the most important characteristic of a person that is integrated in the Swedish economy, where the average employment rate is around 75 percent. Employment is also a necessary condition to be qualified for different types of welfare benefits from the social insurance sector. People who are unemployed and “outsiders” in the economy tend to agglomerate in the large-scale housing areas, and therefore unemployment is a significant problem in these areas in Sweden.

The purpose of this study is to analyze an integration and employment program that has been carried out in four large-scale housing areas in Jönköping, in the middle south of Sweden. In addition an analysis is also presented concerning possible general aspects of the policy efforts, also including a comparative international outlook. The program has been carried out in collaboration between the municipality, the local social insurance office and the local employment office in different phases during the time period 1997-2002. The program has offered jobs that long-term unemployed have been able to search on regular labor market terms. The jobs have lasted for a limited time period of 12 months. Other forms of neighborhood renewal have also been made in the areas. Around 70 percent of the once who were employed in the program went on to other occupations or started to study afterwards. According to evaluations of the program, the individuals that were employed in the program revealed that they in different ways became more integrated in the society when they had a job.

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SUSTAINABILITY RE-QUALIFICATION OF SUBURBAN AREAS: MULTICULTURALISM AND IMMIGRANTS INTEGRATION

The future trend of cities doesn't seem correlated to their urban expansion, but mainly to their continuous changes and transformations led to improve the environmental compatibility between territory and citizens.

In Italy new groups of citizens are experiencing several uncomfortable conditions of life, so far not adequately considered in the development of national social policies.

Such uncomfortable conditions as well as difficulties to afford the estate market are experienced mainly by those social groups having low salary levels or generally socially disadvantaged, that for different reasons are commonly concentrated in city's suburbs; among these groups it is possible to find the community of immigrants.

There is an evident necessity to improve conditions of life in suburbs, making them more comfortable and pleasant accordingly with the existing social and economic phenomena.

Suburbs could represent strategic places for the growth of cities in their own complex, especially because these areas can be easily modified and transformed in their own aspect, in opposition to the rigidity of the consolidated (historically) city areas, where pursuing the right of citizens to have comfortable and quality accommodations.

The main aim of this paper was to investigate on plans, tools and methodologies used in Italy and in Europe to re-qualify suburban areas by achieving immigrants integration, and supporting the citizens right to have access to quality houses.

Some "Best Practices" have been selected and analyzed based on a "bottom up" and "top down" approach, successively they have been evaluated based on the double reading of the "material re-qualification" and the "immaterial re-qualification".

Results show the possibility to re-qualify distressed suburbs, simultaneously from the bottom-up and top-down approach, in an integrate and linear manner leading them to new qualitative standards. It will be necessary to localize actors capable to cooperate figuring out the way to solve the problem of accommodation for the weakest social classes.

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REDEVELOPING THE CITY: URBAN KNOWLEDGE AND INVOLVEMENT

The Divided City
Urban planning today focus very much on redeveloping the city and the modern suburbs. The background is an increased urbanization - about 750 000 people live in the city of Stockholm today and 1,5 million people in the whole metropolitan region. Stockholm is growing and will reach about 900 000 people in the year 2030. Parallel to this there is an increased segregation of the human condition in the modern urban landscape. From the perspective of the individual there is fragmentation of the conditions of everyday life due to zoning and specialization of urban space. From a macro-perspective there is the tendency to increased segregation between different parts of the urban region and between different suburbs. People are integrated in the suburb but segregated in the city. Stockholm has two main urban characteristics. The inner city is a dense block area. The outer city is a suburban landscape with defined neighbourhoods, well separated by green areas. This physical division is often accompanied with a social and cultural divide.

A Challenge to Future Planning
This situation is a challenge to future planning. How can the city – and the region – grow in a sustainable way? In Vision Stockholm 2030, a point of departure for a public discussion about the long-term development of this is in focus. This situation demands both a new kind of urban knowledge and development of new processes of involvement in planning. To fill this demand of urban knowledge there is a need to change the dominant concept of urban space. The task will be to grasp what are the specific characteristics of the urban space as conditions for everyday-life, bringing about identity and urban culture. Planning has to start from an understanding of the dynamic processes that develop between man and the urban environment context. In other words planning must be founded on urban knowledge from an “inside-perspective” in the physical and social qualities of space.

The Stockholm example – new urban knowledge and involvement in urban planning on regional and local level

Living in Stockholm
Living in Stockholm is a case study. The result will contribute to the ambition to try to develop methods of strengthening Stockholm as sustainable city. The main purpose of this case study is to increase urban knowledge about the relationship between the individual and the built environment in different parts of Stockholm, in different kinds of urban structures. It is carrying out in the framework of the comprehensive planning-process. It is also a result of a co-operation between researchers and planners and a group of stockholmers.

Kärrtorp – a suburb in Stockholm
Kärrtorp is a suburb from the 1950’s, planned as a neighbourhood community. Today there is a strong need for new housing and fast developing plans. In this context the city tries to practice an inner- and outer-perspective in planning on a local level, and a co-operation between researchers and planners. It is also an effort to involve the citizens at an early stage in the planning process.

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THE INNER CITY – IN THE CENTRE OF THE INTEGRATION PROBLEMATIC?

Abstract for Ph.D. project. This thesis in-the-making takes its point of departure in the current political definition of the “integration” term. The focus in this definition is the “two-sidedness”, meaning that everybody in society is suppose to integrate as much as the other and that this idea poses new demands on how groups should relate to each other. In this idea, both “majority groups” and “minority groups” are supposed to “integrate” – the motion in integration isn’t a one way movement, as was the case in the “assimilation” thinking. What, in terms of consequences for city planning and –redevelopment, does this political fact have?

From that problematic, I turn from the suburbs to the inner city to search for narratives in city planning, debates, planning documents, doing interviews and focus groups with different kinds of actors in the drama that is the creating of the city. The number of studies that takes aim at the problematic outer areas of the (larger) cities doesn’t seem to do much else than to re-create the already well known images. What, to be harsh, besides temporary life extension does such actions do?

The theoretical standpoint is drawn from the poststructuralist perspective, putting the analytic view on “language” in its widest sense: stemming from the Chicago school, a “textual reading” of both culture as a whole as well as all its parts. Also, as may be implied above, the core theoretical thinking is found in Derridas “centre function”; the narratives in the inner city planning or –redevelopment has little to do with the narratives produced by or within the “projects plot”, so to speak. But how so – one can ask with the political definition of “integration” stated above? What narratives claims the centre in the stories of the cities and is it possible to think in other, “de-centred” ways, both in terms of overall planning and re-development visions and strategies, as well in terms of concrete and practical planning?

It of course includes a critical perspective, but also what might be labelled as “problem solving”; for this project does set compass on the need for knowledge on “the social”, a need defined by contemporary Swedish city/land planning. Method-wise, this means using the “focus group” method, in a typically cultural study blended fashion, with interviews and observation, as well as looking at a wide range of documents and media debates, all with the aim to “write” this problematic as “messy” as culture (seen as process) itself is. Being a form of action research, the questions raised and discussed in the focus group, departs from both my “needs” as well as the problems named by first and foremost the planners (but also by the other participants/actors). This gives a balance in the knowledge making and is a two-way process, a thinking well suited for working with “de-centred” thoughts, raising issues that need time and discussion to pondered upon.

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HOUSING FINANCE: THE PAG-IBIG FUND [HOME DEVELOPMENT MUTUAL FUND, PHILIPPINES] EXPERIENCE

The Filipino people has, among its age-old values, the concept of "Bayanihan" - best exemplified by the imagery of several people working in unison to carry a housing unit on their shoulders and eventually settling this on its permanent site. A lot of our artists have rendered this picture of synergy in their paintings, drawings, sculptures, and other forms of art. The Philippine Government has gone further and attempted to transform this image into a reality by creating Home Development Mutual Fund, more popularly known as the Pag-IBIG Fund. "Pag-ibig" is the Filipino term for "Love". Pag-IBIG is the acronym of Pag-tutulungan sa kinabukasan: Ikaw, Bangko, Industriya, at Gobyerno. Pag-IBIG Fund shows the synergistic cooperation among the individual members [Ikaw], the banking and financial institutions [Bangko], the housing industry as well as the employers as generators of employment [Industriya], and the government [Gobyerno] - all working together towards a vision of urban upliftment by providing housing finance that is affordable by ordinary workers.

The Philippines has had its own experience of housing backlog. At present, it is only Pag-IBIG Fund that is very active in providing housing finance through its various programs. The Paper will show how it continues to sustain its role and how it answers to this big challenge. The paper further aims to show the growth of Pag-IBIG Fund, which is the realization of "Bayanihan" itself, as a player in the National Shelter Program of the government and key provider of housing finance; and to share its experiences with the international community, and in the process eliciting possible actions or solutions to its current thrust towards tax exemption, thereby generating additional funds for its programs.

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ACTION FOR NEIGHBOURHOOD CHANGE: PRACTISING AND ASSESSING APPROACHES TO SUPPORT NEIGHBOURHOODS IN THEIR MOVEMENT TO STRENGTH AND SUSTAINABILITY

The presentation will provide learnings to-date of a national targeted action research project, facilitated by the National Secretariat on Homelessness (NSH). The project is practicing and assessing multi-jurisdictional and cross-sectoral approaches towards supporting distressed neighbourhoods in their movement to strength and sustainability, thus preventing a series of adverse outcomes that may fall within the realm of various government strategies. It is recognized that the interplay of factors within high-poverty neighbourhoods requires a collaborative response, involving residents, the voluntary, public and private sectors. In 2004, the NSH facilitated an engagement process pertaining to renewal of distressed neighbourhoods, and to addressing the inter-related issues concentrated within them. These often include relative homelessness and housing instability, crime and victimization, substance abuse and poor health, low educational attainment and poor labour market attachment.

It has also been recognized that a collaborative approach can more effectively address the constellation of risk factors contributing to adverse outcomes for individuals and neighbourhoods. Given a shared interest among various government strategies in neighbourhood renewal, a coordinated, and where possible, integrated approach may better ensure the integrity and effectiveness of limited resources while also ensuring that Canada’s neighbourhoods derive optimum benefits from interventions. Such a coherent approach also holds out the best promise in responding to a complex set of problems—seeking outcomes less likely within reach of individual strategies. As an action research initiative, situated in five neighbourhoods across Canada, Action for Neighbourhood Change (ANC) will practice and assess various mechanisms and approaches to collaboration with and among the public sector. In so doing, ANC will add a valuable component to local revitalization initiatives, enhancing the capacity and strength of individuals, families and neighbourhoods, while capturing and transferring new knowledge for all stakeholders on how to better offer holistic support towards neighbourhood revitalization.

A national convening organization (NCO), selected through a Call for Proposals, is being put in place to implement and manage ANC. To provide neighbourhoods with increased flexibility to meet complex priorities, the NCO will be resourced through two contribution agreements, funded with the support of five federal initiatives representing three federal departments (Human Resources and Skills Development, Health and Public Safety and Emergency Preparedness). Funding will support the NCO’s work, while also supporting local community development workers (Local Enablers) in the five neighbourhoods. Funding will also be available for initial project investments. Local Enablers will work with the neighbourhood residents, and relevant public, private and voluntary sector organizations, to develop or validate a Community Vision (Neighbourhood Plan). The Community Vision is intended to outline community goals, issues, priorities, assets and gaps. The Vision is intended to guide and inform partners in their development and implementation of renewal strategies. Through ongoing dialogue and networking, among and between the public, private and voluntary sectors, the NCO will facilitate information transfer and knowledge dissemination on key lessons learned.

The presentation at Life in the Urban Landscape will offer learnings from the early phases of ANC, contributing to cross-disciplinary and multi-sectoral urban knowledge.

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STREETS AND CHILDREN: ANALYSING AND RECLAIMING STREET SPACE AS CHILDREN’S PLAYGROUND.

Abstract

Streets represent the most common, extensive, and thereby important, element of public open space in cities. It is well known that in the pre-modern European and American city, streets used to constitute densely used and multifunctional public open space - also working as playground for children, whereas in the last four decades or so, streets tend to increasingly represent space mainly for vehicle circulation and pedestrian through movement. Jane Jacobs had pointed, as early as in 1961, the value of the multifunctional lively sidewalks of streets also serving as a terrain for 'unspecialised play'. According to her, children need an unspecialised outdoor home base from which to play, to hang around in, and to help form their own notions of the world. However, in postmodern urban societies, children have less and less presence in the streets; and also fewer and fewer streets are serving as unspecialised playgrounds for children.

The paper deals with this issue mainly in spatial and morphological terms - and not in social terms. It does not focus on changes in postmodern urban societies - their ideologies and attitudes; but it investigates the syntactic and morphological properties of street space that may have an impact on children's choices whether to play or not in a street. It then draws guidelines on how to design streets that are likely to be popular and friendly spaces to children.

The research is based on empirical fieldwork in two Greek cities; Igoumenitsa, a small peripheral town, and Thessaloniki, the second largest city in Greece. For the analysis of the syntactic properties of street space, the research has applied 'syntactic analysis of spatial configuration' as introduced by Bill Hillier (UCL). For the analysis of the morphological properties of street space, the research introduces a methodology based on the form and meaning of the boundaries shaping street space. The research outcome points that the syntactic and morphological properties of streets have a significant impact on children’s choices.

Footnotes

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A. GOSPODINI*
V. GALANI**
"DEVELOPMENT OF CHILDREN’S MOBILITY AND USES OF PUBLIC SPACES IN CITIES: AN INTERDISCIPLINARY APPROACH."

The general aim of this study is a better understanding of how in a city the mobility and the use of public spaces develop during childhood. On the one hand, such a study entails to look at the development of the cognitive and social abilities that increase the children’s competence to deal with the complexity of urban contexts.

On the other hand, it urges to find out which urban layouts, spatial configurations or social attributes of city spaces are likely to hinder or promote children’s activities, particularly those that fulfill children’s needs and foster their adaptation to city life. Specifically, it is the relation between the urban practices of the developing child and the spatial characteristics of the city that constitutes the core of this study.

To address how that relation evolves during childhood we are implementing a research protocol that enables the recording of large set of data encompassing representations and evaluations of city places, as well as activities and movements across city spaces of children ranging from 5 to 15 years.

- A questionnaire filled in by parents provides us with the essential biographical data, and gives an overview of the places where the child regularly goes. This permits to map a basic frame of the child’s city practices.

- A “play of spatial reconstruction” has been designed to assess the child’s cognitive map of the city, namely the spatial representation that the child has from of the surrounding urban area.

- Using Global Positioning System (GPS) technology, wearable GPS loggers are provided to children to record their movements and stations in the city.

- Concurrently, children are asked to use a diary to write down where they have been, with whom and what they have done.

- Additionally, two interviews are conducted with the children. The first one focuses on the strategies and choices they make to move across the city. The second one focuses on the child’s use and evaluation of the public spaces most often frequented. These interviews are realized in situation (i.e., walking in the streets or being in the public spaces with the child).

- Finally, a general debriefing is done with children and parents separately.

It is important to stress that the collected data are associated with particular places or streets of the city where the study takes place. Thus, the information on the children’s urban practices and spatial assessments can be inserted through a dynamic database into a Geographical Information System (GIS). This permits to relate psycho-behavioural data with urban data produced either by the National Institute of Geography or the city council. The combination of these data integrated into the GIS make possible accurate spatial analyses of the development of urban practices over childhood.

The objective of the presentation is to describe the implementation of that research which integrates psychological approach with new technologies as GPS and SIG. More specifically, the use of a GIS offers an integrative interface that can efficiently convey spatial knowledge on children’s urban practices to stakeholders, urban planners and designers of public spaces.
This proposal is related to the second main theme: "The city issues"

It could be valuably integrated in a common symposium with "Children’s access to space in the modern city" by Pia Björklid & Maria Nordström and "The guided commented trip: a way to apprehend children’s mobility in the city" by Sandrine Depeau.

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Urban sustainable development considers different aspects of quality living in a sustainable city. One of the important issues in this respect is provision of a range of possibilities for children play in the city. Children should have the opportunities to play in a safe and inspired environment to stimulate their creativeness and their positive attitude also toward built environment and nature. Also the legislation clearly puts forth the need to provide adequate number and size of open space for play for children of different age. But do children in a modern city really have these desired and needed opportunities? The reality shows an entirely different picture. Not only that there is a lack of urban open spaces of requested qualities, also the existing playgrounds are found in poor and degraded conditions. In a case study in Maribor, Slovenia, a thorough analysis of children play grounds and potentials for urban sport as well as experiential potentials in urban environment was conducted. The results are alarming. The overall lack of playgrounds is evident. Also the existing ones suffer a high level of neglect. Analyzed play facilities for children were most often found either old, demolished, vandalised or in condition not according to modern standards. The reasons may lay in the local authority negligence and underestimation of provision of open spaces for children use. Let alone the understanding the need to establish functional and structural green urban network to incorporate playgrounds, formal or informal.

In the paper we present the analysis and valorisation of present condition. In addition, we propose an approach of incremental minimal design initiatives, which could promote a diversity of play in urban landscape. The aim is to provide for comprehensive experience of urban and natural landscape in urban context. To efficiently facilitate children play in urban environment, an approach to definition and allocation of situations and potential urban spaces will be presented, where small and minimal adjustments, changes and transformation could take place. These would eventually provide for the richness and diversity of creative children play. The proposed structural transformation as well as inclusiveness in the urban green network and urban habitats of wildlife would also be taken into consideration.

Footnotes

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LIFE IN THE URBAN LANDSCAPE – INTERNATIONAL CONFERENCE FOR INTEGRATING URBAN KNOWLEDGE & PRACTICE

GOTHENBURG, SWEDEN, MAY 29 – JUNE 3, 2005
THE INTERETHNIC CITY: AN INTEGRATED EVALUATIVE APPROACH

Urban space: the physical and architectural environment, and its transformation, translation into differentiated cultural places. We need to consider such processes in the light of the recent and highly publicised impact of trans-national migration and the fall-out of imported or ‘foreign’ cultures, collectivities and customs on localised modalities of urban residence.

The analytical evaluation of the emerging European urban scenario in the light of such tendencies probably means that certain key terms such as ‘assimilation’, ‘multiculturalism’, ‘identity’ and ‘hospitality’ need carefully to be rethought.

The question of immigration and cultural diversity, inseparable from the present processes of globalisation, has given a new shape to physical spaces and social relationships, to work sector and training. A multicultural city represents a challenge to the monocultural identity, and reflects values and lifestyles of a particular society; a multicultural society requires ‘places’, physical and virtual, able to reflect multiplicity, heterogeneity and the dynamism of the multicultural city.

What is ‘multicultural’ and what means ‘interethnic’ for the city are cultural issues, but also a mindset to approach the immigration issue.

This paper presents a structured methodological approach for the elaboration of policy strategies for the ‘interethnic city’. The meaning and the role of interethnic city are tackled through the identification of relevant key-factors, key actors and patterns of solutions, able to help the elaboration of future scenarios. The attention to the different dynamics and interactions of the everyday life of the groups and the analysis of possible new cultural, social and economic models; the identification of elements stimulating sense of belonging, the social and civic identity, and the prospect of shared or common citizenship; the recognition of elements that promote barriers, seclusion, racism and segregation are only some ‘criteria’ of the evaluation process.

