

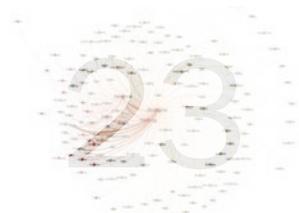
**TAKING
PLANNING
FORWARD**
second edition

TAKING PLANNING FORWARD

second edition

PhD Research Projects at the Bartlett School of Planning, 2016/17

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The Bartlett School of Planning

The Bartlett School of Planning is a world centre for learning and research about the form, planning, design and management of cities. Our location, history and expertise have made our programmes and research among the most stimulating and sought-after in the field of planning. We are part of The Bartlett: UCL's global faculty of the built environment.

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Current BSP PhD candidates:

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Foreword to the Second Edition

In 2014, PhD students at the Bartlett School of Planning came together to catalogue the range of research being undertaken in our school during its Centenary Year. Peter Hall, who wrote the foreword to the first edition of *Taking Planning Forward*, called it an ‘extraordinary collection of essays’ highlighting the range of projects and places being researched by the school’s PhD community. Many of those projects are now complete but a great many others have commenced. The school’s 60 plus PhD students continue to work the frontiers of planning research, opening up new avenues of enquiry and addressing some of the most pressing questions of urban innovation and entrepreneurialism, neighbourhood change and social equity, housing market processes and housing justice, urban design quality, and future infrastructure need and development. Their projects have the same diverse geographical foci flagged by Peter three years ago, though many are about London and the challenges it will face in the next century.

The 2017 edition of *Taking Planning Forward* contains 26 accounts of projects in progress or recently completed. These range from studies of green building in Thailand and inequities arising from transport access in Chile, through examinations of gated communities in Costa Rica and urban growth and transformations in China, to austerity urbanism and housing market dynamics in London. It is necessarily only a snapshot of the school’s research, but nevertheless indicative of the diverse interests of both students and planning staff members. The publication of this new edition coincides with the launch of the ‘BSP Expo’ in May. The Expo will be an annual gathering of current and former staff members and students and the school’s many friends and partners. It will be a celebration of student success, of which the work of our PhD students is a very significant part.

Nick Gallent
London, March 2017

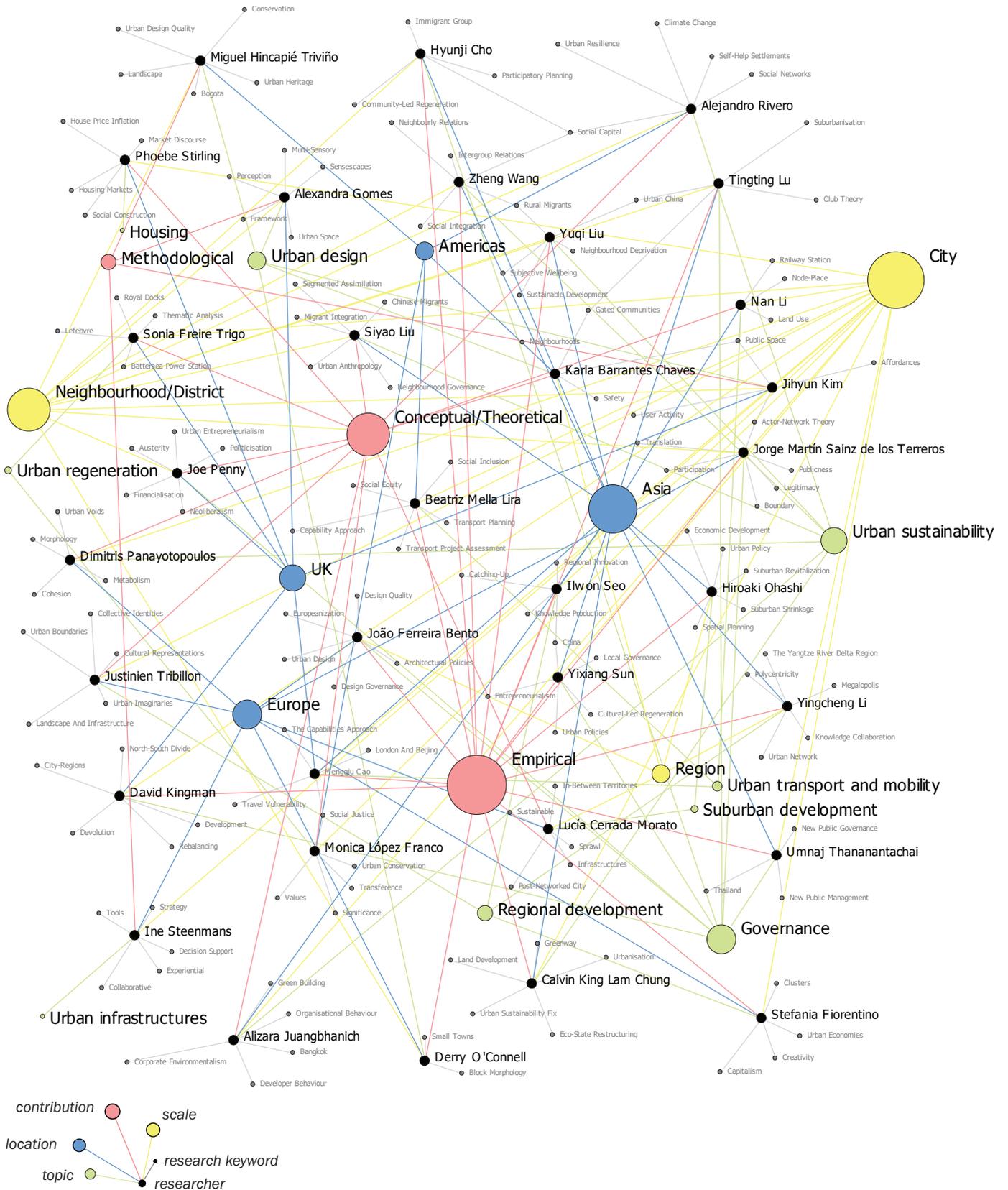
Foreword to the First Edition

In celebrating the centenary of the Bartlett School of Planning, this extraordinary collection of essays eloquently demonstrates how far our School has travelled. They all come from students on our PhD programme – now a major part of our offering – and show the range, depth and originality of the work our research students are actively undertaking, on topics here in London and more widely across the world. It seems difficult now to comprehend that when Stanley Adshead was appointed as first UCL Professor of Town Planning, in September 1914 – one month into World War One – the School offered a part-time College Certificate in Town Planning to a handful of students. Only half a century later, in the 1960s, when Richard Llewelyn Davies took charge and created the modern Bartlett, did research become at all significant. And it is only in the last decade that the PhD programme has grown to its present astonishing size and range of activity: 60 PhD students, actively engaged on research with huge potential for

improving our understanding of the world we are planning for, and the ways in which we can plan better.

The 23 essays, carefully chosen by Rodrigo Cardoso to represent the widest possible cross-section, give a picture of the variety of topics and geographical foci: from London’s Silicon Roundabout to Taiwan, from the highly abstract to the extremely concrete, from temporary urban events to long-term urban change. But what unites them is their sense of purpose: this is research not for its own academic sake – though it clearly aims to achieve that hallowed academic objective, “a significant contribution to knowledge” – but to achieve a practical end in the real urban world we live in and seek in multiple ways to improve. This is serious research to a purpose: a wonderful testament from a great professional school at the height of its powers.

Peter Hall
London, May 2014



Sociogram of recently completed and ongoing research projects at the Bartlett School of Planning

Preface for the Second Edition

Three years since its first edition, *Taking Planning Forward* returns in this second edition to continue celebrating the endeavour of PhD students in the Bartlett School of Planning (BSP) to interrogate the evolving contexts and practices of planning, and promote the communication of their undertakings to the broader community. Through a series of extended abstracts of doctoral research projects, we hope this edition can offer further glimpses of the aspirations of current and recently graduated members of the BSP PhD community to take our understanding and praxis of planning forward.

Critical dialogues and mutual support between PhD students from a variety of geographical, cultural and professional backgrounds have promoted the blossoming of a diverse yet interrelated agenda of doctoral research at the BSP. Following the first edition, we could not agree more that a captivating and effective means to capture this agenda is to construct a sociogram, one that visually summarises the complex distinctions and connections of individual research interests. We therefore present in this edition a new sociogram for an updated view of doctoral research at the BSP as of 2017. The current sociogram has evolved from its predecessor in 2014 to acknowledge the increased diversity of research topics and to incorporate new keywords that best describe individual works. The magnitude of nodes that describe the commonalities of the research projects – themes, locations, scales and contributions of the research projects – is weighted according to the size of clusters of researchers formed around them.

While both sociograms in this and the previous edition only capture in a partial manner the breadth of PhD research projects in the BSP of their respective times, we believe they still provide us with some hints of how research concerns among the BSP PhD students have shifted over the past three years. Three observations are worth particular mentioning. In terms of topic, as issues of governance and development remain at the heart of the research agenda, urban environmental and social sustainability have received growing attention. In terms of location, where the majority of the studies registered in 2014 were geographically based in the United Kingdom and other parts of Europe, Asia has now emerged as the new stronghold along with increased attention to Latin America. Finally, in terms of the primary scale of inquiry, the ‘neighbourhood and district’ scale is succeeded by the

‘city’ scale as the most frequently identified. Changing membership of the PhD community over time no doubt contributes to some of foregoing differences, as each student has his or her unique curiosities about the world. Yet, a detailed look of the extended abstract convinces us that these differences are also traceable to the commitment of PhD students at the BSP to take planning forward through actively engaging with newly emerged theoretical, empirical and methodological interests in the research of planning across diverse landscapes.

The publication of this booklet rests upon the support of many members of the BSP. We would like to thank Professor Nick Gallent, Head of the School, for supporting this initiative and kindly writing the foreword of this edition. We are also grateful to Professor Yvonne Rydin and Professor Mike Raco, who in their capacity as the School’s graduate tutor at different times have shaped this work through earnestly promoting the development of the PhD community. The booklet will be formally launched in the BSP Expo 2017, for which we acknowledge the assistance from Dr Joanna Williams and Miss Valentina Giordano. Dr Rodrigo Cardoso and Mr Jorge Martin Sainz de los Terreros edited and designed respectively the first edition of *Taking Planning Forward*, and we are indebted to their advice throughout the publication process. Last and most importantly, we offer our heartfelt thanks to all contributors, whose enthusiasm in sharing their research endeavours make it all the more worthwhile for us to bring this booklet to fruition. It is our hope to see more editions of *Taking Planning Forward* in the future as regular platforms through which the BSP PhD community as a whole can reflect not only on what it has achieved, but also on what still needs to be achieved, thereby living up to the title of this booklet.

The Editorial Team

Calvin King Lam Chung
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Dimitris Panayotopoulos
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London, April 2017

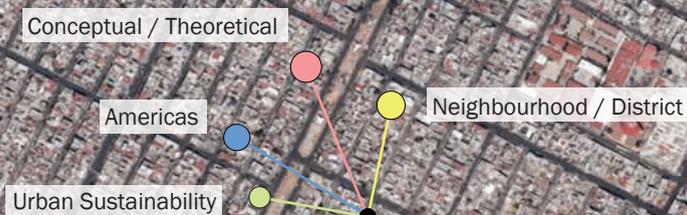
1. The contribution of social capital to the urban ecological resilience of self-help settlements. The case of Nezahualcoyotl, in the Metropolitan Area of Mexico City.

Alejandro Rivero Villar

Alejandro is a PhD candidate working under the supervision of Dr Catalina Turcu, and Dr Nikos Karadimitriou. Before starting his PhD, Alejandro worked in a variety of projects as a national consultant for the UN-Habitat office in Mexico, and as a public planner in the government of the Mexican state of Morelos. He has degrees in Urbanism from the National Autonomous University of Mexico (UNAM) and an MSc in Sustainable Urbanism from the Bartlett School of Planning. His research is sponsored by a doctoral grant of Mexico's Science and Technology Council (CONACyT).

keywords: urban resilience, social capital, social networks, climate change, self-help settlements.

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This research investigates the contribution that social networks –as agents of social capital– make to the urban resilience of self-help settlements (self-produced settlements by low-income groups that lack adequate infrastructures and services, often occupying areas of high risk) at the municipal scale. Self-help settlements are widely acknowledged as intrinsically vulnerable to the effects of climate change and are foreseen to be the predominant form of urbanisation in the Global South for the 21st century (UN-HABITAT, 2006). UN’s recent adoption of the ‘Sustainable Development Goals’ have placed the resilience of self-help settlements at the top of the global development agenda (UNGA, 2015).

Urban resilience is the continued adjustment of cities in an evolutionary fashion through their histories in face of environmental uncertainties and nonlinearities. Urban resilience depends on cities’ ability to transform in relation to those factors driving vulnerability and risk. It is acknowledged that societies have inherent capacities to overcome vulnerabilities, which are bound with their ability to act collectively. Thus, urban resilience scholars recognise the social dimension as central to explain how the inhabitants of a city can act collectively in identifying the sources of their vulnerability, and forward pertinent transformations to increase the resilience of the city.