Indeed, starting from a multidimensional, multi-objectives and multi-actors perspective it is possible to analyse some experiences, evaluate the obtained results and identify some proposals of intervention, which consider needs and desiderata of the different ethnic groups.

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Wasting away our resources
– How sustainable is our waste management?
JUEGO LIMPIO (FAIR PLAY) IN TEGUCIGALPA: RAISING PUBLIC AWARENESS THROUGH COMMUNICATION.

Communication can be a vital tool to achieve goals in projects, strengthen democracy and increase the respect for human rights. That is why communication is more and more becoming an important component in the fight against poverty. In June 2004 Global Reporting was contracted by the city of Stockholm to organize a separate communication project within the framework of the cooperation between Stockholm and Tegucigalpa in the area of solid waste management. The project is financed by Sida. The most common mistake when applying communication in a development project is reviewing communication ad hoc to the project. This usually results in production of printed matters that are not really supporting the goals of the project.

The overall objective of the sub-project "Municipal information focusing on solid waste and environment" is to strengthen the information work of the municipality of Tegucigalpa in its communication with the citizens; furthermore increase the participation and knowledge of the citizens, in the environmental and solid waste sector. Furthermore, it is important to take into account that this is a twinning project between Stockholm and Tegucigalpa. This implies that some kind of exchange between the two cities should be achieved.

These goals were thoroughly discussed with the stakeholders involved in the project. As a result of these discussions we decided to organise the project in four sub-components:

- Capacity building in communication for involved stakeholders
- An information campaign in two targeted areas
- A youth exchange Stockholm-Tegucigalpa
- A long-term strategy for the Tegucigalpa Municipality

Instead of carrying out a traditional media and/or print campaign in which money would have been quickly spent we decided to work in a participatory manner, based on participation, learning-by-doing, building networks, capacity building, empowerment, positive messages and with a strong focus on media interest.

The result was a low-cost campaign built on a model with friendly competition between two of Tegucigalpa’s poorest areas. Through rap music, football, art made by recycled material hundreds of people have been mobilized in cleaning up their own surroundings. The model also proved to be successful in creating a lot of media coverage, promoting the message of the individual responsibility for a good environment. Journalists, fed up by violence, crime and corruption simply loved to hear about something positive finally happening in their capital. In this presentation we will share with you how the project was organised, from local capacity building to hands-on experience on how to run a campaign to attract the media. In addition you will have the chance to listen to some great Honduran rap music about how we must care for our environment!

A presentation by Kina Robberts and David Isaksson, project coordinators, Global Reporting. Global Reporting views communication as a part in achieving development goals and fighting poverty. Correctly used, communication is a vital tool to strengthen democracy and increase the respect for human rights. By letting more people participate and by strengthening the information between all stakeholders the development process is improved.

Read more at
WWW.GLOBALREPORTING.NET
ENVIRONMENTAL STRATEGY OF TIRANA CITY

Drafting the first Environmental strategy aims to consolidate the up to date efforts on managing our proper environment in accordance with communities needs for a cleaner and healthier environment and socioeconomic factors.

This strategy has a wide approach in itself. It is a communication tool that explains environmental problems by giving needed changes and underlining action priorities. More than everything it is a tool for orienting changes by bringing together stakeholders ideas and point of views. This strategy is also a challenge for all actors for finding the best way to contribute in establishing a sustainable healthy environment.

This strategy defines the changes that have to be done, so Tirana's citizens pave the way for a life style in harmony with the environment. It is more than evident that organisations and environmental specialists can not reach this objective alone. It requires an integrated involvement of all future development stakeholders along with community commitment.

The Environmental Strategy of Tirana city has adopted a hierarchic structure that starts with the long term environmental vision. Each aspect of this vision is supported in a wide range primary by the strategic directions followed by detailed aims and objectives. Finally the strategy is supported by the Action Plan which provide detail information on the specific projects and initiatives to be undertaken by each actor involved.

The vision represents what we ideally would like to reach in the future for the environment in our city. It is important for the Municipality to vision the environment as we like it and not compromising asking for more on what we have.
Strategic directions gives further details on how the vision can be realized preparing also a wider basis for detailing the objectives.

Aims and objectives are the concrete steps to be undertaken for the realization of strategic directions and of course the vision.

The Action Plan will be an attachment of the strategy in which there are listed specific projects and initiatives from different players, contributing thus to the identified priorities of the strategy.

Monitoring is the last step into the hierarchic scheme, but a very important one. By doing that, we would like to introduce maybe for the first time in local governance the idea of monitoring the progress and do necessary adoptions if needed.

Seeing its conceptual process, the period of drafting it and the projection of action plan as well as the fact that it is the first effort from a local governance structure toward an "Local Environmental Strategy", it presents an innovation.

WHERE THE STRATEGY WILL LEAD?

- Improvement of quality of services for the citizens
- Improvement of quality of life
- Rising the care towards citizens
- Paving the way for a sustainable economy
- Give equal opportunities
- Protect the environment
- Illiteration of the poverty
- Community involvement

LOCAL ENVIRONMENTAL STRATEGY

PRIORITIES

It is very difficult to speak about priorities in a city where all the interventions have their importance. This becomes more evident when it comes to the environment. There are done a lot of consultations, discussions, interviews with the general public and of course a detailed needs assessment (which will be attached to the strategy document). Based on the outputs of the upper mentioned activities as well as in the SWOT analyse of the Municipality work in each sector the following priorities are designed:

- Urban Waste
- Quality of Air
- Transport/traffic
- Parks & recreations
- Public information and Environmental awareness

VALI BIZHGA
In the October 2002, ASSA-Zeitgeist with the financial support of Olof Palme International Centre has been implementing one of the most avant-garde projects in Tirana capital city called "Organizing and recognition of Roma community in Sharra". This project, which from the social, cultural and psychological point of view, represents a real revolution in working in the less privileged communities in Albania, along with its social objectives touches also a valuable element for the society - environment, an embarrassing issue in the post post-transitional awakening of the country.

The vision of this project has stood in the accomplishment of several elements like organizing and development of capacities of Roma recyclers for a better recycling work and representation of this work for a future participation in the waste management process of Tirana, which in turn will secure to this community a socio-economic growth. This vision was achieved through a multilateral extending, not only by encouraging self-consciousness of Sharra community on their valuable recycling activity, promotion of their rights and demands for a better life as "full citizens" of Albania but also by appealing to the public and the official opinion for the just appraisal of this recycling work of Roma community in Sharra. The project aimed also a modest improvement of environmental situation in the capital city and the presentation of a unique social-business project brand to be used in the future in Albania.

ANDRIS STASTOLI
ASSA-Zeitgeist
PRIVATE SECTOR PARTICIPATION (PSP) IN SOLID WASTE MANAGEMENT. EXPERIENCES FROM ADVISING TEGUCIGALPA, HONDURAS.

In 1999 a letter of intent was signed between the cities of Tegucigalpa and Stockholm initiating a twinning cooperation to support the development of solid waste and environmental management in Tegucigalpa. The cooperation is financed by the Swedish International Development Cooperation Agency, Sida. In 2000 a pre-study was made and five separate sub-projects were identified and agreed upon between the two cities. The following paper is a summary of advice and lessons learned related to private sector participation in sub-project 1 "Institutional capacity building and support in waste management" which was implemented from June 2001 to June 2003.

The technical assistance provided during this sub-project has been in the form of continuous advice to the ongoing process of institutional development related to waste management in Tegucigalpa. During the project we have regularly visited Tegucigalpa and reported our advice through 15 memorandums, each memorandum with a summary of recommendations at the end. The nature of this technical assistance has been as a support to policy dialogue, and certain issues have been discussed from different angles in the various memos. It is important to note that the basis for this project is the exchange of experience between the two cities, and this has been one of the important aspects for our technical assistance.

The paper examines advantages, challenges and pre-requisites for success for such a process. It also highlights recommendations made in the case of Tegucigalpa with lessons learned and experiences from applying the Stockholm experience in Tegucigalpa.

THE CITY OF TEGUCIGALPA
Abstract of Paper:
Most Municipalities at one stage or another are faced with the necessity to change their service options, the Nelson Mandela Metro is no different.

The Nelson Mandela Metropolitan Municipality, in the south eastern part of South Africa, was formed in 2000 when the former Port Elizabeth, Uitenhage, Despatch Municipalities and a portion of the Western District Council amalgamated.

After 1994 environmental awareness in South Africa increased dramatically due to the constitutional change that for the first time guaranteed people the right to a safe and healthy environment. This has resulted in more stringent regulations and requirements relating to Waste Management in general and waste disposal in particular being enforced. In 2000, a white paper was published on the need for Local Authorities to prepare Integrated Waste Management Plans. This resulted in an application to SIDA for technical support with the preparation of such a plan.

The paper deals with the process that was followed in the preparation of the plan, and the cooperation that exists through SIDA with the Office for Sustainable Water and Waste Management in Gothenburg and the capacity building that took place during this process. It further deals with the process undertaken by the new Metropolitan Municipality to restructure and change its Waste Management services from an unsustainable and socially unacceptable practice to services that reflect the political will of the people and which are economically viable and environmentally sensitive.

Discussions will take place along the topical lines of public participation, perception surveys done, restructuring required, service levels agreed upon and education and capacity building required.

In addition to the above the paper will deal with the challenges faced and lessons learnt from this interesting and sometimes long and tedious process.
WASTE COLLECTION – INCREASINGLY AN URBAN CROSS-BORDER ISSUE

Abstract:
As our societies grow wealthier we generate more waste. By 2020, the OECD estimates, we could be generating 45% more waste than we did in 1995. As societies grow wealthier the stronger is also urbanization. More waste will be generated by more people in larger cities. Storing and collecting waste in our inner cities is often connected with littering, smells, noise, traffic congestions and air pollution problems.

Waste collection is traditionally a municipal task and responsibility, and the choice of technology/method to cities waste problems is most often made within a single administration, even though these choices affect the city in many aspects beyond the specific waste handling.

During the last century, waste collection developed essentially in isolation from the rest of the urban infrastructure. Around the end of the nineteenth century the change occurred from transporting waste by horse and carriage to using motor vehicles.

The underground waste transport systems which were introduced in Sweden in the 1960s represented a new dimension in waste handling. With the introduction of this technology, waste collection suddenly became an integrated part of urban planning and the fixed urban infrastructure.

In recent years, automated underground waste-transport systems have achieved high acceptance in cities in northern and southern Europe and in Southeast Asia. In many cases they now offer a real alternative to conventional waste collection.

Will this trend continue? And how will a shift towards this technology affect cities development in other fields?

We compare the environmental and economical consequences of this technology vs. conventional road-based waste collection in absolute and relative terms based on the experience of 80,000 households connected in Stockholm. We also discuss the logistical and physical implication of underground waste transportation systems on our city centres.

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THE ENVIRONMENTAL PLANNING AND MANAGEMENT APPROACH TOWARDS THE DEVELOPMENT AND MANAGEMENT OF THE AYEYE ORGANIC FERTILIZER PLANT, IBADAN NIGERIA

A COMMUNITY INITIATED PROJECT DESIGNED TO MANAGE WASTES AND IMPROVE URBAN LIFE QUALITY. The present and future problems of our cities are as complex as they are manifold. There must be expansion: but orderly and planned expansion, not explosion and sprawl. Basic public facilities must be extended ever further into the areas surrounding urban center; but they must be planned and coordinated so as to favour rather than hamper the sound growth of our communities. The scourge of blight must be overcome, and the central core areas of our cities, with all their great richness of economic and cultural wealth, must be conserved and improved, and new housing created, to serve better all income groups in our population and to move ever closer to the goal of a decent home in a suitable living environment for every Nigeria family.

Among such problems facing our cities today are discriminate refuse dumping and lack of organized waste management system. Most of our urban communities in Nigeria are in a dirty and deplorable conditions due indiscriminate solid waste disposal.

Many neighborhoods lack organized waste management system facilities for sanitary / hygienic disposal of waste are not available and where available, they are completely out of use.

As a result, wastes are dumped in any available space thereby creating nuisance to the physical environment and endangering the health of neighbourhood residents.

The implication of this scenario therefore, is that the large percentage of the population live in a dirty environment prove to various health hazards, water sources get polluted, streets flooded with refuse, drainages blocked especially during rainy season resulting to floods, thereby degrading the living environment. The sustainable Ibadan Project (SIP) based on the concepts and principle of the sustainable cities programme initiated by the United Nations Centre for Human Settlements (UN – Habitat) facilitated the Waste sorting center/organic fertilizer plant as a means to reducing the huge uncollected wastes in the city of Ibadan. The Plant is located at Ayeye Community Ibadan, Nigeria as a replicated waste to wealth community initiated project through an environmental planning and management approach. The first of its kind is located at Bodija Market also in Ibadan and facilitate by SIP.

The community based waste management through a locally fabricated machine is being introduced as a sustainable alternative to the previous approaches, which are engineering in nature and mainly concerned with relocation of solid waste at very huge costs. The community based waste management system involves and emphasizes active participation of those who are initially involved in generation of wastes and/or who are directly or indirectly affected by the waste generated and being managed. In this way, all relevant stakeholders are expected to participate in a more collaborative and cooperative manner in the decision-making process towards the sustainable management of wastes. Since the project has being in operation, it has improved the sanitary condition of the community, the exercise has spread to other communities, and thus gave the city of Ibadan a more conducive and befitting outlook, apart from generating revenue, than what it used to be in the past.

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THE NEW URBAN GOVERNANCES AND THE "PUBLIC-PRIVATE" PARTNERSHIP. ABOUT THE EMERGENCE OF THE URBAN UTILITIES MARKET. WATER SUPPLY, SANITATION AND WASTE IN NORTH AND WEST AFRICAN CITIES.

Abstract:

The emerging urban utilities market in cities in developing countries leads us to open the following three subjects:

a) The building of urban utilities market: "supply" is more and more adaptable, while "demand" hasn't been deeply studied yet and not only because of urban poverty.

b) Regulating the urban utilities market: Which are they? And what kind of regulations can be applied (either local, national or international) and with what results?

c) Beyond the market: what is a "civic enterprise" in terms of urban utilities? According to their weight at the international or local level, aren't these companies only service suppliers (water and sanitation)?

In conclusion, mustn't the assumption of an already existing urban utilities market (demand more than supply) be reconsidered to understand and manage the daily situation in the developing cities?
Community initiatives and citizen participation
Recife is one of the most important metropolitan cities in Northeast Brazil which influences the economic, social, cultural and political sectors of this region. As an evidence of social development all over the world, this city has passed by a strong process of urbanization in a very short time. This has reflected in the provision of employment, income concentration reflecting on the wealth and also extreme urban poverty. All of these aspects are marked by insufficient governance with low public economic production, lack of cultural heritage preservation and lack of political continuity. Beside other consequences, there are problems of landscape conservation which include public open spaces. In this ensemble are the gardens designed by Roberto Burle Marx between 1935 and 1937, the first public gardens of his career. Some of them are not maintained as living and potential monuments as they were created. The restoration and conservation can bring back the soul of some landscape neighborhood. In the last municipal managements this situation starts to change with the inclusion of partnership planning including the private sector in order to achieve cultural heritage conservation. This change was introduced with the process of restoration of the historical gardens called Euclides da Cunha Square, the first example of a modern garden, inspired in Brazilian tropical vegetation from “caatinga” vegetation found in the “Sertão” region. This experience joins a multidisciplinary group of different professionals and researchers and schools in the surrounding. It can be considered the first step of a very long journey of historical and cultural awareness. There is now a common thinking about changes that are happening in the cultural perspective to be legitimated by decision makers. The proposal of this paper is to discuss the Burle Marx historical garden restoration, as an instrument of cultural awareness. This process brings back cultural landscape values which seem to be lost. We believe that the historical garden can be faced as an educative element to different levels of the population starting by primary school to create a new way of cultural landscape conservation, an instrument of communication.
CITIZENS CREATE GARDENS AS MEETING PLACES IN PUBLIC SPACE

This research project wants to put focus on one aspect of society that is of profound importance to achieving sustainable development, namely the relation between structural society forces (top-down policies) and local practice (bottom-up initiatives). Local practice, in this context, is explained as the more or less invisible social structuring that is taking place in every day meetings between people.

In one perspective on change towards a sustainable society the authorities and organizations try to change people’s patterns of behaviour through interventions in their everyday life. In another perspective people themselves take initiative and develop ways of acting towards a sustainable development. This research project seeks to identify such bottom-up initiatives and study how they are initiated and develop as well as what reaction they encounter in their contacts with the local authorities.

The research project aims to study and analyse the importance of local gardening initiatives where citizens jointly design and use the public space in an environmentally appropriate manner. Particular focus is placed on the forces and underlying processes identified in the contact between the users and the planning body of society. The purpose is to study how physical, organisational and social conditions influence, and are being changed during, the process. How can urban public space be designed and used to stimulate people’s local initiatives to try out and develop new patterns of action and behaviour to achieve a sustainable society? In what way may the public open spaces help to strengthen the local identity in the neighbourhood? How can we develop and strengthen the public open space as a social meeting place? How can we support the users’ desire for gardening and inclination to leave one’s mark on the closest surroundings? What readiness do the local authorities have to meet these local users’ initiative? In what way are the community services affected by the fact that we put the users’ perspective in focus? How does it affect the role of the park administrators and managers?

This paper will discuss some preliminary results from the ongoing empirical work conducted in this project. The approach is mainly qualitative. Following an initial survey and interviews with representatives of NGOs, garden societies and municipal administrations, case studies are carried out in three municipalities. Each case will be subjected to profound interviews, direct observations and narrative analysis in order to catch the driving forces and underlying attitudes as well as the values and positions of both users and representatives of municipal parks. Obtained results are related to selected international projects of reference, where Bikkershof in Utrecht, Holland is one of them.

The theoretical framework deals with the citizen and public space (influence, democracy), planning theory, collaborative planning, organizing theory, sociological theories concerning for example lifestyles and theories including the concepts space and place.

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SUSTAINABILITY CRITERIA AND INDICATORS FOR THE MAKILING BOTANIC GARDENS IN LAGUNA, PHILIPPINES

Abstract
The Makiling Botanic Gardens (MBG) is a forest area that provides a venue for residents in Metropolitan Manila and adjacent provinces to enjoy recreational activities and to learn more on the complexities of the forest ecosystem. Situated inside the College of Forestry and Natural Resources campus of the University of the Philippines Los Baños, it is the most accessible naturally forested area managed for both educational and recreational purposes. For the past five years, MBG has gained popularity among students and local tourists doubling its annual number of visitors. This has significantly changed the management of MBG prompting the staff to explore ways to keep up with the trend. The study was an initial step towards this objective.