Central to urban resilience’s social dimension is the concept of social capital, which refers to the social rules of trust and reciprocity embedded in social networks that enable them to act collectively. In the context of urban resilience, social capital can explain how social groups living in self-help settlements organise from the bottom to achieve community goals (e.g. accessing adequate services and infrastructures) and overcome the sources of their vulnerability.

This research takes as case study the social networks involved in the achievement of the collective goals that shape the urban resilience of Nezahualcōyotl (Neza), a self-help settlement located in the metropolitan area of Mexico City. Neza is considered a successful case of community-driven transformation in response to challenging environmental conditions. In its history, Neza faced multiple hazards, both environmental (the settlement is located on the drained bed of a salty lake, prone to flooding and sand storms) and institutional (at

the moment of its formation, the area lacked formal government structures, and secure land tenure).

The investigation uses mixed research methods. Social networks were identified and analysed using the theoretical and methodological procedures of Social Network Analysis (SNA), while research on the operation of the network relies on qualitative methods; through interviews conducted with 40 former members of the identified networks. The approach of the research is historical, given that the investigation tracked the evolution of the case-study, from its beginnings (1950s) to the moment in which the main sources of its vulnerability were finally tackled (1980s).

Some preliminary findings, coming from the analysis of the identified networks, show that the identified networks have two main characteristics:

- Social networks followed a trajectory of three stages: formation, peak, and dissolution. Social networks, in the formation stage, gather participants around a particular topic, which keeps growing and gaining momentum, until social networks reach a peak in size, which allows them to achieve the pursued collective goals. Once a goal is achieved, social networks tend to dissolve.
- Social networks evolved towards its formalisation. This means that even when the observed social networks had their origins as informal, local and bottom-up, all of them followed a trajectory in which government actors assumed the most relevant positions in the networks. Even when community actors are present during all the observed period, the number of community participants decreased as government actors concentrated the most relevant positions. This means that government actors assumed the control of Neza’s social networks, and suggests that the evolution of social networks went from governance to government. This may question the relevance of governance approaches for resilience, and recognise the importance of the role of the state in global south’s resilience agenda.

It is expected that results from the analysis of the interviews will add relevant insights on the operation of networks. And ultimately contribute to the understanding of the role of social networks as agents of social capital to the resilience of self-help settlements.

2. Invisible city: A framework to understand multi-sensory perception in urban public space.

Alexandra Gomes

Alexandra Gomes is currently finishing her PhD at UCL Bartlett School of Planning. Her thesis intends to go beyond the hegemony of vision in spatial planning and design, and contribute to the analysis of urban space through a comprehensive multisensory approach. She has also taught modules on sustainability, international planning, urban design and research and learning methods at the Bartlett School of Planning. Since 2014, she has been working as a Research Officer at LSE Cities where she is responsible for coordinating the centre's spatial analysis across a range of projects.

keywords: multi-sensory, sensescapes, urban space, perception, framework.

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The study of senses in the urban realm has been strongly related to the study of the mechanism linking human-environment interaction. However, while authors in other disciplines such as environmental psychology, geography, architecture or history have been studying and discussing these questions, there is still the need for a better recognition and critical understanding of these issues in spatial planning and urban design.

Although the sensory question has been debated in urban studies since the 1960s, it has nevertheless been predominantly addressed through a mono-sensory and visual perspective. Therefore, this research intends to go beyond the hegemony of vision and to contribute to a qualitative analysis of urban space through a more comprehensive multi-sensory approach. On the one hand it looks into the urban realm and considers how different elements have been affecting the individual and the collective use of public space through the sensory regimes they can imply. On the other hand, it considers senses as mediators of human understanding and experiencing of space, highlighting the non-visual 'sensescapes' of the city with the intent of recognising how these affect the qualities of space.

Through the use and adaptation of more innovative urban research methods such as 'sensetalks' and 'sensewalks' (in-situ interviews) together with the exploration of 'semantics' and the language of sensory perception, this research will highlight the structural elements from the individuals' experience of urban public space.

This investigation will start with the creation of a multi-sensory framework; going beyond the simplification of a mono-sensory analysis to a more comprehensive, descriptive (from the user perspective), and adaptable non-spatial structure that highlights key characteristics to explore when analysing the 'sensescapes' of any space. Supported by the multi-sensory framework it will then focus on different locations along a walking route in Bishopsgate London to explore the elements or stimuli perceived by interviewees and their qualitative characteristics, patterns, and relations. This research will then end with a more in-depth and spatial analysis of three specific locations within the case study area, and an exploration of urban realm characteristics that

have promoted the main differences in spatial qualities of those spaces: positive, negative and neutral.

While the complexity of the urban as an object makes it difficult to control variables in order to achieve the full understanding of actions and consequences, this research is nevertheless a qualitative attempt to explore possible relations between elements and individuals in the urban realm through the analysis of the content and language of street users, aiming to provide urban planners with better tools to design or redesign urban spaces. The main proposition is that a multi-sensory approach to spatial planning and urban design is capable of offering a broader understanding of space, describing its character and atmosphere; it also contributes to a more sensuously fitting new way of designing space while strengthening the identity of a place.



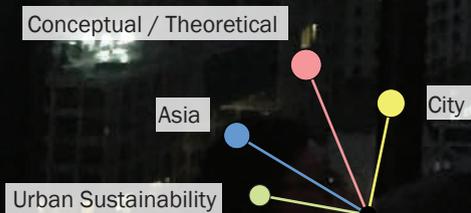
3. How and why do private developers engage in green building practice? The case of Bangkok, Thailand.

Alizara Juangbhanich

Alizara (Lisa) is a PhD candidate at the Bartlett School of Planning under the supervision of Dr Catalina Turcu and Professor Yvonne Rydin. Holding a background degree in architecture (Faculty of Architecture, Chulalongkorn University) and MSc in Sustainable Urbanism (Bartlett School of Planning, UCL), her interest in sustainability for the built environment ranges from green building design and practice to research in sustainable urban planning and development. Particular research interest includes exploring pro-environmental behaviour within the context of developing cities which her master's dissertation (Exploring Behavioural Change in Car-dependency) and current PhD seek to contribute.

keywords: organisational behaviour, developer behaviour, corporate environmentalism, green building, Bangkok.

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Buildings consume up to 40 percent of global energy and account for one third of energy-related GHG emissions (UNEP, 2014). Sustainable building design and construction has been increasingly adopted as a means to alleviate growing environmental concerns with particular emphasis on green building practice. Despite the growing awareness and rapid increase in number of projects throughout the developed world, integration of green building practice in developing cities in Southeast Asia remain slow (Shafii, Ali, & Othman, 2006). Barriers in green building practice are often referred to as financial, technical, institutional or market-related; with repeated identification of cost premiums, lack of expertise, technology, government incentives, market demand as key concerns (see BCI Asia, 2014; Samari, Ghodrati, Esmailifar, Olfat, & Shafiei, 2013).

This study contends that, particularly in the context of developing cities, there is limited understanding of the mechanisms behind the behaviour of developers and their responses to green building practice that is found in existing literature. Lack of implementation and effort in green building practice are often addressed as a result of economic and technological impracticalities that limit the viability of a green building project. Academic studies and market research that sought to investigate corporate responses to green building practice have conclusively identified economic, technological, social, and political factors within the external context as key barriers and drivers of green building projects. This is to say that conditions in the contextual environment are the main – or sole – causes that constrain green building efforts. We argue that this belief is an oversimplification of the factors involved therein; one that is derived from a business-orientated perspective that prioritises the focus on financial costs and returns. We propose that developer response to green building practice is far more complex than the amalgamation of contextual factors.

Developers – as organisations – are susceptible to the influence of organisational and psychological factors that lie beyond issues of practicality (see Hoffman & Bazerman, 2005; Hoffman & Henn, 2008). Majority of the research found in green building literature ceases to explore developer behaviour under an organisational behaviour perspective and pays limited attention to the extent in which organisational structure, culture,

and ‘softer’ psychological constructs may interactively shape decisions to engage in green building practice. Consequently, organisational and socio-psychological factors in green building practice may have been overlooked. This study seeks to readdress the understanding of factors involved in developer decisions to undertake green building practice through a theoretical framework that integrates organisational behaviour theory with the literature on property development. It identifies that developer decisions to adopt green building practice are shaped by the interplay of ‘hard’ pragmatic factors found in the external environmental context and ‘soft’ psychological factors embedded within the organisation and its members, thereby hypothesising that factors rooted in the culture and cognitive constraints of top managers will play an equal – or even larger – role in shaping developer decisions to undertake green building practice.

This study therefore attempts to explore the question ‘how and why do private developers engage in green building practice?’ through a qualitative approach under an organisational behavioural framework to generate a more holistic understanding of the factors that shape responses to green building practice. It focuses on uncovering the significance that organisational and psychological constructs may have on decisions to undertake green building projects. Government policies have dedicated large amount of resources to facilitate and promote green building practice through financial incentives and subsidies. We argue that this is a top-down approach to encourage sustainable building practice; and that it may be as equally important to attend to behavioural aspects with an aim to foster efforts from a more bottom-up approach. The research draws on the case study of Bangkok to contribute a better understanding to private developers’ engagement with green building practice in the context of developing cities where sustainable urbanisation is imperative yet limitedly practiced and researched.

4. Urban and social equity impacts from transport: Evidence and approaches from Santiago de Chile.

Beatriz Mella Lira

Beatriz is a Chilean architect with a master's degree in urban development from P. Universidad Catolica de Chile. She is currently pursuing her PhD under the supervision of Dr Robin Hickman. Her primary research interests are in transport planning, mobility and social equity in transportation. Beatriz has recently worked as a Visiting Lecturer at the University of Westminster and a research assistant at UCL for the British Council Newton Fund research project 'Sustainable Cities and Resilient Transport'. Earlier in Chile, she performed as a lecturer, researcher and private consultant, leading projects related to urban infrastructure, participatory urban design and sustainable development.

keywords: transport planning, capability approach, social equity, transport project assessment, social inclusion.

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Conceptual / Theoretical

Americas

City

Urban Transport and Mobility



This research focuses on the relationship between transportation projects and social equity through a critical appraisal of the factors that allow these projects to achieve better standards of social equity. The central questions that guide the research is what are the factors that reduce the gaps of social inequality, and to what extent these factors can be incorporated into transport appraisal. The research has a strong social component, mainly structured around social and planning concepts, with specific engagement with the Capability Approach to explore transport oriented initiatives and for appraising transport projects in the context of Santiago de Chile.

Social impact assessment in transport has usually been based on the understanding of changes in physical accessibility, casualties and security. However, more complex factors for measuring the quality of trips have not been fully accomplished yet. These factors include physical and mental integrity, perceptions on wellbeing, perceptions of safety, levels of comfort, decisions over activities and use of technologies, among others. In this regard, Capability Approach (Sen, 1985; 2009; Nussbaum, 2011) has shown the potential to offer a much wider perspective on the social dimensions of equity. This approach is based not only on people's possessions or access to resources but also the opportunities and freedoms that people have (Anand, Hunter & Smith, 2005; Beyazit, 2011; Kronlid, 2008). Nevertheless, it remains as an open question whether the use of a quantitative approach (e.g. surveys and questionnaires) based on indicators is a valid method to ascertain capabilities and opportunities of people accomplished through transport. The aim of the research is to suggest the use of new and complementary methods (for example, the utilisation of a Transport Capability Survey) as a valid starting point for a more comprehensive transport social assessment, which allows the exploration of more complex and increasingly necessary factors to improve transport user's long-term quality of living.

The central element of the empirical research was the design, piloting and application of a survey to private and public transport users. This method has also been complemented with a qualitative analysis of in-depth interviews with policy makers, local and regional authorities, and different types of users representing

various transport profiles. The survey reflects the applicability of some of the variables defined in the list of Central Human Capabilities shaped by Nussbaum and based on the study of the Capability Approach. It is suggested that, in addition to the built environment and socio-cultural factors, those factors will impact user's propensity for taking certain transport modes. The application of the tool was made in a range of residential and destination areas to capture the diverse levels of income and accessibility to transport infrastructures of people in Santiago.

Santiago as a case study was selected because the current barriers of segregation and social inequality seem to be accentuated with long daily commuting, affecting a significant portion of public transport users. This group of users coincides with the most vulnerable sector of the population in the city, who are not only disadvantaged in income terms but also more significantly impaired by barriers related to education levels, housing affordability and access to job opportunities in the city. Although Santiago's transport issues in recent years have been placed at the forefront of public discussion, the importance of social equity in transport has not been raised yet as a priority. Most importantly, transport planning is not yet considered as an essential element able to promote fairer societies.

The research is expected to develop a suitable approach for improving the understanding of how social equity might be measured in its relation to transport. This approach will consider evidence from the users' perspective, including their perceived levels of access to relevant daily activities; their expectations and satisfactions regarding their daily trips; and the assessment of the opportunities achieved as a result of their current accessibility. The results will also suggest the possibility of rolling out this approach as a complementary method for appraising transport projects.

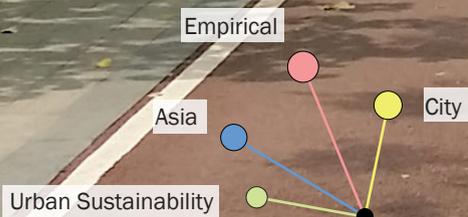
5. Searching for an urban sustainability fix in China: A case study of the Pearl River Delta Greenway Project.