The CIFOR (Center for International Forestry Research) generic template was used as an initial set of sustainability criteria and indicators (C&I) in developing a unique C&I set for the Makiling Botanic Gardens (MBG). A multi-disciplinary team evaluated each criterion and indicator using multi-criteria analysis (MCA) techniques such as ranking, rating and pairwise comparison to eliminate irrelevant and inapplicable C&I items. To complete the set, the remaining items were restructured and additional C&I were developed. Results were tested through a preliminary assessment and an iteration of the MCA followed to finalize the recommended C&I set. Results showed that the C&I set appropriate for MBG focused primarily on the protection of ecological processes, at the same time supporting recreational and educational activities. It also highlighted the importance of a sound policy framework that supports management, as well as the critical role that planning, implementation and monitoring play in the achievement of resource management sustainability. It was also apparent during the study that the availability of complete and up-to-date information and the communication and research skills of the team facilitated the process.

A well-developed C&I set can be a very useful tool in evaluating the management of botanic gardens and similar areas such as urban parks and each can be tailor-made for each specific area with its own unique conditions. It can also serve as an input for future planning and management activities of the said areas.

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WHAT HAPPENS WHEN THE SPOKEN WORD IS COMPLEMENTED BY PICTURES IN A DIALOGUE ABOUT HOW TO CHANGE THE BUILT ENVIRONMENT?

REFLECTIONS AROUND SOME COMMUNICATIVE EXPERIMENTS, AND HOW THESE INDICATE A WAY OF EXTENDING THE DEMOCRATIC ARENAS FOR URBAN DEVELOPMENT

In this paper, we present experience from research experiments involving the users in changes affecting their own environment. It is one in a long row of such experiments in the Scandinavian tradition of inviting citizens to voice their opinions about major changes in the built environment, that is in residential areas, at workplaces or in public spaces in the urban landscape. In this specific case the verbal dialogue is complemented by imagery.

By introducing pictures, around which the participants associate the problems and possibilities involved in the changes they are facing, we have observed that the users acquire an instrument that allows them to reflect with the situation (Schön 1983), rather like the way the planner and architect does when sketching to find the form for a new structure; the new artifacts to be built. Using such a dialogue, that allows everyone to ventilate their thinking aloud, the participants seem to reach a mutual understanding of the situation and formulate a shared strategy in a more stringent way than through a dialogue only using words. The interesting thing is that this can mean more opportunities for real change, involving both the users and the planners/architects.

In the paper we reflect over what the experiments have taught us about the shortcomings of the verbal dialogue, and what happens when using different means of communicating words and pictures. Also, we discuss the possibilities revealed by the experiments that pictures catch people’s imagination and that can be used as representations for future ideas. Using a dialogue with imagery has also caused us to rethink about when the planning and design process actually starts. If we intend to change basic habits, we should start earlier than we normally do by deconstructing set concepts and reconstruct them together in the specific situation. This is a design process in which the dialogue can form the starting concept.

We are not presenting a ready method. We are relating about the possibilities we have found that are being opened up today for the first time ever, due to the opportunity of being able to reproduce pictures as part of our daily communication. We also argue that the democratic arena can and should be extended from being first focussed on the citizens’ right to argue, then to the right to participate in the design process, towards the right to be part deconstructing and reconstructing the basic concepts in the situation. It is the right to reflect with the help of representations, to ‘think aloud’, which will enable the urban structures and the ways of living in them change.

A LOCATION-ALLOCATION STUDY FOR PEOPLE'S COMMUNITY CREDIT UNION IN OAKLAND, CALIFORNIA, USA

MOTIVATION
Over the years, planners have learned that it is critical to involve community members in the decision-making processes in order for projects to work well. As part of the African-American community, I have experienced "top-down" planning, which does not take into consideration the thoughts, ideas, and concerns of the neighborhood or people being "planned for." Fortunately in the planning world, there have been positive steps made in bridging communication between planners and community members, with better ways to solicit local input into the planning process.

Geographic Information Science (GIS) has proved to be a successful tool in this process. GIS is a spatial analysis tool, which can present ideas in clear, useful manner through maps and illustrations, which can be much easier for common citizens to consider, rather than thirty page reports, extensive databases, or confusing charts.

Problem statement
People's Community Credit Union (PCCU) is the only financial institution in West Oakland. This is a low-income area with a majority of African-American residents. Once an economically thriving community, West Oakland remains a casualty of the loss of jobs, inner-city disinvestment and blight beginning in the 1950's. As all other banks left the area in the 1960's, the residents of West Oakland have been left to the hands of check-cashing and quick-loan shops, both of which charge exorbitant usage rates. For years, West Oakland families have not had accessibility to a local financial institution that could support their short and long-term financial endeavors. Since 2001 PCCU has filled this void, continuing their mission to serve the "under-banked" populations of Oakland.

PCCU's Board of Directors approached City Planning 255 students Marcus Clarke and Eric Zhang at UC Berkeley to assist them in solving their organization's current dilemma. They stated, "The next population we want to assist is the growing low-income Latino community in Oakland. We want to know where they are, and what are potential locations for a new credit union that we might consider?" Because PCCU's Board and Steering Committee consist mostly of moderately-educated Oakland residents, the study had to be both comprehensible and clear.

APPROACH & METHODOLOGY
We approached the PCCU's problem statement with the intent of accomplishing two main things:
• Proposing four potential sites for a new credit union based on existing demographic information and competitor locations
• Identifying the market capture of these potential sites
In order to do this, we compiled a combination of demographic information (from the United States 2000 Census) and competitor locations from Oakland City resources. We used these sources through ESRI's ArcMap GIS program to spatially map the area and then to make informed decisions on where potential sites might locate. We proceeded to use a further function of ArcMap to identify the accessibility and feasibility of these potential locations.

RESULTS
We discovered that potential site #1 in the Fruitvale district of Oakland met the goals of the Credit Union around target population and market capture. For more detailed results, please refer to attached PDF file (our final project overview poster).

Conclusions
Our results proved to be very useful for the PCCU's Board of Directors to understand where their target population is living in Oakland, and what potential locations would best serve them. They communicated that the presentation of the spatial data allowed for them to actively engage the Steering Committee and other local residents in the planning process of this project. Without it, community input would have been much more limited.

Footnotes
1 Planning decisions without input from the people being "planned for"
2 The majority of these individuals are from the African-American, Latino, from Mexico and other Central American countries, and Southeast Asian communities
3 City Planning 255 is a course titled "Using GIS in City Planning" taught by Prof. John Radke
4 Credit union competitors include check-cashing, quick-loan, wire transfer and other financial institutions
5 Who would access the potential site from a .25, .5, .75 and 1 mile radius of the site

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GIS AS SUPPORT FOR PARTICIPATION AND LEARNING IN URBAN PLANNING AND DECISION MAKING: POTENTIALS AND BARRIERS IN A SWEDISH CONTEXT

Abstract:
This paper refers to an on-going research project, where potentials and barriers for using geographical information systems (GIS) as support to public participation and communication processes in urban planning and decision making are examined. Today's ambitions for sustainable urban development, impose high demands on the ability of planning (seen as putting knowledge into action) to weigh, discuss and communicate different kinds of knowledge and interests, as well as to reach support for decisions and actions in broader contexts than traditionally used in municipal planning. Despite this overall consensus on the need for broader participation and social learning in urban planning and decision making, current research continuously indicates that there is a lack of strategies, methods and tools for reaching this in planning practice. Simultaneously, GIS have been recognized as important tools for decision support and planning analysis, and have been widely implemented in many public organizations during the last couple of decades, mainly used for integrating data, conducting analysis and producing maps and presentations.

However, GIS have been criticized for being too elitistic, top-down and anti-democratic because of, among other things, the lack of access to GIS data, software, and hardware by citizens, thus making it even more difficult for the general public and community groups to share the information basis and participate in community planning processes. As a reaction to and an outcome of this increasing criticism against the social impacts of GIS during the 1990s, a Public Participation GIS (PPGIS) movement evolved among GIS researchers and developers, searching for alternative use and application of the technology towards deeper involvement and empowerment of stakeholders in the decision-making processes.

A considerable amount of PPGIS applications have been set up in real life planning situations in different cultural settings, showing among other things that where there are constraints against local people or organisations working with GIS, they are due to economic, social and/or political exclusion, rather than to technical incapacity. So even though information is an important resource, its value can only be realised in combination with other social/political resources, such as power and access to policy instruments. Thus the development of improved information capabilities, as e.g.

GIS, need to run in parallel with improved institutional safeguards for reasonable public access and use. Further research on participatory GIS thus has to focus on the participatory processes themselves and how GIS and other tools can, or cannot, be implemented to support good governance. This paper starts from this outcome of participatory GIS research, and discusses on the additional basis of own experiences and case studies from Swedish planning practice, potentials and barriers for using these tools to support broader communication and participation in urban planning and decision making processes in the Swedish context.
CHILDREN’S MAPS IN GIS: A VEHICLE FOR INFLUENCE ON TOWN PLANNING

It is well known that children as a group are frequent users of the local environment. To a larger extent than adults they are also dependent on the design and the contents of this environment. Research and practice show that children want to communicate with adults and planners about their experiences and interests concerning the open spaces in the city. Furthermore they are given the right to have a say about this in the UN Convention of the Right of the Child. When this Convention now is being implemented in many countries all over the World we need ways for canalising children’s experiences and views into the planning process. To get oneself heard is more than ever needed in our time when governance of articulated interests not government based on politics and regulations is typical for the planning situation.

Within the research project “Children and open spaces in the city”, that has been carried out in different local environments in Stockholm, Sweden, we have developed a method for bridging the gap between the town planners and the users, the children. The idea is to construct a vehicle for communication that can work in practice for children and school as well as for planners. This means that the method must be, quick, simple, cheap, meaningful and reliable. Everybody has to gain something to be willing to get involved.

Computerized maps in GIS (geographic information system) constitute the basis for our work. Maps in GIS are standard tools for town planners. To learn to understand maps, to orientate with the help of maps is part of the curriculum at school. The use of the local environment for education is part of the children’s use, and often unknown by town planners. School is our mediator between the children and the planning authorities, but also communicates its own interests.

In earlier studies maps have showed useful when working with children. Our experiences support this idea. The (non-written) symbols can be understood even by children who are not yet very skilled in writing. A normal basic map, like the ones often used for town planning, proved to be useful for our purposes. With a simple questionnaire – adapted to children’s activities and manner of speaking – added to the GIS map children could map their routes and places, mark their activities and write comments. So far we have developed the method for 10-12 years old children, who seem to be able to manage with only little help. The children in general have proved as competent as the teachers in using the drawing tools. The results seem to be reliable enough, as far as our tests show. Most children found the exercise to be easy or rather easy and funny to fulfil. Adaptation to the curriculum in school and to the planning process is going on. Along with this presentation an interdisciplinary research methodology that gives information on children’s access to near-by space will be presented by Nordström and Björklid.

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GOVERNING NEIGHBOURHOODS: STRATEGIES FOR NEIGHBOURHOOD SOCIAL DEVELOPMENT

The shift from government to governance has been a general phenomenon across Europe over the last ten years. At the same time, most European countries have also developed urban policies focusing on “problem neighbourhoods”. The main aim of this paper is to examine the extent to which “neighbourhood governance” can contribute to wider social policy aims associated with neighbourhood social cohesion and development of disadvantaged neighbourhoods. A special focus will be placed on analysis of the relations between national welfare systems and neighbourhood governance.

The paper adopts a governance perspective in which the actors’ interests, ambitions, resources to make change, and their relations are placed in focus. Key actors identified are residents, local agencies and businesses, and third sectors organisations. The actor-oriented perspective focus also include elaboration of the relationships between various actors in the neighbourhood, e.g. between formal and informal residential networks and public agencies based in the neighbourhood, between public and private interests, and between public agencies based on local vs. city level. The central argument is that neighbourhood governance can either promote or inhibit the development of the personal, social and institutional capacities necessary to combat the social exclusion among people living in the neighbourhood. Also, will be argued that national welfare governance structures can be more effectively linked to neighbourhood governance. These arguments have three objectives:

• To identify those aspects of neighbourhood governance which promote individual and institutional capacity building.

• To identify the more general conditions, in the neighbourhood and beyond the neighbourhood, which allow governance processes to operate positively.

• To clarify the factors which must be taken into account in developing strategies for neighbourhood social development.

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PREPARING FOR PARTICIPATION – ENTERING THE NARRATIVE DOMAIN

The interpretation of urban public space and its use is commonly done from two different angles: The physico-spatial and the socio-spatial perspectives are often employed, either separately or the two in combination. An often overlooked perspective is the legal/administrative perspective, focusing on control over public space in the urban domain context, raising the important question "Who is in control of decision-making on urban public space?"

A comprehensive understanding of processes of change in urban public space calls for an even wider methodological framework. This paper suggests a methodology combining physical space, social space, control over space, and - as an imperative for participatory planning - narratological approaches to urban space. A narratological approach underlines that the analysis of a development process (in a city) is complicated by the fact that the real world and the story-telling about this world is difficult to separate. Thus, the actors and the physical features of the city are part of the texts and narratives and can not be separated from each other.

In order to open up for cross-sectoral and participatory approaches in urban planning we explore the term "narrative domain" and the consequences of employing a narratological-cum-legal/administrative approach in combination with a more traditional physico-social approach.

A case study is carried out in Landskrona in southern Sweden. Landskrona is currently trying to establish a new image of a city with a predominantly industrial heritage. The concept "narrative domain" seems to be useful in breaking down long-standing barriers between planning actors as well as in challenging decision-making structures formed under the industrial era.

The project Urban Public Space – potential for socially sustainable development is one of nine linked to FORMAS’ cross-disciplinary programme “Urban public space”, and will proceed 2003-2006.
RELOCATING PUBLIC HOUSING RESIDENTS INTO MIXED-INCOME NEIGHBORHOODS: THE EXPERIENCES OF FORT WORTH, TEXAS, USA.

Abstract:
Fort Worth, Texas, is a mid-sized southwestern city with a population approaching 600,000. Over the past twenty or so years, the City has worked successfully to renovate its deteriorating and sadly underutilized city center into a vibrant space for shops, restaurants, museums, and other entertainment venues (and, in fact, the City was recently voted as one of the most livable large cities in the USA, http://www.mostlivable.org/cities/ftworth/home.html). In 1999, the Fort Worth Housing Authority (FWHA) began to consider financial options to expand into mixed-income developments. Because its existing housing stock was still of a high quality and had been well-maintained structurally, the FWHA did not qualify for federal redevelopment assistance. However, located downtown, on a prime piece of real estate overlooking the Trinity River was the FWHA’s 268-unit Ripley Arnold Public Housing Development. To raise capital, the FWHA decided to sell the land. Because all units were occupied, as part of the land sale, the residents would have to be relocated.

Needless to say, when word of the pending sale made its way to the residents, there was apprehension, fear, even anger. Worried that their needs would be ignored, the residents united and entered negotiations with the FWHA, with the City of Fort Worth acting, for all intents and purposes, as mediator. The residents and the FWHA came to an agreement that residents would be provided temporary housing until new units in mixed-income developments could be readied, and residents would be given first priority on this units. Satisfied with the resulting contract, residents began to relocate in the spring of 2001; and by October of 2001, all had left the Ripley Arnold development. Also as part of the contract, the University of Texas at Arlington was to follow the former residents for five years, tracking their successes and failures as well as their unmet financial and service needs.

The purpose of the proposed presentation is twofold. First, we will discuss the process – both the negatives and the positives – of the initial negotiations between low income residents and a quasi-governmental organization, namely the FWHA. Since being relocated, a number of the residents continue working with the residents’ association, in 2003, they formed the Trinity Valley Pioneers Community Development Corporation (TVP), a non-profit organization designed to help former residents meet their social service needs. We will also discuss the ongoing relationship between the TVP and the FWHA, a union that is not always harmonious but nonetheless seems to function. The second purpose of the presentation is to provide empirical evidence of the impact on low-income residents of living in mixed-income neighborhoods. We will show how former residents have been faring since being relocated into mixed-income neighborhoods. As housing authorities in the USA seek to dismantle their large housing developments, understanding how forced relocations impact already stressed residents – and the neighborhoods into which they move – becomes an important public policy question. The experiences of residents in the Fort Worth case can provide useful information to other cities facing similar situations.

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HOUSING DEVELOPMENT AS INSTRUMENT TO ALLEVIATE URBAN POVERTY (THE CASE OF ADDIS ABABA)

ABSTRACT
The city administration of Addis Ababa has planned to undertake a massive housing development program (200,000 housing units in three years) to address the existing acute housing problem of the city at the beginning of 2004. Before entering to the full scale implementation of the programme, the city undertook a pilot program that has gave very important lessons for the forthcoming housing development projects. Housing supply is not the only goal of this housing development programme; instead its ultimate desire is to reduce urban poverty, which is the number one problem of the city, through housing development.

The success achieved in the Addis Ababa pilot housing development project can give important lessons to other developing cities as well. This pilot project centered its focus on poverty reduction through;

- Job creation for jobless urban dwellers,
- Creating market opportunity to small scale enterprises,
- Promoting credit facility for the urban poor,
- Promoting saving among the urban poor,
- Improving the deteriorating environmental condition in slum areas,
- Promoting new and adaptable construction techniques to reduce cost, wastage, and construction time.
- Promoting economic usage of the scarce urban land.
- Provision of basic infrastructure like access road, clean water, sanitary facilities, power, green areas and the like.

The paper tries to explain on how the program tried to address each of the above issues, which are crucial in tackling urban poverty, the priority issue of my country.

The paper tries to articulate on the role played by good governance, the initiation, commitment, and determination of the city administration of Addis Ababa, to tackle this severe problem of the city. This paper will try to show how decentralization played an important role in the success of the programme.

The paper tries to explain the importance of mobilizing own resource to ensure the sustainability of the programme, which is one of the lessons that one can learn from this housing development program of Addis. The project is trying to put in place an arrangement to ensure ownership rights to the urban poor, which always is a life time question of the citizens in general and the urban poor in particular.

The aim of this paper is to draw lessons from Addis Ababa's housing development projects and try to show its shortcomings and open dialogues to enrich the ongoing massive program that aimed to alleviate the urban poverty.

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USING MEDIUM AND SMALL TOWNS TO STRENGTHEN URBAN-RURAL LINKAGES IN NIGERIA

The arguments in Nigeria over whether the urban or the rural areas should be given greater priority in national development appear somewhat misplaced and unhelpful because the urban and rural areas are mutually interdependent, with many complex links and interactions between them, and the constant movements of people, goods, money, ideas and information from one to the other. For this reason, Agenda 21 of the Earth Summit in Rio advocates "an integrated approach to promote balanced and mutually supportive urban-rural development (through) strong local and national institutions that place emphasis on rural, urban linkages, and treat villages and towns as two sides of the human settlement continuum”

The paper considers ways to overcome the traditional divide between urban and rural planning and development, and by so doing achieve a balanced and more sustainable pattern of development and poverty reduction. It focuses on the promotion of small and intermediate urban centres as an appropriate middle course which combines the advantages of urban as well as rural approaches to development, but without the disadvantages of large population concentrations in a few metropolitan areas, or of the wide dispersal of investments and scarce resources in scattered villages too small to support basic services. Medium and small towns are uniquely placed in the urban-rural interface to foster mutually beneficial linkages between them, and also to promote the more sustainable use of natural resources in the surrounding region. Recent research suggests that more than half of the urban population in Africa lives in urban centres of this size group, and that the massive increase in urban population expected in the next 20 years will occur in these small towns, hence the urgent need to take their growth, planning and links with the rural areas fully into account in the development effort.

The paper then discusses the policy, planning and investment implications of promoting medium and small towns as a way to enhance urban-rural linkages, drawing ideas from the Habitat Agenda of the Istanbul City Summit, and other recent global initiatives that seek to support sustainable urbanization and the Millennium Development Goals. Particular emphasis is placed on the imperative of political and administrative decentralization to strengthen local government, especially with the recent creation of 36 States and 774 Local Governments Areas in Nigeria; the need to improve the infrastructure and services that connect producers and consumers in rural and urban areas; reforms in the macro-economic and regulatory framework to support rural agriculture and trade, and to remove needless constraints on the operation of the private sector, especially the informal sector and small-scale enterprises. Finally, the paper points out that the promotion of medium and small towns should not be seem as a substitute for direct programmes of urban and rural development, but rather as an essential and often overlooked component of a national policy for a balanced development of the whole range of human settlements in the country.

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Big Issues and Urban Transformation
THE FUTURE OF FILMING IN DOWNTOWN LOS ANGELES

The city is not a fixed spatial form but rather a dynamic form of life that undergoes almost constant transformation as it adapts and evolves in time. This is why spatial planning cannot be the only tool that designers use to plan buildings, blocks, campuses or cities. In order to ensure that our urban environments stay healthy, we must add more interactive and speculative planning tools into our designs. In our urban research studies, we use time-based graphical analysis and scenario-planning techniques to predict which urban issues will be most critical in the future. This makes it possible to create robust urban design strategies that are plausible enough to guide action but flexible enough for the plan "to learn," adapt and change over time.

Case Study: Filming in Downtown Los Angeles

In 2003-2004 we embarked on an extensive strategic planning study to determine the future of the film industry in downtown LA. The project had three principal components: 1) extensive research on the urban and infrastructural needs of the film industry, 2) determining plausible future developments that could impact filming downtown, and 3) infrastructural, political and urban proposals to mitigate existing and potential conflicts between the film industry and downtown residents.

The film industry is vital to the economic, social and cultural life of Los Angeles. It is also a significant employer of the LA workforce. The bureau of labor estimates that more than half of all US motion picture/TV production employment is located in California of which at least 92% is in Los Angeles. By some estimates the film industry represents 9% of California’s economy. Hollywood is also an important tourist attractor, which is very important given that tourism represents 20% of this state’s economy. Location filming occurs throughout Los Angeles, but we focused on downtown because these 7 square miles are the most heavily filmed in the United States. There is ten times more filming per area in downtown than in the rest of Los Angeles. This is due to its relatively large number of vacant properties, the age and mix of buildings types, its generic quality (required for the film industry to "cheat" other locations) and its large amount of surface parking lots (needed to set up base camps.)

After many false starts, it appears that downtown LA is developing into a vibrant, live-work neighborhood. The area boasts one of the hottest real-estate booms. It has been estimated that there will be around 6 billion dollars worth of construction in downtown between 2002 and 2006. This growth is creating a demographic shift that is having a significant effect on the film industry’s activities downtown, presenting a risk to both the city and the film industry. Our research and scenario planning process makes it possible to read and compare development trends thus permitting decision-making on film industry innovation and urban infrastructure in downtown Los Angeles. Our goal is not to offer "band-aid" fixes, but to find innovative solutions that enable the film industry to adapt to changes downtown.

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LEGISLATIVE FRAMEWORK FOR URBAN LOW INCOME HOUSING:
THE CASE OF CALCUTTA

In the recent years, most governments in the world have moved from being ‘providers’ of goods and services (housing, education, health-care etc.) to being ‘enablers’ and facilitators for the market to provide them to its citizens. Among the various instruments available to the government to fulfill its role as an enabler, the one that is most visible and most potent, especially for provision of affordable and adequate housing is that of framing and implementing laws, regulations, and rules. With recent trends towards administrative, political and fiscal decentralization in most countries, the laws, regulations, and rules have changed both in their form and their process of implementation. In this context, UN-Habitat Global Campaign for Good Urban Governance has argued that national and international organizations should view legal and regulatory reforms as a pivotal factor in confronting the exclusionary nature of urban development in developing countries, and the associated growing illegal development. To formulate such reforms successfully, lessons need to be learned from the recent practices in framing and implementing laws for urban governance. This paper will address this need through case studies of both national and state government Acts (11 in all) as applicable within Kolkata (Calcutta, India), and their impact on access to affordable and adequate housing by the poor. Its aims are to

1) evaluate legal and regulatory frameworks for facilitating urban land and housing development for the poor in the context of administrative decentralization in India; and

2) identify the best principles or unnecessary impediments to supply of urban land in the legal framework for urban land administration. This knowledge will be useful to develop an equitable urban land management system.

The broader question that I will address in my research is: How have legislations and regulations affected access to adequate and affordable housing? In particular, I would ask: How have laws and regulations relating to urban land and housing changed since early 1990s (since the enactment of the 73rd and 74th Constitutional Amendment Act in 1992 that delegated powers to local bodies that were once the responsibilities of the state government)? How has the implementation of these laws changed? And if they did change, what was the effect on access to affordable and adequate housing? This paper is based on a study that I recently conducted in Kolkata. Most of the data were collected through interviews with legal experts, academicians, and professionals in urban planning and municipal affairs and an extensive survey of various national and state level acts on land, housing and related issues. Kolkata offers a unique case to study urban land and housing regulations. First, Kolkata is the capital of the state of West Bengal where the Communist Party of India – Marxist (CPI-M) has been in power for last 27 years. No other state in India had such a long and continuous tenure of a single political party. This has led to the urban land and housing policy for the state government to remain more-or-less unchanged for a long time except for those changes that were due to the administrative decentralization policy mandated by the national government through the 73rd and the 74th Constitutional Amendment Acts. Also, till recently, the center, the state, and the local municipal corporation in Kolkata have all been under different political parties with opposing interests. So the legislations applicable to Kolkata in all three levels of the government have exhibited an interesting political dynamics that have not always been beneficial to the urban poor.

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THE CHALLENGES OF URBAN DEVELOPMENT AND DENSITY IN TEHRAN

Density is one of the most important subjects of urban planning that has highly influenced the development of Iranian cities in recent years. Following the policy of municipal self-sufficiency which was initiated in 1985, “Density Sale” was used as a tool in housing and urban development policies. While construction density can be considered as a tool in preparation, performance and controlling urban development plans, it was considered as a major tool for increasing municipalities income, leading to considerable problems and challenges. This paper examines the implications of this policy in Tehran, including its effects on housing, urban development and environment, which are briefly explained here.

One of the major aspects of increasing construction density is related to housing issue. In the early years of the implementation of “density sale” in Tehran, housing price experienced a shock, leading to considerable construction in a short period of time. Only in 2001, an amount of 169 thousand residential units were constructed which was equal to 40% of the total housing production in the country. In April and May 2002, there was a demand of 1.4 million square meters of density increase in Tehran.

In the physical aspect, disorder in physical environment and urban view has been some of the negative effects of unplanned increase of construction density. The physical issues, such as floor space area, height and open space, are the main physical outcomes of decisions made on such unplanned construction density increase. Construction morphology, effects on functioning and conditions of neighborhood land use, traffic and transportation network, landscape, view, form and urban structure are all important issues to be considered. While social and cultural effects of construction density are very important, they have also been neglected. On the one hand, without a change in construction density, population density increase might occur. On the other hand, the same construction density may lead to different population densities, affecting various aspects of urban development, such as housing price, urban fabric, environment, transportation and traffic problems and deficiencies of infrastructure and public facilities.

We can conclude that the experience of “Density Sale” in Tehran has not considered its implications. The crucial issue of construction density is complicated and it requires a thorough scientific analysis. Population and construction density should be considered as important tools for directing and controlling urban development in a sustainable manner.

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THE CITYSCAPE OF A CONTEMPORARY MEGAPOLIS: LINEAR OR HYPERTEXT?

The cityscape is the urban construct which as a versatile phenomenon reflects cultural manifestations and transformations. By considering the structuring of the cityscape as the formation of an integral whole of cultural artefacts and by focusing on the semiotic theories as well as the theories extended by cultural-historical psychology, the contemporary architects face an urgent task of building a 'living' body of the city related with the cultural context by the semantic ties. Since culture may be described as a dynamic phenomenon, the perception and evaluation of the common, sometimes hardly distinguishable tendencies of transformation of the cityscape as the form of cultural content and the architectural-urbanistic task arising from them becomes an important condition of the formation of the mentioned 'living' environment.

By employing the cityscape-text analogy, the author offers the assumption that the most exhaustive analysis of the alterations taking place in the structure of a verbal text could well serve in the exposure of the cityscape's transformations. On the basis of the correspondence between the transformation of the polis into the megapolis discussed by Lewis Mumford in his theory of the city's cyclical evolution conditioned by the formation of the alienated culture and the emergence of a principally novel textual form expressing the values of the alienated culture, the contemporary Western megapolitan cityscape is patterned as the hypertext. The most significant problems are as follows: do the hypertextual features really operate in the megapolitan cityscape? What are the spatial forms and limits of such expression? what practical tasks does it erect?

In the article the analysis of the representations of the hypertextual peculiarities in an urbanized space has been carried out in the following stages:

- The generalized spatial models of the mega/politan cityscapes have been formulated on the basis of the history of urbanistics and the facts of the contemporary urbanistics;
- The essential peculiarities of the linear text and the hypertext have been discussed from the point of view of spatial perception;
- The possibilities of the representation of the hypertextual attributes in the mega/politan cityscape have been evaluated.

The carried out analysis allows for the assertion that, with the city's reaching the stage of the megapolitan development, its cityscape starts demonstrating various hypertextual qualities (e.g. non-sematicity, whose the most important 'carrier' is a dwelling house; depersonalization imposed by the fading of the cityscape's cultural distinctions; illusoriy and the absence of the monolithic aspect, which are determined by the visually active advertisements, etc.). However, despite the ascertained expression, the cityscape is not capable of a complete mutation into the hypertext. The basic reason is that the city as the representation of culture in the continuum of time and space, actually, cannot lose all the features of linearity.

The interpretation of the achieved results from the philosophical point of view reveals the city's twofold role: by having given birth to the alienated culture that threatens to consume its own sacred ritual roots and by turning into the stage of the anticultural expression, the city, as the phenomenon manifesting itself in the common and basically social space, at the same time remains the final, indestructible citadel of the linear culture and the guarantee of its revival. From the given point of view, the achieved results confirm the cyclical theory of the urban evolution, extended by Mumford. To put it in Mumford's wording, when transformed into the megapolis, the city preserves in itself the eo/politan seeds and the promise of the rebirth of the eo/politan forms. The hypertext operating as an effective space of the interaction of individuals, the city always remains the space of the interaction between the society and the individual thus paradoxically becoming both the chief agent of the alienated culture and its counterbalance.
From the practical point of view, the achieved results formulate a corresponding task and the landmarks of further research for the urban scholars and architects, i.e. to construct a vigorous cityscape not solely as a meaningful shape in a concrete context, but also as an integral whole preserving the strong possibility of its evolution and renewal as a cultural artefact. Despite the very fact that basically the hypertextual peculiarities cannot fully manifest themselves in the three-dimensional urban space, the described aim indicates the cherishing of the linearity to be one of the means ensuring the cityscape's renewal. It should be also noted that the new existential context of the city requires the novel suitable linear forms. Evidently, the quest for such forms is the goal of further actual investigation.
STRATEGIES OF LEARNING FROM THE HISTORICAL URBAN LANDSCAPE: THE CASE STUDY OF “SAN BERILLO” NEIGHBORHOOD IN CATANIA (SICILY, ITALY)

Abstract
The paper presents the main aspects and results of a research project carried out since 1998 by the “Laboratorio per la Progettazione Ecologica ed Ambientale del Territorio” (Laboratory of Ecological and Environmental Design of the Landscape, University of Catania), that takes place in some of the most controversial and problematic areas in the historical center of Catania (Sicily, Italy). In particular, the focus of the paper is on what is called “San Berillo” neighborhood, that is the remaining portion of an historical neighborhood after the biggest urban renewal intervention – happened in 50s – in a city center within the whole nation. The neighborhood is, for several reasons, the place where the City, since then, has concentrated its contradictions and weaknesses: poverty, illegal activities, prostitution, immigration, vacancies are coexisting with historical values and symbols of the collective memory.

Which is the meaning of the urban analysis and design in this kind of contexts? In the paper this main question is decomposed in two level of importance, assuming that technical innovations always should arise from paradigmatic assumptions.

The first level concerns techniques and conceptual tools used to read, interpret and design the historical built environment. The traditional ones, especially in the Italian context, most of the time are conceived to recognize the historical signs in order to preserve them as “building” elements of the place’s identity. Our project tries to bring this approach one step further. Historical and Morphological analyses bring into focus the visions that have historically produced the signs and question their potentialities to generate new visions in the contemporary people.

Graphical results, strategic and structural directions, design proposals use a conceptual tool that we have called “Urban Environmental Unit”. In contraposition with traditional methods that use the block as unit of analysis, within a “Urban Environmental Unit”, it is possible to read the systems of environmental, social and economic relationships between the different elements in the urban space (buildings, private and public open spaces). The design, using the same tool, is able to modify these systems, aiming at reaching levels of environmental, social and economic sustainability (e.g. closure of the ecological urban cycles, opportunities of self-rehabilitation for the inhabitants, etc.).

The second level refers to the meaning that can be assumed by the Urban Design Process in a small, even if very problematic, portion of the City, within the larger urban context. It is difficult to comment feedback received from the City (both from institutions and the civil society), because events are still happening. However, some considerations can be expressed about the sense that we have decided to give to our designing action, within the peculiar Sicilian context: after the traumatic violence of demolitions in the 50s and more than 40 years of indifference, the City is starting to face one of its deepest wounds.

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REPRESENTATIONS OF THE MODERN CITY AND ITS ARCHITECTURE IN THE CINEMA

Abstract:
My paper will refer to some of the relationships of architecture and the cinema. It will examine representations of the city and its architecture, focusing in particular on representations of modernist architecture in the cinema of the past 20 years. Since the beginning of the 1980s there has been a clear tendency of, primarily but not exclusively, Hollywood cinema to vilify modernist or neo-modernist architecture. This is done either by directly relating it to brutal and vicious male characters, who frequently behave violently towards women (Jonathan Ruben’s Sleeping With the Enemy, 1991), or by presenting it as a space of sexual depravity (Curtis Hanson’s L.A. Confidential, 1997), or even by depicting it as part of a generally bleak, oppressive and inhuman futuristic environment (Andrew Niccol’s Gattaca, 1997), or even by relating it to the prison or the asylum (Michael Mann’s Manhunter, 1986). Representations of this kind are achieved with frequent use of highly recognisable buildings, which are considered modernist landmarks. This tendency co-exists with the representation of the cinematic city as desolate and gloomy; a dystopia (Ridley Scott’s Blade Runner, 1982 and, more recently, Michael Mann’s Heat, 1995). Interestingly, it also coincides with a general tendency in postmodern architectural and spatial theory to strongly criticise modernist architecture. It could also be related to a return to figuration in art as well as a general crisis of architectural language. Moreover, it develops during a period of great political and economic upheaval as well as a building boom.

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INTERACTIONS AT THE BOUNDARIES: URBAN PUBLIC SPACES, DIGITAL MEDIA AND PUBLIC PARTICIPATION

Abstract

If public life is not to disintegrate, communities must still find ways to provide, pay for, and maintain places of assembly and interaction for their members – whether these places are virtual, physical, or some new and complex combination of the two. And if these places are to serve their purposes effectively, they must allow both freedom of access and freedom of expression.

William Mitchell, e-topia

Interactions at the Boundaries is a design research investigation into the possibilities presented by integrating information and telecommunication technologies (ICTs) into urban public spaces as local channels for interaction and communication. The Internet has already provided a channel for public expression. In Finland, many urban neighborhoods have developed their web pages and planted the seeds for the development of locally based community forums and channels for communicating with city authorities. (Rantanen 2004)

ICTs have however moved to the streets. "Information and communication technologies are starting to invade the physical world" said Howard Rheingold in his book Smart Mobs, an account on the social implications of new technologies. We carry our mobile phones with us and use them everywhere. Hot spots and wireless networks are already part of the reality of many cities; new practices such as warchalking and new communities like smart mobs have already developed. It is therefore important to ask certain questions now:

Could the new technologies that are moving into urban space itself be integrated to the promotion of a better urban environment?

Wouldn’t the presence of a physical/hybrid interface in public spaces actually trigger people’s interest and participation in local issues?

Isn’t there a need for new partnerships to be developed between different disciplines, stakeholders, and ordinary people?

Combining new media’s potential for communication and interaction and the physical and social aspects of actual public spaces could present a great potential for revitalizing the urban public domain - a localized and situated democratic potential in a way. This potential is important to remember as a design consideration for both urban and ICT practices, however, it can only be successful if it is adaptable to people’s everyday practices (de Certeau 1984). It is important therefore to take the lived space and social practices of everyday life as starting points for investigation and follow approaches that reveal these everyday practices.

The approach followed throughout the Interactions at the Boundaries project has tried to reach out to people’s everyday lives and practices in an urban setting through observations, interviews and small in-situ experiments. Design ideas generated where then incorporated into scenarios for the future, that visualized related social processes and could act as first-steps in catalyzing discussion between the different stakeholders (communities, individuals, companies, city authorities) that would be involved in a future co-design process (Botero & al. 2003). This co-design approach would then directly inform future proposals that would consider using ICT mediated urban public space as an open platform for interaction between different parties, and promoting participation on local urban issues.
Glossary:
Warchalking: the practice of marking up on sidewalks or walls spots where it is possible to connect to a wireless network. Smart mobs: gatherings of people that have received "instruction" by email to go to a certain public place and do a specific task there.

References:

LIFE IN THE URBAN LANDSCAPE. ABSTRACT.

URBAN MOVEMENTS: ON POLITICS, DEMOCRACY AND GLOBALISATION.
In the last fifty years three different movements have acted in Stockholm. The so-called "byalagsrörelsen", which may be translated as the "neighbourhood movement", emerged 1968 as a reaction to the ongoing radical restructuring of the city. In the beginning the movement had considerable success. A change in city planning politics occurred in the early 1970s due to an economic recession in the Stockholm region but also due to the protests. This resulted in most of the controversial projects being abandoned.