Calvin King Lam Chung

Calvin is a PhD candidate at the Bartlett School of Planning under the supervision of Professor Fulong Wu and Dr Fangzhu Zhang. His current study is supported by a Sir Edward Youde Memorial Fellowship for Overseas Studies from the Hong Kong government, a UCL Overseas Research Scholarship, and a Hong Kong Research Grant from the Royal Geographical Society. Before studying at UCL, Calvin completed a first-class honours degree and MPhil, both in geography, at The Chinese University of Hong Kong. Calvin's research interest focuses on urban planning as an environmental practice, recently with attention to its discursive and scalar politics in China.

keywords: urban sustainability fix, eco-state restructuring, urbanisation, land development, greenway.

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Since the 1990s, Chinese cities have experienced growing socio-natural pressures, emanating as much from the discursive circulation of sustainable development and climate change as the material implications of the dire environmental consequences of rapid economic growth. Many municipal governments have been under attack for the entrepreneurial approach they adopted ‘in a narrow economic sense’ (Jonas & While, 2007, p. 127) in response to the post-reform growth priorities established at the central level. Examples of their environmental challenges include the upsurge of activism against polluting developments, successive promulgation of regulatory directives by upper echelons of government to insert environmental rationalities in urban planning, and the increasing significance of a green city image as the new prerequisite of global interurban competition. However, the implications of these new trends on China’s urban governance remain largely uncharted waters. While recent inquiries on flagship eco-city developments (see Caprotti, 2014; Pow & Neo, 2013; Wu, 2012) have shed important lights on the motivations of Chinese cities to incorporate environmental goals into their development agenda, much more work is still required to capture and decipher the specific ways in which the structural intricacies of China’s urban governance have interacted with the emerging environmental requirements.

Addressing this lacuna, this research examines the development thus far of the nationally acclaimed Pearl River Delta Greenway Project (PRDGP), which dates back to 2008, in the mega-city region of the Pearl River Delta (PRD) in Guangdong province to determine how political-economic contingencies have governed the incorporation of environmental goals into the entrepreneurial governance of Chinese cities. This empirical focus rests on the premise that the conceptualisation and implementation of the project, as an extensive environmental intervention producing a staggering 8,909 km of greenways across the PRD as of 2015, necessarily interact with various interests and institutions of urban governance. Investigation was undertaken between 2014 and 2016 in five of the nine PRD cities, including Guangzhou, Shenzhen, Zhuhai, Dongguan and Huizhou. The study involved interviewing 48 officials, planners, researchers and activists who are either directly involved in or knowledgeable of the project, reviewing pertinent government documents, media coverage and academic

publications, as well as making observations along various sections of greenways.

This research reveals that the PRDGP was initially conceived for the primary purpose of promoting environmental quality for cities in the PRD, but subsequently heralded as what While, Jonas and Gibbs (2004) refer to as an urban sustainability fix with a ‘win-win’ mentality to ensure that its environmental goals can be achieved within established entrepreneurial aspirations at the municipal level. Three characteristic aspects of China’s emerging environmental politics of urban development can be observed from how the project has come to the ground. First, the negotiation of urban economic and environmental interests is historically embedded in a contentious process of ‘eco-state restructuring’ (While, Jonas, & Gibbs, 2010). The PRDGP represents a ‘light green’ compromise of the Guangdong provincial government, having failed a series of coercive ‘deep green’ endeavours, to reregulate environmental policies of the PRD cities persuasively. Second, the construction of urban sustainability is as much about city as countryside. Under China’s city-centred territorial regime, greenways serve as conduits of the PRD municipal governments to mobilise environmental amenities in their annexed rural hinterland for urban consumption, leading to the ‘urbanisation of the rural’ (Clope, 2006) both physically and functionally. Third, ambitions and regulations on land development delimit the suite of urban sustainability fixes acceptable to urban regimes. Greenway-making is favoured in the PRD because it can make available more green spaces for urbanites in commensuration with both the land-centred nature of municipal economic success and the regulatory complexity of rural land appropriation. Meanwhile, given the symbolic and material struggles interlacing these findings, the research further proposes that an urban sustainability fix is better analysed as a threefold constellation of discursive, spatial and institutional interventions to illuminate the diverse means through which urban economy-environment conflicts are mediated.

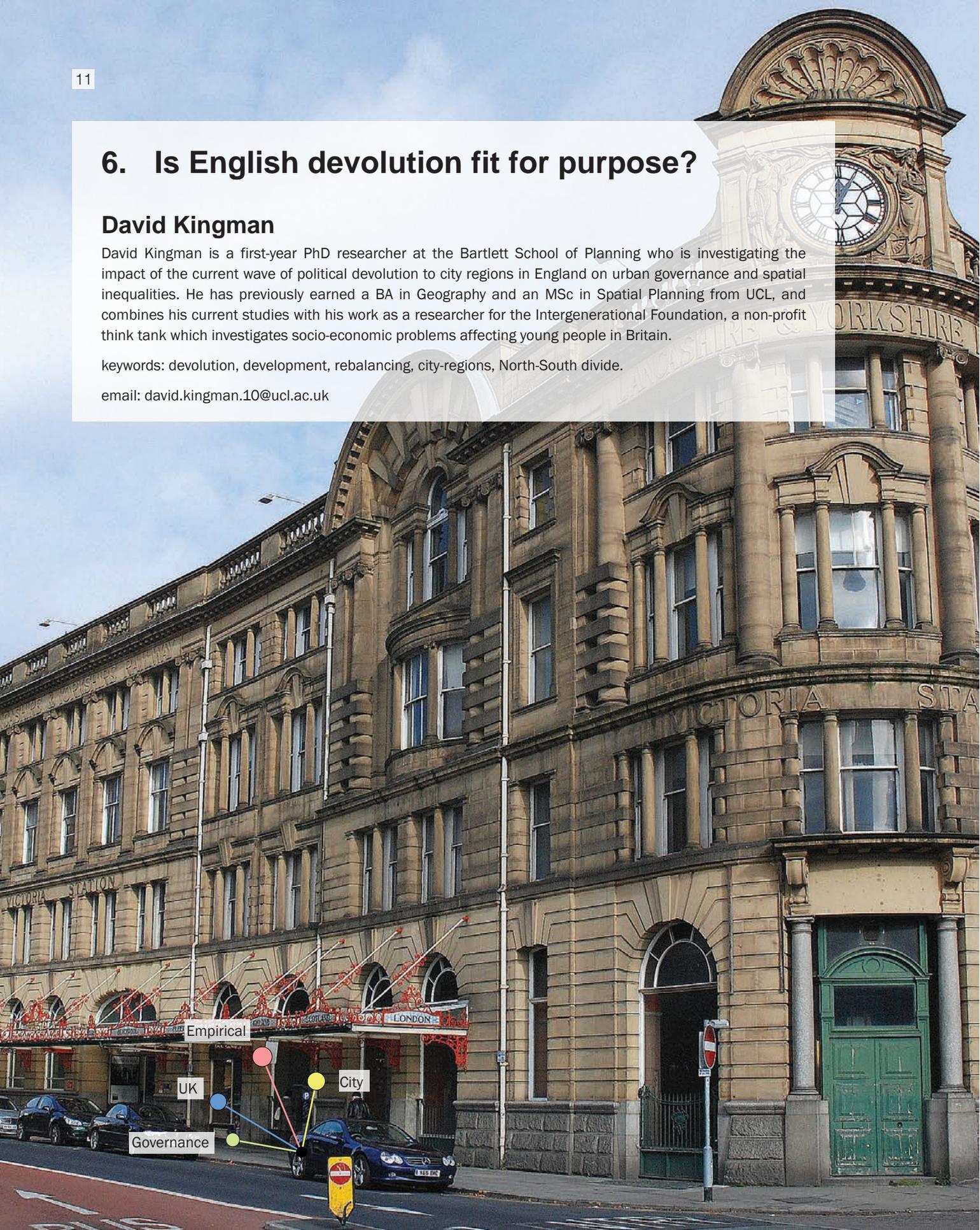
6. Is English devolution fit for purpose?

David Kingman

David Kingman is a first-year PhD researcher at the Bartlett School of Planning who is investigating the impact of the current wave of political devolution to city regions in England on urban governance and spatial inequalities. He has previously earned a BA in Geography and an MSc in Spatial Planning from UCL, and combines his current studies with his work as a researcher for the Intergenerational Foundation, a non-profit think tank which investigates socio-economic problems affecting young people in Britain.

keywords: devolution, development, rebalancing, city-regions, North-South divide.

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Empirical

UK

Governance

City

Since 2010, the UK's Conservative-led governments have implemented a wide range of political reforms which can be broadly grouped together under the rubric of decentralisation. The latest iteration of this evolving and uneven process has involved the devolution of bespoke sets of new powers to city-regions through negotiated settlements ('Devolution Deals') between the leaders of city-regions and the central government.

This project seeks to investigate:

- a) what this process of decentralisation actually involves in practical terms and how it has evolved over time;
- b) what its main aims and motivations are, and;
- c) how likely it is to achieve them.

This project begins by placing the devolution of power within England into its long-term context, examining the historical development of local welfare states under powerful city governments in industrial cities such as Manchester and Birmingham during the era of Victorian 'municipal socialism'. It then goes on to chart how English cities were largely denuded of power during the post-war period; firstly by the attempt to create a centralized 'cradle-to-grave' welfare state which sought to standardize public services across the country, and then subsequently by the Thatcher government's attempts to minimize urban-led resistance to its neoliberal agenda of state restructuring. Since 2010, Britain's Conservative-led governments have all pledged to reverse this process of political centralisation by returning powers over a number of policy areas to local areas (in the form of political institutions which operate at a variety of different spatial scales). It is observed that two distinct forms of devolution have been pursued by the Conservatives as part of this agenda: the devolution of powers to people, through the empowerment of civil society groups such as charities and social enterprises, and the devolution of power to places through the creation of new local governance structures such as city regions and metro mayors. The devolution agenda has proved controversial, with many authors viewing devolution as a smokescreen for shrinking the state ('austerity localism'), and others criticizing the lack of democratic participation which ordinary citizens have been offered in a process which is ostensibly about making local governance more democratic.

Initial research suggests that the main overall aims of the devolution agenda are to 'spatially rebalance' the UK economy away from its perceived over-reliance on London and the South East, and to counteract the perceived democratic illegitimacy of English local politics. This makes the project timely, as renewed attention is being focused upon the problem of spatially uneven development in advanced Western economies following the electoral success of Donald Trump in America and the Brexit campaign in the UK; the success of both having been attributed in part to the growth of regional inequalities. The theoretical inspiration for the current wave of English devolution appears to be a particular interpretation of ideas provided by Paul Krugman's *New Economic Geography* (1991) and the *New Urban Economics*, which have been used to argue that cities require strong political leadership to reap the benefits of increasing returns to agglomeration. The working hypothesis of this project is that decentralisation is being designed and implemented by central government in a way that ignores the wishes of local electorates and pays insufficient attention to the place-specific factors which shape the local economy.

These issues will be investigated by applying mixed methods research to one of the city-regions which is receiving new devolved powers in order to investigate whether meaningful devolution is taking place and whether it is likely to result in reduced spatial inequalities. The goal of this project is to produce practical policy recommendations on how implementation of the decentralisation agenda could be improved in the future.

7. Assessing the Potential of urban voids for cohesion: The case of Eleonas in Athens.

Dimitris Panayotopoulos

Dimitris is a PhD student supervised by Dr Susan Moore and Dr Camillo Boano, investigating notions of 'void' and 'emptiness' in the urban setting. Trained in architecture, he finished his MA-Arch in 2015 at the Université Libre de Bruxelles (ULB) with High Distinction where he later worked in research for a year before embarking on his PhD in October 2016. He has also worked in an array of architecture offices in Brussels, Tokyo and Sendai and has done research through workshops and projects in countries around the world including Belgium, Greece, The Netherlands, India, Taiwan, China and Japan.

keywords: urban voids, morphology, metabolism, cohesion.

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The urban form, guided among others by political decisions, historical events, and financial interests, is often shaped exclusively following very specific land-use considerations. Eventually this type of urbanisation spurs deep disparities between built and vacant zones, divides the population based on socio-economic and infrastructural assets (Oswalt, Baccini, & Michaeli, 2003) and very often generates inhuman, redundant and marginal spaces, that are 'urban voids' (Komninos, 2013).

The 'urban void' is the central theme of this research. It is seen on one hand as a conceptual construct conveying a notion of emptiness and on the other as a physical entity revealing the absence of specific urban elements. Using the abstract notion of the 'void' to characterise urban situations permits a wider range of 'lacking spaces' (such as inactive, unbuilt, unplanned, informal or derelict areas etc.) to be included into a singular analytical framework. This research looks at the phenomena of 'emptiness' and exclusion from an ontological, epistemological and phenomenological standpoint to debate the meaning of the term when used for urban territories, and to investigate the relation of the 'void' with the city and its citizens.