Even the second movement was an environmental movement. It emerged in the early 1990s as a reaction against planned improving of the infrastructure of communications by a very comprehensive political agreement, the so-called Dennis Package. The movement of the 1990s was very heterogeneous. It has been estimated that more than 120 organisations took part in the protests. The result of the conflicts was that the movement achieved some remarkable success through a number of political decisions in 1996 and 1997.

At the end of the 1990s a new kind of leftist radical movements were formed that acted against the neoliberal local politics in Stockholm, notably the ongoing erosion of the welfare system and the economic, social and spatial polarization of the Stockholm region. Several rather different organisations have taken part in actions. In the last two years the fight for the so called commons has become evident, including demands for free transport and free medical care. Another issue has been raised by inspiration from London’s "Reclaim the Streets". Swedish "Reclaim the City" has in rather violent street parties demanded everyone’s right to the city.

The history of the urban movements in Stockholm is also a history of democracy. Thus, it shows how movements can raise new political issues and formulate alternatives to current politics. This was the case in 1968 as well as 1990 when the political majority was compact in favour of the ongoing restructuring of the city. The emerging movements then put forward real alternatives. The movements of to-day represent demands from below and from people who have little possibility to influence political parties.

The history of the movements in Stockholm is also a matter of globalisation. The movements have in themselves showed different signs of globalisation, a trend that has been very visible in recent years. Furthermore, even if Stockholm cannot be called a "global city" it has in many ways typical features that can be seen in today's global cities. At the same time, Stockholm remains different in several ways due to local structures. Local actors, conditions and traditions have changed and modified the globalisation processes. The urban social movements in Stockholm have obviously made important contributions to this modifying development.

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PERMANENT TEMPORARINESS’: TEMPORARY USES AS URBAN CATALYST

This paper is part of the research project of Key Action 4 “City of Tomorrow and Cultural Heritage” from the programme “Energy, Environment and Sustainable Development”, within the Fifth Framework Programme of the European Union.

The research project, co-ordinated by “Studio Urban Catalyst” at the Technical University of Berlin, was a network of 12 partners from five European metropolises –Amsterdam, Berlin, Helsinki, Vienna and Naples - and has investigated the potential of temporary uses as an engine of urban change. It has developed models of action and strategic planning tools, integrating the potentials of ‘temporary uses’ into a long lasting urban development and forming an unique archive which is now available to architects, planners, municipalities, developers, property owners and temporary users.

Starting from the idea that a sustainable and successful development of urban life cannot be done without a thorough consideration for contextual aspects, both on the level of the physical structure, as well as on the level of different dimensions as economic, social, cultural, etc., the project investigates how temporary use of space can be considered an important resource, which can be a strategic alternative in capital-oriented urban development concepts, offering new models for action where traditional urban planning tools are inadequate. The stimulation of non-official activities can have a catalytical or complementary effect on the development of an urban quality, especially where traditional development methods in urban wastelands encounter great problems.

In a society based on economic growth this used to be considered as negative, but some developments have proven that it can be turned into something positive: the uncertainty and openness attract and inspire. Urban Catalyst revealed that urban wastelands, developed in the right manner, are a good place, where the idea of a sustainable urbanity can survive, by a sensible transformation, and a continuous monitoring and controlling of development quality.

In many aspects the project has only arrived at the contents table of things to do, in other parts it has carefully started the step into real tools of implementation, but each one has defined a new kind of urban design praxis, involving new actors and new knowledge into an integral picture of decision-making process. The Urban Catalyst research team focused on the introduction of specific strategies and tools of control, which could help to exploit the potential of existing spaces for multiple and shared use scenarios. The different research steps have followed a methodological approach in order to express a Decision Support System able to guide the scenario construction in a multidimensional perspective. According to this aim and taking into account the evolution of the evaluative instruments, the definition of temporary uses implementing strategies has been articulated identifying potentials, models and tools starting from a bottom-up approach for recognising shared values and building a shared vision, where the existing potentials are transformed into the implementation of strategies, in order to realize the spatial integration among resources, stakeholders, environmental and cultural heritage, and to stimulate new economic dynamics.

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MADNESS, INTRANSIGENCE AND OLD HURTS: CASE STUDIES FROM AUSTRALIA IN DEALING WITH EMOTIONAL ISSUES IN ENGAGEMENT IN COMMUNITY RENEWAL PROJECTS

Emerging community engagement discourses focus on inclusion, community capacity building, representativeness and reducing bias. Some theorists and practitioners emphasise narrative and storytelling. But few speak candidly about dealing with strong emotions: shock, denial, pain, grief, regret, guilt and suffering. This illustrated presentation, based on a practitioner’s long career and recent work in community renewal projects, explores the emotional content of community engagement and suggests some approaches that might work well in selected situations. It reminds us that everyone brings emotional “baggage” to community engagement contexts. The guilt of a practitioner or a proponent, while not always expressed, may be as important a factor as the pain of community members facing relocation or redevelopment of their neighbourhoods.

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Additional Abstracts
THE ROADSCAPE AS A GARDEN?

Abstract:
During the last twenty years the Swedish government, from the national to the local level, has sought to encourage the creation of "beautiful roadscapes", especially in the city. The landscape architect often has a key position in these projects. But insecurity among these landscape architects, as well as politicians, about what this beautiful roadscapes could be and how to reach this aim of beauty, often tends to make the landscape design too indistinct and weak. The final aim of the whole work is to develop knowledge about concepts and methods of action that can contribute to a developed design strategy for the landscape of movement of the contemporary city, to improve the possibility for meaning and a sense of place to develop in these kinds of landscape. This search for knowledge is done through different investigation and design methods, originating from the practitioner’s world as well as from that of the researcher.

In this contribution I intend to discuss how the role given or undertaken when working with this roadscapes in the city – here called "the landscape of movement" – influence the questions treated, the choice of methods used as well as the answers and the results found.

The main study object is the situation around the landscape architect and her practice, when designing and investigating the landscape of movement. The landscape architect happens to be myself, practitioner since twenty years, writer of popular articles about landscape architecture since fifteen years, PhD-student since four years and professor in landscape aesthetics since one year.

The arenas through which the landscape of movement is tackled is; through writing about the cultural landscape around the road compared to and seen as a garden, through the role of the coordinator and project leader in a bigger city access road project in Göteborg, through an interrogative and interactive exhibition proposal at the Architectural Museum in Stockholm and through the role of the designer working together with an artist in a practical approach in the commercial road landscape in the city of Borås. In all of these situations the landscape architect are dealing with the process and how to get in touch not only with the road department or the municipalities but also with the commercial forces of the surroundings of the road.

The final way will of course be the not yet finished PhD study, reflecting over these roles and methods, their advantages or disadvantages for getting in touch with the property-holders, merchants or users, possibilities and problems found by mixing them and also by putting them in touch with spatial theories (de Certeau, 1990 etc) as well as theories about garden design (Hunt 2002 etc) in a conceptual discussion.
PUBLIC SPACE FOR THE ENJOYMENT OF THE SOLITUDE

Abstract
In this paper the study of a delicate and paradoxical issue is proposed: the unusual quality possessed by many public places which do not depend on the presence of crowds, but rather thrive on a personal relationship with the viewer.

Everybody wants to be alone sometimes - alone and outside, far away from one's private room as well from the crowded plaza. Thus, a special sort of public space becomes necessary. It is a place that is still public because entrance is not restricted. At the same time it is intimate because one can be there alone with other people, if all of them want to be alone also. This is a strange and fascinating type of public place where instead of crowds and casual encounters, people can breathe and enjoy some time of much needed solitude. This kind of space does not oppose, but complements the simple notion of the public place, perceived as a place of encounters. It is a public place where the user comes to contemplate nature next to or in the urban environment. In general, these are places that are closely connected to nature, and which tend to encourage introspection and contemplation.

Various places are given as examples or case studies, these examples help to put into perspective the works of two brilliant and unique architects: Jože Plečnik and Bogdan Bogdanovic. These places share two characteristics. First, they are located on the border between the city and the countryside: a relationship with nature is always offered to the user. Location is important in order to preserve intimacy. Second, there are always references to an archaic past either real or invented.
Abstract
The paper discusses the interaction within the spatial planning profession - practice, research and education, in Bulgaria. The main challenges to be faced under contemporary dynamic social and economic conditions in the country comprise restructuring of urban space, democratization of the planning process and European integration. The complex process of developing new planning approaches and non-traditional ways of urban space management is outlined, based on the experience in Gabrovo - a middle-sized Bulgarian city of 80 thousand inhabitants. The urban space has to shelter new flows and new functions but also to respond to changing values and priorities, to coming new actors, emerging new ownerships and to new 'rules of the game'. The need to keep in consideration with broader processes and policies at the local, regional and European level by keeping sensitive to local cultural context and spatial identity builds up the framework of requirements to current planning development in the country.

The opportunities provided by the intercultural professional collaboration through a FP5 research project focused on urban infrastructure (name "Practical evaluation tools for urban sustainability", acronym PETUS, contract EVK4-CT-2002-00101) are discussed. The results are presented of an on-site investigation carried out in the summer of 2004 on the current use and management of public green space in the city of Gabrovo. The field study has been carried out through the partnership of the multidisciplinary Bulgarian research team (planners, architects, a sociologist, an entomologist) involved in PETUS consortium, experts and politicians from the municipality of Gabrovo; students from the BSc Programme in Urbanism at the University of Architecture, Civil Engineering & Geodesy, Sofia.

The results discussed concern a number of challenges in: (a) defining the 'effectiveness' of public green space by integrating economic, social, cultural and ecological aspects; (b) interpreting changes in valuing and using public space by the local community; (c) identifying potential conflicts and effective partnerships in the process; (d) making expert knowledge understandable and trustful to all the actors involved; (e) developing a planning education to build up professionals capable to connect the functional and the physical sense of places with their cultural ones.

Conclusions are drawn about needed new culture of the dialogue between planning practice, research and education in order to effectively contribute to the joint efforts of municipalities, communities, planning professionals and private business in the process of urban development.
CAPTURED SPACE: URBAN ROOFTOP ENVIRONMENTS

Intent: This paper is to be part of a seminar or workshop format wherein five case study urban projects are presented. Each project will illustrate the highest degree of urban greening through the innovative design in rooftop environments. These projects are located in the Seattle/Puget Sound region wherein the author has been a key collaborator and designer for the site design and landscape architectural component of the project. Illustrative examples are attached.

Today, there are virtually acres of roof area in any major city. These areas represent one of our greatest resources for urban greening, environmental quality, recreation, socializing, outdoor classrooms, health care therapy, and capturing space that might otherwise be overlooked, inaccessible, or underutilized. Urban public spaces, hospitals, schools, universities, public, and private sector developments are expanding within increasingly limited building and land envelopes, while environmental concerns are demanding more green areas and sensitivity to both developed and natural landscapes. Various public, institutional and private sector clients are realizing there is considerable value in rooftops as usable areas and amenities to their capital improvements and commercial projects. Building users, buyers, and tenants are also becoming more sophisticated - requiring innovative planning and architectural design that work for them while providing meaning and value in green space and urban development. Along with this heightened environmental awareness there is a rise in regulations and incentives for developing rooftops - making them something more than desert-like expanses of gravel or tar with drains, vent stacks, and clusters of mechanical units. In urban centers across Europe, North America, Australia, and Asia, rooftops are used as a leverage point for city planners to offer higher density incentives to developers in exchange for green roof area. These rooftop spaces go beyond the term roof "gardens." They are better defined as rooftop environments and can be unlimited in design or programmatic applications. Almost without exception, they become a dynamic and integral part of the structure they occupy, occurring on, over, or within a structure that is capable of supporting them - in high rises, on bridges, over parking structures, and at building terraces. Their form can range from open, paved malls and plazas to intimate courtyards, lush gardens and conservatories. Rooftop environments also offer a compelling design opportunity to move beyond the ordinary or anachronistic solution that simply supports the architecture or fulfills a functional part of the building and site program. A truly remarkable rooftop environment is somewhere between architecture, art, engineering and landscape. Articulating a balanced relationship between the synthetic architectural framework of urban infrastructure, columns, structural slabs, roof membranes, parapets, mechanical and electrical systems, and the natural environment that is composed of plants, water, sunlight, microclimatic influences, and humans can be a meaningful response without being contrived or artificial. While it is certainly not beyond good planning and design to creatively address these issues, a rigorous interdisciplinary effort is necessary to ensure the successful implementation of a rooftop environment. Land owners, civic leaders, urban planners, economists, engineers, scientists and design specialists are all key players in this collaborative process. Manufacturers are also responding to the market in terms of materials and technical assistance for rooftop environments. In examining the future and opportunities for the vitality of urban areas - the planning and design of rooftop environments are key factors in quality of life, smart growth, environmentally responsible design and sustainability issues within the urban fabric.

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THE IMAGE OF THE SMALL TOWN – THE INHABITANT’S VIEW OF KARLSHAMN

Identity, attractiveness, aesthetics and beauty are commonly debated topics in today’s urban planning discussion. The importance of urban heritage and historic continuity is broadly recognized among planners and architects. The issue is not only about conserving, but has to do with development and urban renewal in a way that enhances the aesthetic qualities of the urban environment. But how can we distinguish aesthetic quality? How can we know what is beautiful? Do people disagree to a great extent or are there places and buildings that, by most citizens in a town, are regarded as ugly or beautiful? My paper for the conference Life in the Urban Landscape deals with aesthetic preferences for the built environment in the small town of Karlshamn in Sweden. The paper is based on a survey carried out among local inhabitants in the summer of 2002.

To find an answer to my questions I conducted two surveys on the theme "The image of Karlshamn". One of the surveys uses a questionnaire designed to assess the preferences among local inhabitants to well-known places and buildings in Karlshamn. The other questionnaire focuses on the inhabitants attitudes towards ordinary housing areas in the town. Both of the questionnaires also address the question of identity and place in Karlshamn. The result is based on 262 answered questionnaires.

Some tendencies among the answers are significant and in some cases surprising. It appears clearly that many buildings from the latter part of twentieth century in Karlshamn have met with disapproval that has been lasting – sometimes for 40–50 years. But it is also evident that several recent additions to the urban environment are well-liked among most of the citizens. The amount of agreement in assessments was unexpected. Young and old, newcomers and those who grew up in Karlshamn all agreed in their judgements about several recognized buildings in the town. My paper presents briefly these investigations and discusses the result and plausible conclusions.

CATHARINA STERNUDD
SOCIAL NETWORKS OF LOCAL STEWARD ORGANIZATIONS AND A METHOD TO MARRIAGE STRUCTURAL AND QUALITATIVE DATA TO ASSESS URBAN SOCIAL-ECOLOGICAL SYSTEMS: THE CASE OF THE NATIONAL CITY PARK, STOCKHOLM, SWEDEN

Abstract
In this paper we propose a methodological approach on how to assess and construct knowledge about an urban social-ecological system based on experiences from a case study on the National City Park, Stockholm, Sweden. We show how to marriage structural analysis of social networks with qualitative data from deep-interviews in order to create understanding of both structure and dynamics in the social system connected to the management of the ecological system. As baseline in our approach we have chosen stewards and activists from the local steward organizations that directly or indirectly influence the management of the city's ecosystems. This choice is made since ecological systems are regarded as complex adaptive systems with inescapable uncertainty and thus needs an adaptive management, e.g. adaptive co-management where local organizations are of vital importance for their local ecological knowledge and their continuous work close to the ecosystem processes. On one hand we have assessed the social network that these actors and organizations are part of and performed structural analysis to find different social groups and key actors/organizations. Attention has also been kept on cross-organizational links between these local organizations and formal organizations such as municipalities and county boards. On the other hand, we have through deep interviews collected qualitative data and narratives about the work of the stewards and activists and how they perceive both the ecological and social system and their own role. In our analysis we lean on the resilience theory of social-ecological systems. We report on how this structural-qualitative method is used and how the knowledge that it creates can be used in adaptive co-management approaches in urban settings. Our case study shows the crucial role that local organizations play in the management of urban green areas.
DEVELOPMENT OF URBAN LANDSCAPE IN INDIA

India is a developing country with diverse cultures, a democratic form of government sustained and growing for more than half a century. It’s a country of small villages with huge metropolitans like Kolkata and Mumbai. These metros again are divided between 'state-of-the-art' huge high-rise buildings and scanty slums spread on acres of land. This diversity is observed in every field in India. This makes India –rather any other country in these conditions- a very interesting topic from its development point of view.

For example, democracy is a major factor in development –and degeneration as well- of urban landscape in India. How does it affect the life in urban landscape? Perpetual elections–Parliament/State Assemblies/ Local governments- make political leaders take populist measures, which may not be in the interest of the society in the long term. This can be a setback to development. Once elected, the people’s representatives like to be treated and behave like kings. On the backdrop of remnants of historical dictatorship, which India witnessed a plenty in the form of Maharajas (Kings), of various states before unified rule by the British, till the 19th century. This also makes bulk of Indian citizens accept and worship these ‘Kings’. With nobody daring to challenge them, these ‘Kings’ openly or sometimes discreetly, take a few decisions, which again adversely affects development.

The freedom in the democracy has spurred growth of various voluntary organizations working in the interest of the society. With strong support from free and fare judiciary, they can and do play an important role in preventing derailment of development. It is evident from a case in Mumbai. The Courts, hearing a writ petition, ordered to fit CNG kits in all taxies in the metro to replace Petrol as fuel. The order was implemented with a deadline under strict court supervision. The result is a cleaner Mumbai with substantially less pollution. If it were not a court order, no Government would have dared to do this against the will of thousands of taxi-drivers/owners and political leaders supporting them with an eye on their vote-bank.

Thus, these organizations and the democratically elected government have been major factors influencing the path of development in India. These organisations and structures parallel to those, need to be nurtured well in all fields in order to achieve all-round development. There is also a need to create an arena beyond any political influence.

Other important factors affecting life in urban landscape include culture, vast exposure to developed countries through TV/internet/media or direct –through increased travel to these countries, caste factor, green revolution, literacy etc. These can be also be dealt with in detail.

Peculiar nature of the winding path of development of urban landscape in a democratic developing country with its own complex social structure can be an educating topic for discussion/presentation at conference. With India fast emerging as a global power in various fields like computer software and her ongoing transformation from a ‘country-of-villages’ to a ‘country-of-cities’ it would also be relevant to discuss her development.

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ABSTRACT IAPS INTERNATIONAL ASSOCIATION FOR PEOPLE - ENVIRONMENT STUDIES 2005 INDIVIDUALITY, BELONGING AND IDENTITY OF PLACE: YOUNG AUSTRALIANS IN REGIONAL AND URBAN AREAS

Abstract

This project examines common and diverse models of individuality, belonging and identity of place for young adults in regional and urban Australia. The main proposal was models of identity vary across locations, and add vital factors to standard motivational models of pathways through learning at technical colleges. The alternative hypothesis was that there is a common model applies to the role of identity in motivation across these four locations.

Participants were young adult women and men (N = 225, mean age 20.9, sd 7.2 years) at technical colleges in four diverse regional and urban locations in two states of Australia. Locations were selected to account for similar socio-economic indicators. The participants were representative samples of vocational, academic and general courses at technical colleges, and included all students from Aboriginal, long-term and recent waves of migration.