Discontinuities and 'voids' within the urban and social spheres are at the heart of the post-industrial city where the significance of the historical urban space is replaced with inhuman and ephemeral 'non-places' in and around spaces of modern activity (Foucault, 1984; De Certeau, 1990; Augé, 1992; Pope, 1997). In the new 'connected city' driven by the optimisation of flows and commodities, a new 'territorial unevenness' emerges between the connected valuable spaces and the less-favoured switched-off territories of today's highly fragmented urbanisation (Castells, 2010; Secchi & Viganò, 2011; Graham & McFarlane, 2014). Beyond the premium spaces, disfigured ones tend to become invisible, eventually becoming spatial gaps (Boyer, 1992, 1995) that deepen social and economic marginalisation (Mingione, 1995; Law & Wolch, 1993; Doron 2000).

Reconceptualising the 'urban void' can play a role in exploring the agency of urban spaces and their implication in the division of the social and urban spheres. In line with several authors, this research argues that urban voids

are part of as well as the result of the broader spatial, physical, political and social systems (Doron, 2000; Graham & Martin, 2001; Talocci, 2011; Foo, Martin, Wool, & Polsky, 2014).

But what is the 'void' in an urban context? How does it manifest in the urban context? To what extent is it possible to promote a more cohesive urban environment taking into account its form, the underlying urban flows, and its social configurations? This research will look into a single area in Athens, Greece, called Eleonas in order to answer these questions. Strategically located between the city centre and the city's port, the fast-decaying industrial area 'Eleonas' has been chosen as a case study for its long historical significance in the city's exponential growth in the 20th century (Biris, 1996), the successive stages of growth and decline it went through from antiquity, and how these shaped the incongruous landscape it is today. It will be analysed through attentive analysis of its morphology, metabolism and socio-economic configurations which will attempt to present the 'urban void' not as a standalone 'other' entity, but rather as an inherent part of urban space and the inhibitor of diverse and complex urban conditions.

Dissecting urban voids in morphological, metabolic and social components allows to consider them not only as physical enclaves but also as areas bound by constraints of urban flows and imbued with different perceptions. This conceptualisation gives the opportunity to explore how 'voids' are created, appropriated and possibly contested. This research aims to delve deeper into these concepts and unravel the intricate ways placemaking, spatial configurations and social dynamics are interwoven.



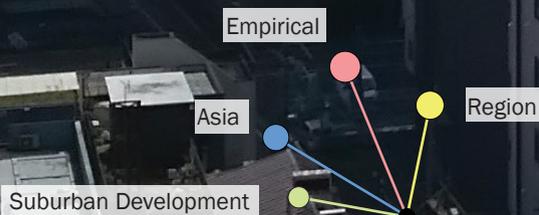
8. Planning and design of suburban fortunes: Urban policies and suburban socio-economic and spatial transformation in Tokyo Prefecture under three-tier governmental system.

Hiroaki Ohashi

Hiroaki Ohashi is a registered Professional Engineer (Civil Engineering: Urban and Regional Planning), Approved Urban Renewal Planner and registered Real Estate Notary in Japan. He holds a MSc with Distinction (in Built Environment: Advanced Architectural Studies) and MArch (in Architectural Design) from University of London (UCL), as well as a BEng (in Civil Engineering) and MEng (in Civil Engineering) from the University of Tokyo. He has professional experiences in international and domestic consultancy services in planning at two construction consulting firms within the same company group in Japan. His international work experiences include Qatar, Mongolia, Ghana, Vietnam and China.

keywords: suburban shrinkage, suburban revitalisation, urban policy, spatial planning, economic development.

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The aim of this research is to identify policy and planning implications to achieve sustainability and regeneration of the suburban territory of Tokyo Prefecture which is now confronted with suburban shrinkage, and to obtain significant lessons learnt from it for the future planning of other large cities worldwide. The suburban territory of Tokyo Prefecture is officially called the 'Tama Area', which constitutes thirty suburban municipalities, namely 26 cities, three towns and one village. The suburban territory of Tokyo Prefecture stretches over one thousand square kilometres and accommodates a population of over four million.



In recent decades, Tokyo Metropolis has experienced both socio-demographic transformation such as population ageing and falling birth rates, and economic restructuring such as growing high-tech industries and deindustrialisation under the situation of continuing globalisation. Since the early 2000s, political and policy stress have been shifted to the metropolitan city centre under the global competitiveness agenda. In this trend, a polycentric spatial structure of Tokyo Metropolis has been deforming under a strong back-to-the-city movement of both workplace and residence. Consequently, the suburban territory of Tokyo Prefecture, which is now at a very matured stage of urbanisation, long after massive suburbanisation during rapid economic growth, has experienced new multifaceted suburban restructuring in the specific metropolitan contexts. This suburban restructuring has incorporated different trajectories of constituent suburban municipalities depending on their geographical locations and past development paths, some of which has already showed signs of decline. Therefore, it is a big planning issue to examine this suburban restructuring in the context of stagnation

and/or decline, and clarify how urban policies should be formulated to avert further suburban decline and/or stagnation and achieve suburban regeneration.

The research will explore this suburban restructuring from the following interrelated dimensions: A) urban policy, B) economic restructuring and C) socio-demographic transformation. Using both quantitative and qualitative methods, the research will employ a two-stage analysis at different scales as follows: 1) all the suburban municipalities and 2) case studies. Firstly, the research will examine their different trajectories by exploring interactions among the three interrelated dimensions. Secondly, the research will investigate influences of urban policies and their changes, which have been implemented under the three-tier governmental system of Japan, on the suburban restructuring. Finally, the research will identify key policy and planning implications for the suburban territory of Tokyo Prefecture, and address application of these lessons to other global cities in other advanced nations and/or rapidly growing large cities in Asian countries.

The suburban territory of Tokyo Prefecture started to face shrinkage at an earlier timing than those of the other largest cities worldwide, most of which are still growing. In this trend, the contemporary suburban restructuring of Tokyo Prefecture would be conceived as one of the new frontiers of suburban phenomena across the world. Other large cities might encounter similar suburban shrinkage in either the short or long-term. Therefore, this research will attempt to provide significant insights for future urban planning debates of the global society on how to tackle suburban shrinkage and achieve suburban sustainability at a matured stage of urbanisation.

9. The mechanism of social capital in the participatory planning with diversity: The foundation phase of community-led regeneration of Seoul, South Korea.