Preliminary analysis showed that measurement models of individuality, belonging and place were similar for gender and age groups, with few trends across student family background.

The results show that there was a common mediated model of student interest through usefulness of courses that support their intentions to complete their college courses. As expected, explanations for motivation varied across the locations, with one case of weak links from individuality to usefulness. In two locations, students with a sense of belonging also find courses useful, and identity of place supported student interest in one regional college. The findings therefore support the distinct meanings of identity in diverse locations, over and above common motivational models of choice behaviours. Layers of identity are therefore important in explaining the variations in pathways that students take through their learning.

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NOISE AND GENERAL WELL-BEING IN URBAN ENVIRONMENTS: THE POTENTIAL ROLE OF NEARBY NATURAL AREAS

Abstract

A growing body of literature has shown that experience of nature has considerable direct effects on people's psychological well-being. Nature might also buffer or moderate (reduce) the adverse effects of environmental stressors, such as noise. A questionnaire study was conducted in urban residential settings with high road-traffic noise exposure ($L_{Aeq,24h} \geq 60$ to $68$). Out of 502 subjects, 369 lived in dwellings with access to a quiet side ($L_{Aeq,24h} < 45$ dB, free field; "noise/quiet"-condition) and 133 lived in dwellings with no access to a quiet side ("noise/noise"-condition). Previous results show that access to a quiet side of the dwelling moderate subject's responses to noise.

The present paper examines whether nearby green natural areas further affects general well-being in these two noise-condition groups. Residents with no or rather good access to green areas are consistently more noise annoyed due to road traffic when being "at home" and "outdoors" (close to the dwelling) than respondents with very good access to green areas (main effects, $p < 0.05$). When availability to nearby green areas is poorer a higher percentage reports that noise frequently disturb their desire to be outdoors. Thus, disturbance is approximately two times greater in residents with poor than with very good access to green areas ($p = 0.01$ and 0.07 for "noise/quiet" and "noise/noise", respectively). In addition, better availability to green areas is associated with more frequent walking and exercising in the neighborhood. Sound-source identification is valuable when describing residential soundscapes.

For both "noise/quiet" and "noise/noise" conditions a higher percentage of residents hear natural sounds more often (e.g., bird song) if they have very good access to green areas ($p < 0.05$). The results show, furthermore, that access to a quiet side of the dwelling influence resident's responses by reducing noise annoyance and disturbance of being outdoors. The effect is, in general, most evident for the group with poorer access to green areas. In sum, for urban residents exposed to high levels of road-traffic noise the results indicate that green areas nearby the home and access to a quiet side of the dwelling are important for their general well-being and daily behavior. These conditions may provide opportunities for relaxation and restoration that potentially moderate the adverse impact of noise. However, a quiet side of the dwelling and availability to green areas cannot counterbalance completely the negative effects of high road-traffic noise exposure ($\geq 60$ to $68$ dB). Thus, in spite of the moderating factors, 25 % is still annoyed by noise.

Therefore, in the process of planning "healthy" urban residential environments it is essential to strive for lower sound levels (< 60 dB), to design "noise-free" sections indoors as well outdoors (close to the dwelling) and to provide easy access to nearby natural restorative areas that offer relief from environmental stress, opportunities for rest and relaxation, and a positive sound environment.

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HOW USEFUL ARE CONCEPTUAL AND SPATIAL EXPLICIT MODELS TO EXPLAIN PROCESSES AND SUPPORT DECISION MAKING IN CHANGING URBAN LANDSCAPES?

Cities, their population and structures change over time. How the urban population utilises space depends on the way it seems to answer their needs and addresses their vulnerabilities. Of particular interest of urban landscape ecological research as well as of urban spatial planning are the following aspects:

1. We are observing today changing demographic of the population, a general decline in nearly all parts of Europe accompanied with aging of the population. Besides that, there occur rapid changes of the social structures (e.g. households, neighbourhoods) and communities. Household sizes decrease which means in spite of a declining total population still new residential space requirements.

2. Currently, in many European countries, especially in transitional societies, due to economic reasons there occur significant shifts in urban land use. Simultaneously, we find high dynamics of suburban growth with partial over-dimensional construction activities at the urban fringe and an increasing depopulation and related perforation and shrinkage in the inner city. Here, mostly the old built-up areas, prefab new built-up areas and, finally, old-industrialised areas (“brownfields”) are affected. The changing city structure is closely connected with new demands of transport infrastructure.

3. Besides that, ecological/natural systems of green areas, habitats and, at a larger scale, processes of climate, water cycle, river hydrology “deliver” ecosystem services for the city’s inhabitants.

Research into these processes and their interaction is a multi-disciplinary activity that needs to recognise differences within Europe while at the same time finding common means of treating universal problems. The challenge is to relate this to management of the everyday lives of all citizens in the complex urban space by enabling them to take an active role in decisions that affect them. Moreover, we need to get an idea of the heterogeneity of features and processes within the whole (sub)urban area. We are asked to forecast potential urban development scenarios and to draw a picture of the realisation of different existing overall concepts. At the latest here, one realise that we have to connect single processes, functions and variables to a complex picture. How do we realise this complex task in science to support decision making in spatial urban planning?

The paper discusses the use, potentials and limits of conceptual and computer based models as relevant approaches and tools to assess processes and functions of urban landscapes in the spatial and temporal dimension. Most of all aspects of indicator finding, multifunctional assessment and forecasting possibilities will be focused at the example of one city in Eastern Germany.

As methods for the analysis we utilised non spatial temporal models, spatial explicit models, realistic models and GIS-based approaches. As for all model and assessment procedure approaches availability, applicability and uncertainty of public data will be discussed.

As applications serve urban land use (visualisation, demonstration, monitoring), the derivation of relevant structural pattern models and environmental relevant properties (land consumption, sealing rates, green space), calculation of the urban water balance, surface run-off, flood risk and groundwater recharge and, finally, habitat models for relevant target species as base for urban landscape planning. Finally, we present first ideas of models describing urban restructuring (shrinkage, perforation, demolition) which are most relevant for current urban development.

The paper intends to find answers on how useful models are to support spatial planning or monitoring and how far they serve for decision support.
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INFORMAL SPATIAL PRACTICES IN PUBLIC SPACE - EMPIRICAL EXAMPLES OF SELF-ORGANISATION FROM FLEMINGSBERG AND RINKEBY IN STOCKHOLM REGION

Abstract
Within the field of urban development a growing variety of different interests and forces generate transformations of spatial practices and processes and procedures of space production. This paper presents a study of driving forces that originate from local engagement and self-organisation. The spatial practices and space production in focus, in the title defined as informal, could be characterised as unconventional, uncommon, preliminary or loosely established – not necessarily illegal, as the common use of the term might suggest. One main interest presented in this paper is the study of their meaning for cultural and social life as well as for transgression and transformation of spatial, social and cultural boundaries. The empirical examples are located in Flemingsberg and Rinkeby – two urban peripheral areas built during the sixties in Stockholm region.

These two outskirts are interesting study areas firstly because of their spatial adjacency to wealthy "edge city" developments, secondly due to the opportunities for social and cultural fusion that the two contrasting environments pose and thirdly for their many public spheres and activities that creatively make use of spaces out of the resources and possibilities at hand. Former storage rooms, for instance, frequently houses NGO's and small shops. The shops not only supply for everyday commodities but also work as meeting places for locals, commuters and visitors from other areas. One example in Flemingsberg is a greengrocer's shop accommodated in a ship container near the commuter train station. This provisional, yet permitted, establishment make up the set for unexpected meetings and at the same time indicate a formation of a new cultural space through a transgression of strict planning regulations. In Rinkeby one can find several examples of self-organised social and cultural activities. One is the annual Somalian football tournament that gathers football players from different parts of Europe and a large audience in Rinkeby. The tournament is combined with parallel festive and cultural activities that attract many different groups within Rinkeby, but also from other parts of the city. The event thereby offers an opportunity for informal meetings between groups that normally are disintegrated.

In the paper a number of examples are studied closely with the purpose to analyse the underlying socio-spatial processes and to discuss their meaning for the public life in the local context as well as in the city context. In some cases these socio-spatial transformations are parts of a larger process of establishment of new cultures, norms and traditions in various fields of the society – processes that also bring change to the life in the urban landscape.

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ANKARA CITY DEVELOPMENT PROBLEMS AND PROPOSAL OF SOLUTIONS

ABSTRACT

Ankara is located in central Anatolia. Ankara is a largest city after Istanbul in Turkey. Ankara is consisted of two sections. The old section (old settlement) of Ankara is located on the top of the hill, the modern (new settlement) Ankara is at the bottom of the hill, and both sections have now merged. Ankara has been the capital city of Turkey since 1923. Therefore Ankara developed cultural, social and historical sites in a short time.

In this case Ankara had sprawl city problem with this development. It impacted so badly on the city surrounding environment and people need to return a better quality of life. Also overpopulation is the fundamental cause of the urban sprawl in the city. Most of people migrate to Ankara because of economical and cultural advantage in Ankara. It exposed also squatter house problem in Ankara.

In this paper we will give how to prevent sprawl problem with ecological solution and how to reduce uncontrolled development in Ankara. Also we will give what we have as an advantage for competitive city in a globalization development in Ankara.

INTRODUCTION

Ankara is located in central Anatolia where one of the largest cities is after Istanbul in Turkey. Ankara is consisted of two sections. The old section (old settlement) and modern section (new settlement) of Ankara has placed between on the top of the hill and at the bottom of the hill. Ankara has been the capital city of Turkey since 1923 and developed cultural, social and historical sites in a short time. Ankara is prepared some urban development planning by Heussler in 1927 that called "Siyhhiye Plan" (New Town/Yenibehir). In 1928, German Prof. Hermann Jansen realized Urban Plan for Ankara. In this plan of Jansen was created a special emphasis on the conservation of the "traditional structure" who was designated the historical urban conservation area. With this plan is displayed certain plan decision as regards the historical area by Prof. Hermann.

Prof. Hermann Jansen's Plan for Ankara
Source: http://www.vekam.org.tr/harsivi.html

Nihat Yücel and Ra'it Uybadin reconstructed to the historical site, who has won the competition for this area arrangement. Ankara developed so fastly as a metropolitan area, population also increase with migration from the other cities (Yozgat, Çorum, Çankırı etc..) to Ankara. Urbanization of Ankara developed out of planned area in a high percentage where sprawled uncontrolled in the area.

GEOLOGY

The area of Ankara measures 24,521 km² (not including lakes), and Ankara is settled in the north of the Inner Anatolian Region, at 39 degrees, 57 minutes North and 32 degrees, 53 minutes east (http://www.ankara.gov.tr). Ankara has boundary with the provinces of Kırşehir and Kırıkales to the east, Bilecik and Eskişehir to the west, Çankırı to the north, Bolu to the north-west and Konya and Aksaray in its south. The area of the province is distributed as follows: 49.37% are covered by tilled land, 9.61% by forest and heath, 11.81% by meadows and pastures, 29.91% are unfit for agricultural use (http://www.ankara.gov.tr).

Source: apsd.k12.ar.us/.../Turkey/ Turkeyhome.html

Ankara is settled between Northern Anatolia and the arid Konya Plain. It is surrounded by the rivers Kızılırmak.
and Sakarya and their tributaries. In the mountains towards the north and north-west of Ankara there are forest regions (http://www.ankara.gov.tr).

**CULTURE AND HISTORY AS A TOOL OF COMPETITIVE CITY**

After becoming the Capital City, Ankara has developed to social, especially for the aspect of cultural activities. Many civilizations have settled in Ankara which displayed Ancient Anatolian culture effect up to day. These cultural aspects effected deeply to the tradition, convention and culture in Ankara.

In Ankara can be found about 30 official and private museums, 1 National Library with its renewed facilities, 43 publics' library and many official and private organizations that worked in national and international level, also 343 associations and foundations performing cultural and art activities (http://www.ankara.gov.tr). Ankara has also too many cinemas, state and private theaters.

The history of Ankara began with Hittite civilization in the Bronze Age which followed the other of civilization as Phrygians, Lydians and Persians, Gauls, Romans and the Byzantines. Galatians civilization made a capital city to Ankara in the third century before Christ. In 1071 the city was conquered by the Seljuks, after that Ottoman Empire followed to this order (http://www.kdp-ankara.org.tr/usefulinfo/historyankara.html).

As we can see that Ankara can be produce and services with culture and history which present to all national, regional and international market. These can be improve the quality of life and promote development for Ankara. This historical and cultural structure will be providing durability of economic growth and trade on local services, environmental conditions. Globalization got local identity start and gave an opportunity for local economic strategies. In these respect Ankara has to be located in international area as the others metropolis areas. Historical and cultural background could be help to development of city especially about economical and global areas.

**SOME PROBLEMS OF ANKARA CITY DEVELOPMENT**

Every year population of Ankara is added to the city population, migration has the major affected of population especially from the district and villages to the city center. This movement causes important problems especially in Ankara urbanization. This development sprawled to from the city to the outward of city which damaged Ankara’s city environment and healthy urban life.

In this development migration population causes the increase in squatter housing and illegal construction. All the open area is settled with rapid and widespread squatter housing problem. This rapid growth affected negatively infrastructure in urban areas. Due to the migration population chosen to 1st class agricultural fields and natural areas which are used as a settlement palaces.

Sprawl is not only increased population problem, but also economical and environmental problems. Slowing population growth is not the only possible solution to curbing urban sprawl in our cities.

**SOLUTION: GREEN BELT STRATEGY IN A COMPETITIVENESS CONTEXT**

Green belt zone has development of agriculture and farming, forest and land regeneration and recreation which will be help also development for local product in these areas. We will maintain and support rural community in green belt areas. Green belt will be maintained countryside and regarded a recreational and amenity resource, providing access to the countryside. It will assist in urban regeneration and prevent urban sprawl, provide sustainable development. Urban regeneration is a natural and important function of a Green Belt. Sustainable development, redevelopment and reuse of urban lands must take precedence over Greenfield development.

The concept of competitiveness could be used a local advantage (indigenous product, natural heritage, tourism attraction) in Ankara. In addition to advantages in natural heritage and tourism attraction are perhaps the
mysterious synergy identified previously in many successful places. Economical conditions will be developed with ecological, cultural and historical identity. The competitiveness of place-localities regions and nations refers to the ability of local economy and society to provide an increasing standard of living for inhabitants (Malecki, 2002).

GOALS AND OBJECTIVES

- Retain the open and rural areas characteristics and adjacent to historical urban areas.
- Prevent, and where necessary counteract, urban sprawl, coalescence
- Promote of natural, cultural and historical place together for competitive
- Prevent neighboring towns from merging into one another
- Assist in safeguarding the countryside from encroachment

CONCLUSION

We provide a sustainable development in a city that uses these strategies. We want to conserve green structure, provide a sustainable and healthy urbanization in Ankara. Therefore we use green belt strategy and promote to cultural, historical development. In this globalization context, Ankara is located a place in international area. Ankara is such an important city with Istanbul for Turkey. We can find too much economical, cultural and historical advantage for competitiveness in Ankara city.

Green Belt will assist in urban regeneration, by encouraging the recycling of squatter house and the other urban land. Green belt provides to protect and enhance the environmental quality and amenity value of the open countryside for Ankara. We accommodate requirement of agriculture, outdoor recreation and nature conservation in the green belt. Thus we provide to balance between urban areas and green areas.

Economy, culture, history, nature and technology change in globalization context for towns and cities. In this development cities and towns has to be take an advantage to their characteristics. Ankara could be use strong history and culture in this globalization development. Also Ankara has a green structure with these cultural and historical structures surrounding of Ankara like Çubuk Dam, Gölbaşı, Karagöl, Beyman Forests, Sarýyar Dam, Karagöl Forest and Deliktaş Forest, but we have to arrange all these areas as green belt strategy with culture and history.

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MUSTAFA ERGEN(1) (2)
YAAR BAHRI ERGEN (3)
I want to write an article about the use of Architectural Design Programs in building design and urban projects. Eight central departments with building in their area of responsibility have by the Swedish Government been imposed the task of working out their own Architectural Design Programs. Municipalities and county councils are expected to do the same. To get an idea of Architectural Design Program as phenomenon, all eight designated central governments, 19 random municipals, and 8 random county councils have been asked to describe their experience and efforts in this matter in a the pilot study. A great interest was shown in developing design-instruments, especially amongst the municipalities. Architectural Design Programmes can be national or general. The can be local but generally applicable or made for a specific project. They regulate restricted areas and the concern is to control the shaping of town planning projects, buildings and urban space. In these cases the programs express visions for the architectural, aesthetical idea, concerning the specific environment, visualised through illustrations and examples. In defining the program-stage and the process of making Architectural Design Programs, it turns out that the planning unit expects some criteria to be met. The Architectural Design Programmes should the future design and include instruments of control. There is also supposed to be a description of for instance existing values in buildings and landscape as well as of environmental and historical investigations. Some important points can be:

1. Aesthetic purpose and technical demands: It is possible that the Architectural Design Program contains both aesthetic intentions and technical demands. For instance Gestaltningprogram för Lindholmsaleén, Göteborgs stadsbyggnadskontor 2001, supplies aesthetic intentions. The aim is to create an obvious entrance for the road traffic ale. An example of a program with technical demands is Kvalitetsprogram för Örebro City, 1995.

2. Advice and guidelines/policies: It is noted that Architectural Design Programs contain advice and guidelines. "Do this way!" is what is said in, Gestaltningprogrammet för Centrala Uddevalla. The strong advice signals care for the existing urban environment.

3. Prototypes/ideals and object lessons as illustrative rules: An example is Kvalitetsprogrammet för gestaltning av Sickla Udde, Stockholm 1999. The local administrations for property and building made the program together with four building proprietors and their consultants. The document is used as a complement to detailed development plans and building permits. The procedure in this document is to illustrate qualities and ambitions as principle solutions, perspectives, illustrations, drawings, sections, and model-photos. The program contains illustrations of typical blocks and perspectives of the avenues.

4. Methods of implementing and evaluation: One example is from The National Maritime Administration, 1999, Kvalitet i arkitektur och formgivning, Handlingsprogram och policy, it includes a strategy for implementation. Good quality in architecture and design means in this case good function and utility, economising with natural resources, aesthetical and cultural values, technical demands and economics all brought together to an optimal whole. A team established for the implementation. This is a strategy limited to the internal processes of the organisation.

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URBAN TRANSFORMATIONS AND CONFRONTATIONS IN GÖTEBORG: THE LANDERIS* RELATED TO THE FIRST TOWN EXPANSION AND NEW INFRASTRUCTURE

Abstract
Through use of historical morphological analysis combined with GIS, this paper explores the urban transformations and confrontations between distinct town patterns in the Swedish city of Göteborg. The landeris* in Göteborg were located on the so-called donation land which was subject to special conditions. Immediately after the city foundation in 1621 landeris began to be leased out and this continued for about 250 years. In the beginning the landeris consisted only of agricultural areas, but gradually agricultural buildings were built and the plots were increasingly cultivated. During the 1700s the landeris became increasingly lavish, manor houses were constructed on some of them and gradually many different kinds of buildings were erected. By the 1800s, with the industrialization arrival, new issues accrued which affected the development of the town and led to liquidation of the landeri institution. The inner town was fully built, there was a pressing demand for expansion and time had come to plan for new building on the donation land outside the inner town. In 1866 an ambitious town plan appeared, which in particular drew the overall pattern for the town expansion and building in accordance with the plan began in 1868. Then several minor plans followed, but none of these altered the main features intended.

The 1866 plan was in 1910 tied together with everything that had been built up to then into a totality by a main plan which then appeared. Also new infrastructure accrued starting with a water mine drawn to the town in 1871. From then on both the old and the new buildings were provided with different kinds of supply systems, and the town obtained gradually a systems character. When the new town plans were put into practice they did not claim “untouched” land, but landeri areas, which during a long time had gradually developed to contain a small-scale pattern of sub-urban character. The expansion of the town seem to have influenced the landeris in many different ways. At the same time the landeris also seem to have affected the expansion. My aim is to examine what happened when the old landeri structure was confronted with the new town plans and new infrastructure. I will then use the morphological theories of the British geographer M.R.G. Conzen and his Swedish successor Lennart Améen, and combine those with GIS. By creating different kinds of historic map layers and connect historic data to those it will be possible to analyse and make clear these complex processes of urban transformations when the old society meets a new one.

* Landeri: term (mainly in Göteborg) of a with certain right of possession (leaseholding; tenancy) held agricultural property situated on the donation land of the city, and with the character of country/manor house often built on the plot.

Keywords
GIS, infrastructure, landeri*, morphological theories, sub-urban pattern, town plan, transformation of pattern

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"ENHANCING AND SUSTAINING A PEDESTRIAN-FRIENDLY ENVIRONMENT IN THE URBAN SPACES" STREETSCAPE AND QUALITY OF LIFE IN AL-AIN DOWNTOWN

INTRODUCTION
Urban traffic is a big and increasing cause of the noise and air pollution, worsened by traffic jams and high density population. Exposure to ambient levels of particles and ozone are known to cause damage to human health in terms of acute or chronic morbidity and mortality. In most of the German cities one can find a car free street, usually named "Koenig Strasse"/king street. This street usually lays in the Downtown nearby church, retails and public services. Cultural events, festivals and social interaction give a special taste for this central "car free" street. The French government initiated a few years ago a "Car free day" (In town without my car!). Since the year 2000 this initiative has become an overall European action.*

The research paper aims to facilitate safe, pleasant and convenient pedestrian circulation and minimize conflict between pedestrians and vehicles and to elevate the status of the pedestrian by creating safe, enjoyable, accessible and convenient parks, open spaces, streetscapes and greenways. Urban design efforts should be oriented towards providing greater opportunities for human association. The proposed car free street contains parks, plazas, pedestrian-oriented streetscapes, and greenways encourage social engagement by providing opportunities for interaction during recreation, special events and daily activities.

Al Ain the largest city in the Eastern Region of the Emirate of Abu Dhabi in the country United Arab Emirates. Home of the UAE University and Known as "The Garden City of The Gulf". It is surrounded by magnificent red sand dunes and overlooked by an impressive mountain range. Al Ain City has been chosen to be the Host City for the final stage of the World Wide competition "Nations in Bloom '98".

CONFERENCE TOPIC: The city issues

KEYWORDS: Urban traffic – Air Pollution – Pedestrian – Sustainability – Streetscape

PROBLEM DEFINITION:
Typically evenings on Thursday and Friday, one can see hundreds of pedestrians standing on the walkway and sometimes in the middle of the street in Al-Ain downtown. There are no enough prepared places to accommodate such social interaction. Some of the existing streets in the city center can accommodate the expanding pedestrian traffic.

Khalifa street at Al-Ain city

PAPER MISSION:
If Al-Ain’s urban design is to be world class, certain areas in Downtown should be 'Car free' spaces for Pedestrians and parks for cultural events. Streetscapes will also need to be improved. Khalifa street zone proposal is to improve the visual quality of the streetscape in Al-Ain, enhance the pedestrian environment, improve traffic circulation and safety, and improve access to alternatives streets.
METHODOLOGY:
The research methodology is a multi-disciplinary approach to address its goals by investigating means to analyze traffic jams, discuss and interview the key organizations at Al-Ain and to propose a new urban design for "Khalifa" street in Al-Ain downtown as a pilot project. Air quality is one of the major environmental concerns in today's world, affecting the health and quality of life of residents and people who visit urban areas. Survey study will be done to observe the periods of the traffic jam and number of vehicles in the city center area.
A STUDY ON CHILDREN’S FREEDOM OF MOVEMENT IN STREET ENVIRONMENT IN TEHRAN CITY

Abstract

Regarding Learning through Landscape (LTL) approach and Child Friendly City (CFC) movement in urban planning, open public spaces in urban environment are the best places for children where they can learn about the social life, civil society and their surroundings. But nowadays these opportunities for children’s socializing do not generally improve as cities become more developed (Hart, 2002). Children feel isolated from complicated urban society because of traffic, inadequate transportation, hazardous surroundings, lack of public spaces and play facilities, and a general lack of attention and concern about their priorities, which makes cities unfriendly places for them.

It should be mentioned that one of the main indicators of a Child Friendly City is its degree of freedom of movement for children, and according to researches, limitations on children’s freedom of movement in the city environment cause a lack of environmental knowledge (Rissotto, 2002).

The current research investigates the influence of this freedom on children’s environmental knowledge using an indirect method.

To understand the above assumed interrelations, home-school itinerary was investigated through distributing questionnaires to children of three age groups (9, 11, and 13) in three districts with different urban context in Tehran city. Questionnaires included some written questions, drawing an image map of home-school itinerary, and reading a blank map of the district and showing the itinerary on this map.

The data analysis and discussion were performed concerning method of itinerary, age, gender, and district’s context and street pattern. The results of the study confirm the significance role of children’s autonomy and freedom of movement in acquisition of environmental knowledge and structuring a clear image map from the living district. Those children who go to school on their own show better ability to draw an image map compared to those who are accompanied by parents or driven by school bus. Also, it should be mentioned that the street pattern had a considerable influence on children’s ability of drawing a clear image map. The role of age in drawing the image map was found more remarkable than the role of gender.

Keywords: Child Friendly City, Environmental knowledge, Home-school itinerary, Image map, Tehran city
CROSS-CULTURAL DIALOGUE WALKS FOR A DIALOGUE CITY

Mixing cityscapes for sustainability
The Swedish discussion of city qualities and city life is today interesting and on a high level. In Goteborg the qualities of a city where functions and characters are mixed have been highlighted and analyzed. The mixing of a city has obvious advantages as a sustainable approach - ecologically as well as economically and socially. But evidently there are large obstacles of reaching the ideal. The recently planned Norra Avastranden has large areas of what could be called "pure office time city" - bustling with school pupils and office workers between 8 and 17 o'clock, and then completely abandoned. In Goteborg other projects of mixing housing into 60's industrial have been introduced by enterprise organizations. But when planning is started the risk of conflicts is put forward anew. What ways are there to start a planning dialogue to promote a soundly mixed city?

Urban walks for future dialogue
I have been working with processes of public participation since 1974. Well structured talks where everyone have their say enhances the planning qualities and makes it more creative and effective. I have practised urban walks and town trails since 1978. This simple but powerful method is useful in a wide range of contexts: orientation, inspiration, education and participation dialogue. There is something happening when you get outside. The walk inspires a free and easy dialogue. Points of view are aired and confronted; issues about the place are raised - its strengths and weaknesses, threats and opportunities.

Intercultural walks in mixed districts
The walks can be kept open for a creative discussion of the future. They can also be structured in different ways. In complicated planning issues it can be useful to select representatives from different groups of people for a cross-culture walk and talk. In this kind of walk there is a possibility for young to meet old, for people working in an area to meet young people needing flats etc. And these meeting are performed exactly on the spots where problems and solutions arise. This way of walking intercultural walks can be used very conveniently in all kinds of local neighbourhoods and along different types of urban paths. Especially in mixed - or "to-be-mixed" areas the intergroup and intercultural dialogue can have advantages.

Conclusion: The city of dialogues
My intention is to develop these methods of creative, cross-cultural walks with the on-spot future scope. I see the dialogues that arise as a start of a more permanent dialogue, using meeting spots in the cityscape as dialogue centres. Then the walks can be more and more frequent, focused, refined and include more and more groups and issues. In the future scope there is a possible city where dialogues between groups etc constitute an everyday inspiration.

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LIFE IN THE URBAN LANDSCAPE – INTERNATIONAL CONFERENCE FOR INTEGRATING URBAN KNOWLEDGE & PRACTICE
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URBANIZING LANDSCAPES AND IMPACTS ON BIODIVERSITY IN STRATEGIC PLANNING

In urbanising landscapes, urban developments and infrastructure today spread over vast areas and cause profound alterations of natural habitats. Urbanisation is thus becoming a worldwide threat to biodiversity, which is an important aspect of a sustainable development. From the perspective of natural and semi-natural habitats, the overall trend in urbanising regions is loss and isolation of habitats, and a high pressure on the remaining areas of nature. At the same time, new habitats are created. These changes result in complex land cover and land use patterns, and the ecological consequences are intricate and involve many confounding factors. From a global perspective, biotic homogenisation occurs, ruled by human preferences of vegetation and hydrology. On local and regional scales, nature areas can be characterised from a wildlife perspective by for instance habitat quality, quantity and connectivity, the origin, history and management of sites and disturbances such as recreation, noise and pollution. The complex and significant ecological consequences of urbanisation need to be further explored. Moreover, in order to reach a more sustainable urban development, these consequences need to be taken into account and integrated among other issues in strategic planning. For example, urban development patterns that have been discussed in the context of competitive urban regions, such as polycentricity, need to be evaluated from sustainability and biodiversity perspectives.

Initial decisions on urban expansion and major infrastructure investments are often made on a strategic level where the long-term development of a region is determined. For this type of decisions a strategic environmental assessment can be prepared. However, the high level of abstraction of plans, programmes and policies involve major methodological problems for the prediction of impacts, not at least concerning biodiversity. The purpose of this study is to develop effective methods for biodiversity assessment at landscape and regional levels. The study area is situated in the Mälardalen region, where urban development patterns will be evaluated from a biodiversity perspective. Problems of habitat loss, isolation and other impacts related to large-scale urbanisation and infrastructure developments will be addressed. GIS-based methods focusing on predictive ecological modelling will be used in a scenario context. The implementation of such methodologies in strategic planning and environmental assessment would allow a better integration of biodiversity in decision making, further resulting in a sustainable planning system.

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THE EXPERIENCE AND LESSONS LEARNED – WATERFRONT SCAN AND ENVIRONMENTAL IMPROVEMENT STRATEGY FOR THE TORONTO WATERFRONT REVITALIZATION

The City of Toronto is engaged in a 30 year project to achieve the revitalization of its waterfront. This project is a joint venture that involves the Government of Canada, the Province of Ontario and the City of Toronto as shareholders in the Toronto Waterfront Revitalization Corporation.

This corporation is charged with strategic and detailed planning, management and implementation of the revitalization.

Originally the waterfront revitalization was driven by the catalyst of the Toronto Olympic Bid for the 2008 Summer Olympics. Although the 2008 Olympics were awarded to Beijing, the City and the federal and provincial governments have still continued to proceed with the waterfront revitalization.

This commitment, in conjunction with the principles of the City of Toronto Strategic Plan, Social Plan, Economic Plan and Environmental Plan, provided a clear opportunity to proceed with waterfront revitalization on a sustainable development platform. This constituted a significant opportunity to bring a regional perspective and vision to a municipal bureaucracy evolving into a new organization, after the amalgamation of seven former municipalities into the new City of Toronto. These efforts may have had beneficial effects on municipal staff focus and priority setting in a post-amalgamation setting.

The City of Toronto conducted a series of technical studies to support the revitalization, one of which was called the Waterfront Scan and Environmental Improvement Strategy Study.

This project looked at the environmental improvement possibilities at the waterfront as a set of big priority City moves that would set the whole City of Toronto more clearly on a path towards sustainability. The intent was to develop environmental opportunities that would produce a reduction in total emissions from the City as a whole after waterfront redevelopment is completed. The most important opportunities have been identified in the energy sector, with a focus on energy efficiency and conservation, and improved energy supply that has a reduced impact on the environment, producing significant reductions in greenhouse gases and other pollutants. The Waterfront Scan served as an Ambassador project for the City of Toronto cluster at the 2002 Partnerships for Sustainable Cities in Stockholm, Sweden.

The Waterfront Scan was grounded in extensive consultation with municipal, provincial and federal departments and agencies, and other groups.

This process brought into focus the dynamics of overall strategic planning, the possibilities for public and private sector co-operation, the impact of institutional and intergovernmental issues and co-operation, the implications of provincial deregulation of the electricity market in Ontario on the various energy players in the system, and the economic and social opportunities that were presented by a sustainable waterfront. Overall the results support the need to effectively address the economics of sustainability as a primary tool in continuing to move the agenda of sustainable development thinking. This has been identified as one of the key themes for a future international conference on sustainable cities.

The Scan led to the recognition of a set of key integration and co-ordination concepts essential to move towards environmental sustainability, referred to as the Integrated Energy concept, the Comprehensive Co-ordinated Infrastructure approach, the Co-operative Environmental Assessment process, and the Co-ordinated Public Consultation process.

Taken as a package, these concepts have a significant impact on reducing emissions from the completed waterfront redevelopment, and identify possible means to achieve community consensus for the revitalization. They also show how additional emissions reduction can be achieved by similar means in other parts of Toronto.
Although the Scan achieved significant support for these concepts, their implementation and evolution has encountered traditional issues or debate - business as usual, financial concerns, legislative and regulatory issues that are currently being addressed by the Toronto Waterfront Revitalization Corporation. Clearly, conducting the research, analysis and consultation to develop the concepts needs to be supported by significant efforts to market and sell them, with the involvement of the implementing organizations. For example, some of the Scan thinking on how to improve environmental assessment and approvals processes may be relevant to other municipalities engaged in large scale revitalization efforts, and may be able to influence to future legislative and regulatory development.

The model developed in the Scan also sought to address the merger of environmental assessment processes and municipal planning processes, again as a means to achieve community support and consensus for the implementation of revitalization.

The process of completion of the Waterfront Scan involved multiple agencies in the national, provincial, municipal, institutional, and broader public and private sectors. In Canada, with three levels of government, there is a clear need for an integrated multidisciplinary comprehensive thinking, and action in concert, by each government level.

Other studies have identified compartmentalized thinking within each government level, and a lack of coordination between government levels, with respect to research, information sharing, and policy development. Within the City of Toronto there has been limited movement towards an integrated environmental policy framework, set in the context of sustainability, to bring the efforts of the three government levels together more effectively. In Canada, and presumably in other jurisdictions as well, the role of national and provincial governments in facilitating successful cities can benefit from better integration of government level perspectives and more effective means of working together on a day to day basis.

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FROM EUROPAN 6 TO BÄCKASLÖVSVISIONEN - A NEW PLANNING PROCESS?

Although the jury concluded that the proposed master-plan is natural, simple and inexpensive, as well as an extremely good context and situation analysis, the proposal first of all raised a number of obvious questions that should be discussed through further studies. An urban study was commissioned to the team in October 2001; right after the competition results were announced. A team was established, consisting of the team QPG, four architects from the municipality and a project coordinator from the developer.

The team was involved in creating a new vision for the area. Based on the competition project, a layered master plan was developed, showing the existing city center and the small business part location; the main connections to the new development areas; the new string of parks between the city and the lake. The parks and buildings and streets are used to connect the new areas to the existing urban fabric. In the masterplan, the chain of parks proved to be a strategic planning tool, making it possible to decide upon a framework for urban development without having to make a detailed master-plan in a premature stage. General guidelines for shaping the future urban environments, such as the width and use of streets and the size of courtyards were added. The vision further defines density, the degree of openness and a tentative programming of the future urbanization.

An Internet site, allowing continuous updating of the vision and public access to this material, was proposed and developed by the team to tackle the long time-span of the area development. In this way the city has opened for a democratic development process, where private parties are allowed to express their point of view and to be informed about the master-plan before it reached its final stage. Especially the forum part of the web site has been widely appreciated and used and point to ways of creating and using new tools that aid the municipality in the realization process.

PROJECT REALIZATION - SUSTAINABLE CITY GROWTH.
The vision for the city's growth is a dynamic document, which has been approved by the municipality council. The document is open to the public via the Internet, and it is supposed to be revised with two or three year intervals. The up-to-date master-plan shows an intelligent layout, which takes into consideration the process of development over time (up to 50 years, according to city officials). The aim of the plan is to ensure that a large proportion of nature areas are protected from development, a subject that is widely debated on the web site's Frequently Asked Questions page. The pivotal question is how the concept of the urban parks of Växjö should be developed. In their competition project, QPG proposed to build only 491 apartments out of the 1000 demanded by the city. Today the plan shows something closer to 4000 housing units located in the parklands west and south of the competition area, an alternation which puts a larger pressure on quality of the relationship between existing nature and the future architecture and outdoor spaces. These relationships are subject of further study and work with a more detailed urban park program together with different housing design guidelines is about to begin in early 2004.

The commission given for the Växjö site raises interesting questions related to the Europan competition aims for realization of the projects. Normally the winning teams start realization after an urban study phase. In the case of Växjö the urban study itself can be described as a realized project. The city of Växjö has reclaimed the initiative in the urban planning process and has managed to address many important issues, which are part of a sustainable city growth. These include amongst others the socioeconomic aspects of the planning process.

Based on their experience with creating visions as frames for realization, QPG has invented a partly new planning tool for the city. Their interest in the design of the planning process and the belief in a more open planning process clearly shows a new attitude towards the role of the architect in building the city.
Competition Result - a new planning process.
Abstract:
The diverged and intensified scenes of cities have brought up problems and low efficiency of functional planning and analyses. The complexity and uncertainty, produced by a manifold interaction between various and conflict subjects has led to necessity to change planning modes. The notion of city-space acquired in the course of last decades has found hesitant response to actual mapping practices. While city is perceived as a continuous process of flow with events as nodal points there have been no tools to record it.

The method we are developing to study urban-space and a flow is the positioning of mobile phone carriers. By tracking the mobile phone we get real-time data flow in the virtual city. This process can also be related as immediate participation of citizens. When we know the space-time dynamics of social groups, then we will also be able to estimate the impact that certain activities might have on them. A wider application of social positioning will enable us to estimate the number and social composition of people moving in certain area, as well as the changes in its composition in time and space. The existence of such data flow would enable us to design a dynamic space, which changes in respect of the changes in the number and social composition of the people. It is important to notify that social positioning is continuously repeatable survey. Urban space consists of appearing and disappearing tactical spaces, which are in continuous process and tend to change in hours. As regards values of space it might be supposed that the tactical space is the core for space description. To reach it we need need real-time methods. Perhaps if we can talk about tactical space we don’t have to use the old and overexploited terms like public/private, monofunctional/ polyfunctional, alternative/mainstream.

Taking into account the large distribution of mobile phones in the world, this would be a database of very high potential. SPM data has three important aspects: 1) in comparison to earlier studies on space-time movement, both the quantity and the precision of this data is considerably higher; 2) social positioning data indicates the actual location and movement of people; 3) the method enables to work in real-time. Today quite few SPM surveys have been carried out, the technology is only starting. In Estonia Institute of Geography, University of Tartu; Departnemt of Architecture, Estonian Academy of Arts; Urban Mark architects and research firm Positium

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TOWARD A NEW ‘READING’ OF URBAN PATTERN NETWORKS

Introduction

In modern cities various types of transport are intermixed, from pedestrian, automobile, trams to other commercial types of transport. The consequences of greater population mobility are many and complex. One of the goals of transport development is greater mobility which ensures quick and comfortable transportation to work, schools, shops, or which enables keeping in contact with friends or entertainment and activities related to culture. Greater mobility is connected to the growth of transport and especially automobile transport.

On the other hand, transport changes the structure of city streets, their social function and the integral approach to the development of transport and residential streets and areas becomes a necessity. The loss of the street as a social entity in which life went on has contributed to the demise of the urbanity of the cities, and especially to the loss of their safety.

In order to rehabilitate the social function of the streets it is necessary to preserve and upkeep open and free spaces, introduce high-quality street equipment, like adequate symbols, advertisement, horizontal and vertical signalization, the up keeping of facades, the greening of various spaces, the building of fountains, the installing of sculpture and the like.

This work deals with a methodological procedure of developing a pedestrian street in the city center as an element of (i) promoting the idea of an integral traffic system: and (ii) enriching the palette of an appropriate urban setting.

For solving the problem it is not enough to create only pedestrian zone in the city center. To improve access for pedestrians in and around the city center whilst retaining ease of access by car and public transport, we developed methodological approach for improving design in the high street in the central city zone.

Following this theoretical approach the work is presenting redesigning of the streets in central city zone of Belgrade, based on research “A Better Place for Living - A Sustainable Approach for Urban Design”. Final output of the research should include maps of central city zone: pedestrian streets, bicycle tracks, public transport lines as proposed network of integral traffic system.

Footnotes

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PROF DR RUZICA BOGDANOVIC
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U.R. URBAN RECONDENSATION: GLOBAL STRATEGY AND LOCAL APPROACHES IN EUROPEAN CITY/NETWORK, A NEW INTEGRATED STRATEGY FOR URBAN DEVELOPMENT AND ENVIRONMENTAL SUSTENIBILITY

Abstract

Urban studies have finally recognised how density conditions are dependent on mobility flows and their temporal pattern. This is to say, how much urban densities are variable on territory as a result of the temporal use of places.

A whole new urban/metropolitan structure where mobility explains urban behaviours and territorial effects has appeared. Areas with higher circulation of vehicles, both inside the city and at the outskirts; places near the main attractors of mobility flows; infrastructures for transportation like airports or multi-modal stations; big centres for consumption like shopping malls; or frequently visited leisure areas both in cities and peripheries like waterfronts, historical centres and theme-parks. All of them are good examples of these new territorial scenarios of regional mobility.

These increasing levels of mobility are the result of two parallel processes: firstly, the dispersion of population, residences and economic activities configures regional patchworks where the functional integration of metropolitan spaces produces simultaneous dynamics of deconcentration, dispersion and specialisation. Secondly, increasing mobility flows show the use of the space by metropolitan populations inhabiting some places but visiting and using some other places in a very intensive way.

The way in which these new infrastructure multimodal nodes are going to be planned will decide future of the urban development and the quality of everyday urban life.

Dealing with these approaches, our cross-disciplinary contribution will focus on 3 main research questions:

1. Can this new hub territories be significant and have a recognised status as a well-defined planning areas in between the regional and the urban scale?

2. Can this new multimodal spaces be a good ‘first step’ or can be considered as ‘good practises’ to develop better links between sector policies? Those policies that are not conceived neither planned together at the present moment, like happens with land use planning and management; environmental protection; and mobility policies?

3. Which consequences can be detected in the urban structure of the areas affected by these large-scale projects?

We consider compact urban structure (linked with complexity and diversity) could offers for the future, better conditions for a sustainability urban development and a more exciting space for human relationship and a good living environment for its inhabitants, than the dissipative diffuse sprawl model.

But what does it means to design a contemporary urban structure as a compact built up area? Which component could be the aggregative element for the urban structure?

Considering the need to define, the new nodes of the re-condensation of the urban formal structure, and the require of a sustainable development in term of renewable resource and the need to preserve the environment, it would be very important to understand new strategies for urban design that focus on the new infrastructure role while urban sprawl is stretching daily commutes, and test them in a few European cases.
We intend to present the results of research on this topics in which our working group today are working, based on the design of "infrastructural nodes" like generative component for the new urban structure.

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TWEAK: "A SUBTLE INTERVENTION BASED ON SPECIFIC URBAN MOMENTS TO ENCOURAGE A CHANGE IN BEHAVIOR AND/ OR PERCEPTION". FOR GROEPSPORTRETTEN 2004: FEAR & SPACE WWW.GROEPSPORTRETTEN.NL

Shine Project Group is a young interdisciplinary project group whom links theory & research in urban culture to issues and projects that have impacts in on our society, the everyday and city planning.

As a research group we use our mixed backgrounds (in architecture & mapping, urban culture & theory, fashion & photography, graphic design & image) to research, record, analyze and map urban phenomena. As a project group we stimulate, undertake and support urban projects (commercial/ non commercial) self-initiated, collaborative that seek to make links and to present findings in an everyday context. SPG is formed by a core of collaborators; Ade Aboaba (UK), Petra van Bennekum (NL), Wiebe de Ridder (NL) Jasper Springeling (NL), collaborating with Caroline O’Donnell (IE) to form Shine 5.0. The core group met through the off_Corso network initially coming together for Shine events; Dinner dansants organized by SPG and friends creating an open warm atmosphere for stimulation and connection. Performers, D.J.s, V.J.s and artists reacting to given themes and issues encouraging new thought and future action through collaborations.

Groepsportretten 2004 (24 hour event and Publication launch, December 2004, Rotterdam)
www.groepsportretten.nl

We were selected by the Stimuleringsfonds voor Architectuur, Amsterdam (Foundation for Architecture) and the Fonds voor Beeldende Kunsten Vormgeving en Bouwkunst (Foundation for Visual Arts, Design and Architecture) as one of four teams for Groepsportretten 2004 on the theme of "Fear and Space" with 3 other multi discipline teams.

Groepsportretten encourages enthusiasm and an interdisciplinary approach to inquiries that have an influence on spatial planning of the Netherlands.

ABSTRACT
Extract from Shine 5.0 publication text for GP04 publication (private and confidential)
(Critical author Jacob Voorthuis www.vouthuis.net/ NAI Publishers www.nai.nl)
Agoraphobia: Fear is the Imagination
Enviromotional Geography: Mapping & Results
Loosely Provocative: Conclusions

TWEAK: INTERVENTION
In Tweak, the information gathered in the research phase is used to make a number of related interventions that tweak – i.e. change the context in a small but important way - in order to reprogram the stimuli for fear. In particular, the issues of mobility, familiarity, event and social disconnection are confronted as ‘tweakable’ phenomena.

Tweak consists of a number of permanent 2d interventions - a typical and personalized local floor plan (taken from Brinkman’s Van Lennepblok in Spangen) at scale 1:1 painted in the public space with reservations for major components such as the sofa, the television, the photograph frames - and one mobile 3d intervention, the components themselves, distorted in scale according to their role which moves between the sites. The sites and the cycle of these ‘LivingRooms’ are derived from the concentration zones highlighted in the mapping phase. When a LivingRoom is in place, local and personal stories can be recorded on the typewriter. Pictures, ornaments, and even additional furniture can be brought and arranged in the space. A film projected onto the oversized television shows the LivingRoom in its previous location and the interaction and stories of the nearneighbours.

When the LivingRoom is gone, the floor markings remain. As the LivingRoom travels, it undergoes a metamorphosis; although returning to the same footprint each time, the collected identities and stories from the community gradually transform the LivingRoom into a collective private space. Negative local objects are transformed to create a mobile space where the local identities can be shared and stereotypes can be gently reprogrammed.
A place is created, an imaginary room, with associations of safety and control. Here, an indirect communication is enabled between anonymous near-neighbours who fear each other through imagination and ignorance. The time-delayed presentation of the LivingRoom in its previous location is essential in connecting with other sites, physically close, but mentally distant. As time goes by, the LivingRoom transforms from a representation of someone’s living room into a community living room where identities are contributed by the collective and stereotypes can be reprogrammed.

As the 21st century inhabitants of the city retreat into the private domain, the leftover public realm is becoming increasingly anonymous and vacant. A vicious circle is created, where the private space grows internally or virtually whilst the shrinking public space is colonized by a sub-culture, whole neighbourhoods decline, and municipalities seek remedy through demolition and new-build.

The LivingRoom questions the role of public space in integrating communities as bounded space takes over and produces fear in and of the un-private space. It is a comment on the lack of private outdoor space and the associated fear of public space. It reacts to the event-like and mobile nature of fear in the public domain and offers the community the chance to begin to interact with each other in a pseudo-safe environment so that their fears are brought into line with reality. Finally, imaginations can project positive images back onto the environment that stimulates them.

Shine 5.0 (Shine 5.0 is the collaboration between Shine Project Group NL/UK and Bioclimatist Caroline O’Donnell, IE www.spgnet.org)

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HOW URBAN ARE YOU? A COMPARISON OF HABITS AND ATTITUDES RELATED TO THE URBAN OUTDOOR ENVIRONMENT IN TWO CITIES WITH DIFFERENT CLIMATES

Abstract
This paper discusses the importance of climate for urban life and urban design in a Nordic context. Global trends transform and uniform the cities and urban life in Sweden as elsewhere. Indoor public spaces as well as outdoor cafés are global urban phenomena with climatic implications. The cold climate justifies public indoor spaces and it emphasizes the importance of making the best of the microclimate of the outdoor cafés. On the other hand, the local climate and its liaison with a local culture, is a point of reference for a local identity. Climatic characteristics can be visualised in urban design in various ways. Solar angles, for instance, vary with latitude and windiness with the exposure of the place. If taken into account they have an impact on the overall urban morphology as well as the detailed design of buildings and outdoor spaces.

The background is a multidisciplinary ongoing project with the objective to study climate and urban public spaces from different angles. Case studies with climate measurements, observations and interviews have been carried out in different urban climate spaces in Göteborg, a big city in the south of Sweden, and they are proceeding in Luleå, a medium-sized city near the polar circle. This paper, however, is mainly based on two questionnaire surveys of people who live or work in the two city centres. They are being followed up by qualitative interviews.

How much of a city person and an open-air person are you? The survey question was accompanied by a simple explanation: A city person likes the street-life, the shops, the entertainments of the city, and an open-air person likes to be in a natural environment, in the woods, on the sea. The surveys have shown that the answers to this question correlate to attitudes and habits in a way we expected: City persons, for example, spend less time outdoors, visit restaurants and cafés more often, appreciate the winter season less than open-air persons. The citizens of Göteborg are more urban (i.e. they are city-persons to a greater extent) than the citizens of Luleå. Young and old people are more urban than middle-aged in both cities. Men compared to women in Göteborg are more urban. In Luleå, however, women are more urban oriented than men. Spontaneous remarks to the survey questions indicate that the climate in Luleå is a more prominent environmental feature than the climate in Göteborg. The impression so far is that many citizens of Luleå are proud of their climate. Göteborg is appreciated in spite of its horizontal rain. These are all questions that will be further penetrated in the qualitative interviews.

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ANALYZING SOCIAL SUSTAINABILITY IN UPPSALA MUNICIPALITY

Abstract
It has been used population data for each area of Uppsala municipality to understand the level of social sustainability from the regional scale to the detail scale, especially comparing urban areas with rural ones. A definition of sustainable community, as one that is equitable, diverse, connected and democratic and provides a good quality of life, has been used to construct some indicators of social sustainability. A previous experience in the Regional Development Plan for Stockholm County has helped to chose among various possible indicators. Understanding particular aspects of each area, in the overall of the entire Municipality, will be useful for the Comprehensive Plan for Uppsala Municipality scheduled to be finished in the year 2005. The data analyze help to find easily strengths and weaknesses of each area and could be replicated for other regions too.

All the numeric information has been filled in a GIS program. For a better understanding of the study area it has been triangulated the data analyze with pictures (both the ones I have taken during the excursions and the fly views), and with the personal view point of the quality of each area that I got during the time I spent walking in.

The transportation vehicle has been the bike to visit the 34 city areas and the bus for exploring the 17 rural areas and villages outside the city of Uppsala. So this research even offers an individual point of view on the easy of the connection for people not having any car.

We have seen that living in countryside is not really a big problem in term of time spent for getting in the city of Uppsala while it represent a much different life style that most people seem to prefer.

The reason of this predilection probably lies in the strong rural history of Sweden but could have an influence even the fact that the city doesn’t really offer a strong urban life so that to attract and persuade more people of its richness of opportunities.

Data also show as foreigners prefer to live in the city and have created a concentration in few neighborhoods. This work could be useful even for the perspective that a foreigner has on Swedish urban life that, slightly different with the municipality one, offer a point of view that should be taken in consideration.
LOCATION AND DESIGN OF PRE-SCHOOL ENVIRONMENTS TO PROMOTE YOUNG CHILDREN’S OUTDOOR PLAY IN THE URBAN CONTEXT

Opportunity to outdoor play is an important part of children’s daily life that can promote their health and well-being. Today life styles with a more regulated use of space and more indoor stay with sedentary activities are developing. A large majority of young children in Sweden attend pre-schools making these environments of great importance for their opportunity to daily physical exercise. Research has indicated that the quality of outdoor play varies with the design of the outdoor environment at different pre-schools (Mårtensson 2004). Spaciousness, vegetation and broken ground are suggested to be characteristics that make running and other more adventurous forms of play that include physical exercise, more likely. In a multi-disciplinary project (SCAMPER), the degree of physical activity for each child is measured at 13 pre-schools in the region of Stockholm. A qualitative analysis of these children’s outdoor activities are to give further clues on how the amount of space and the design of the area relate to physical exercise. Possible strategies for municipalities in locating and designing pre-schools are discussed in relation to the overall goal of sustainable relations that promote health in urban areas.

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SECOND MAIN THEME: CITY ISSUES HOW CAN WE MAKE USE OF EXTENSIVE "SHOPPING LISTS" OF URBAN SUSTAINABILITY GOALS OR QUALITY INDICATORS, FROM EACH SECTOR OR FIELD OF EXPERTISE?

Abstract
The Seattle Housing Authority (SHA) is transforming the High Point housing project in Seattle, Washington USA as a model of sustainable community development. Once a blighted neighborhood of 791 deteriorating housing units, the new 120 acre High Point community will include quality housing for 1600 families, new infrastructure, and public amenities such as parks, hiking trails, a public library, a grocery store, and health clinic.

The SHA is going beyond the standards set by other public housing redevelopments in the USA in committing to sustainable development as a guiding principle at High Point. SHA is actively integrating the concepts of sustainability into every aspect of the project, from site planning to the choice of materials, systems, drainage management, and landscaping.

Here is a summary of the environmentally sustainable strategies at work at High Point:

Planning a healthy neighborhood:
The sustainability initiative began with a concept plan that employs the principles of "new urbanism" to create added density in a pedestrian-friendly environment.

Reducing reliance on the automobile:
The design creates an environment which favors the pedestrian and subtly discourages auto use.

Managing drainage in a new way:
SHA’s High Point Redevelopment offers an example of how an innovative drainage system can be integrated into an urban neighborhood.

The High Point project totals about 10% of the Longfellow Creek watershed, providing an opportunity to improve water quality and stream flows for Longfellow Creek—a priority watershed with the highest Coho Salmon returns in the city. Seattle Public Utilities’ (SPU) and SHA collaborated to integrate an innovative drainage system into this urban housing development. The subdivision plan includes an extensive natural drainage system throughout the 34 blocks of right-of-way comprised of a network of swales, ponds and multi-functional open space.

Preserving natural habitats:
Many mature trees on the site have been protected, new landscaping will emphasize native species and drought-resistant plants and the habitat value of the site will be enhanced through restoration of hillside greenbelts and open space.

Deconstructing old homes:
SHA used a method of "deconstructing" the existing units by salvaging windows, wood, and other useful building material for reuse or for re-sale.

Reducing solid waste:
SHA has incentives to encourage residents to recycle, and by providing backyard compost bins for each home.

Reducing water and energy consumption:
SHA has set of a goal of reducing energy consumption by 40% below code and water consumption by 15 to 30% below code.
Building healthy homes:
SHA is seeking to advance the science by building 35 new homes that are especially designed to improve the indoor environment for families with children with asthma.

Involving the community:
SHA has recognized that the success of the sustainability initiative requires opportunities for participation that are culturally-appropriate to the diverse range of people in the community.

Summary:
High Point will be a model for future construction of homes that encourage low impact development. Most importantly, the High Point model challenges beliefs that dense urban design and ecological performance are mutually exclusive.

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A STUDY ON THE TOWNSCAPE EDUCATION NEEDED FOR PROMOTING A SUSTAINABLE COMMUNITY DESIGN: A CASE OF “VIDEO STADIUM” IN CHIBA CITY, JAPAN

Abstract
In recent years, in Japan, in order to promote among residents the education and consciousness in connection to townscape and civic scenario formation different participatory programs has been undertaken. Such programs rather than temporary they have been organized continuously in order to develop participatory approaches and contribute in to promotion of a sustainable community planning, still many other trials are required.

This paper deals with the educational system that is required for local communities to promote the awareness on townscape issues and improve their participation, and as a case study presents the “Video Stadium”, an initiative of our department that has been organized consecutively since 2002 as part of the “townscape citizen’s festival” of Chiba City, Japan.

The purpose of this program is to rediscover and share the Chiba identity through visual art works made by junior high school students on different townscape related subjects and to draft possible plans for the city that are enforce in the video stadium.

During the three years that the program has been conducted 17 different teams and 65 students from local junior high schools have joined the program that has been organized in the form of a competition. The process involved in the program consisted of a study meeting for defining the contents, filmmaking and editing, and the projection of the film works in the context of a townscape workshop.

Whereas the Cooperation of Chiba Television Broadcasting Corporation in the whole process was indeed important since they provided the technology and equipment required as well as explained image production to the participants the search for locations, filming and the edition work were performed entirely by the junior high school students.

Final works were projected to the public at the Chiba’s Central Park. From the scenes taken by the teenagers several photo shots were extracted and used them as material for townscape workshops.

In order to evaluate this program and to grope new possibilities on the practice of Town Planning Education, we conducted a questionnaire-based survey among citizens and the participating junior high school students.

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