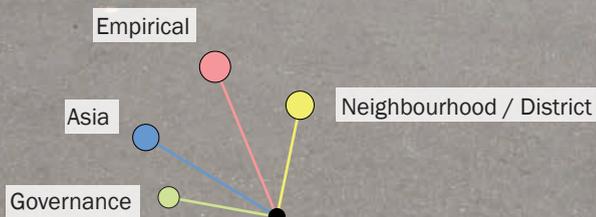
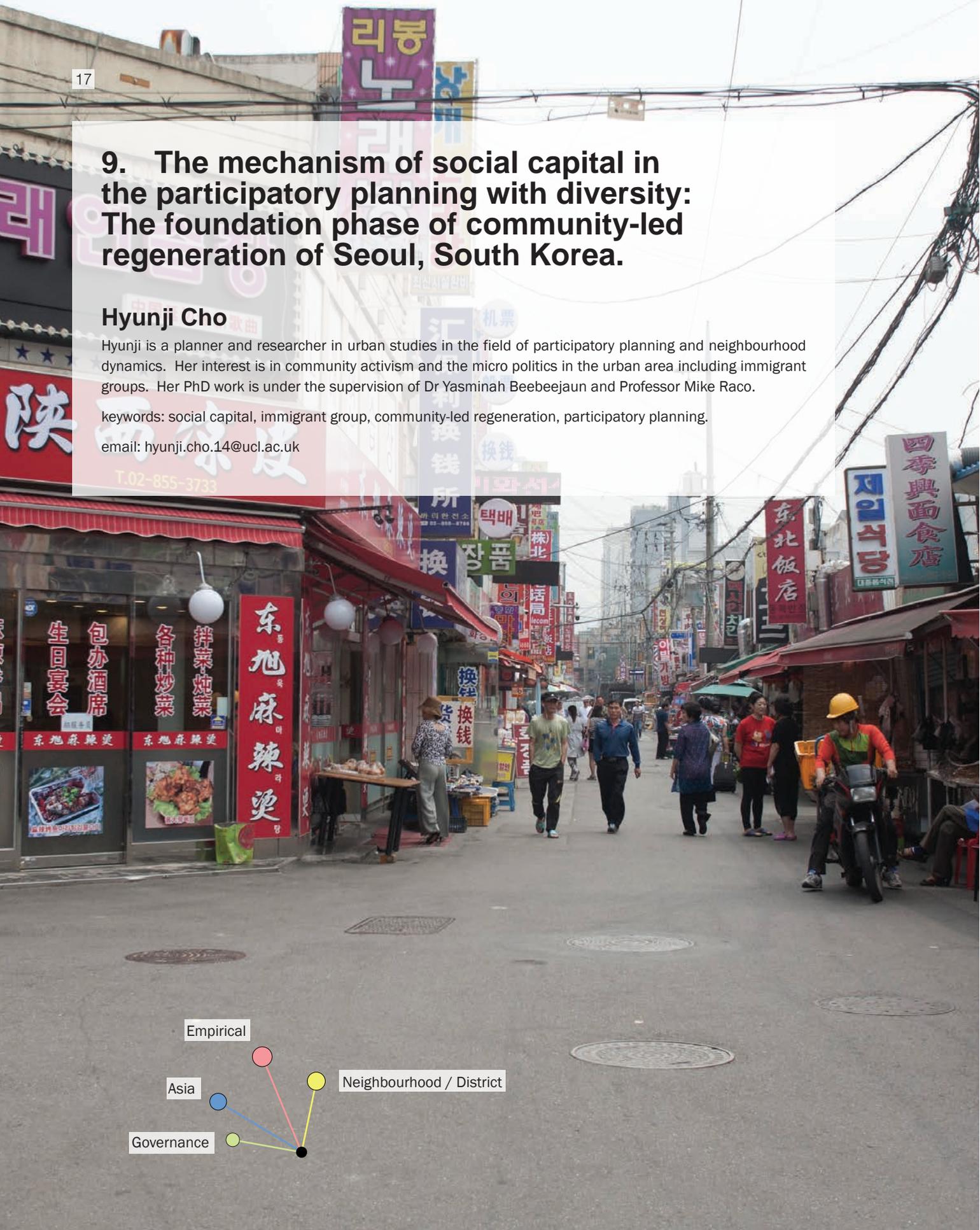
Hyunji Cho

Hyunji is a planner and researcher in urban studies in the field of participatory planning and neighbourhood dynamics. Her interest is in community activism and the micro politics in the urban area including immigrant groups. Her PhD work is under the supervision of Dr Yasminah Beebeejaun and Professor Mike Raco.

keywords: social capital, immigrant group, community-led regeneration, participatory planning.

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This study explores community-led regeneration projects in Seoul, South Korea, by examining the mechanism of social capital in participatory planning in the context of diversity. Previous government-led developments focusing on the quantitative expansion have been gradually replaced by community-led regeneration projects since the early 2000s in Seoul. Researchers have positively assessed this change in respect of the introduction of non-physical objectives such as building local governances and preserving local culture, which has been overlooked during the previous fast-paced development period. However, despite the heterogeneous nature of urban communities, there are challenges within the Korean community planning to expand the concept of community to engage different groups.

On the contrary to 'bonding' social capital that refers to strong ties within a group, 'bridging' social capital has gained attention as a concept providing the further understanding of relationships between different groups. As researchers start to focus on the dynamics among diverse social members in local communities, studies on bridging social capital have been expanded to look into the role of social networks for minority groups in building links and providing accessibility to public discourse. Even though open participation is importantly dealt with to achieve a consensus, including minority viewpoints in recent planning literature, the study of its mechanisms is still limited.

In exploring two different dimensions of social capital in the context of the multicultural society, the relationship between 'bonding' and 'bridging' social capital emerges as the contested area to reveal the mechanism of social capital. It is a question of the relationship between the bondedness based on group identities and outer networks in an entire society. On the other hand, in participatory planning, the procedural viewpoint has been working as a justification for building social capital focusing on a certain group. In other words, planners in South Korea used to rely on the assumption of social capital as a concept which expands in the process of initializing and building.

The case study aims at examining its overall mechanism focusing on the relationship between the 'bonding' and

'bridging' social capital in the bottom-up process. In the complicated tension between the government and a local community, the in-group relationship and inter-group relationship, can social capital play a role to transform the governance structure with expanding its ties between long-established community and immigrant groups? How does the 'bonding' and 'bridging' social capital work in the Korean participatory planning as a case of the East Asian countries which are assumed to be based on the strong bonding and weak bridging according to social capital studies?

The study uses a mixed methodology including document analysis, social network analysis, non-participant observation and in-depth interviews. Data analysis will be conducted by Critical Discourse Analysis to look into the understanding of social capital in the Korean planning. In terms of the analysis of the relationship among the members of a committee, the Social Network Analysis will be used to show the structure of the committee and to identify the core members to be interviewed. To identify the qualitative elements of social capital such as the motivation, opportunity, and ability, and for further understanding on different groups of the society, data will be obtained by in-depth interviews with local communities and observation on the public discourse of community-led regeneration projects in the Garibong community-led regeneration.

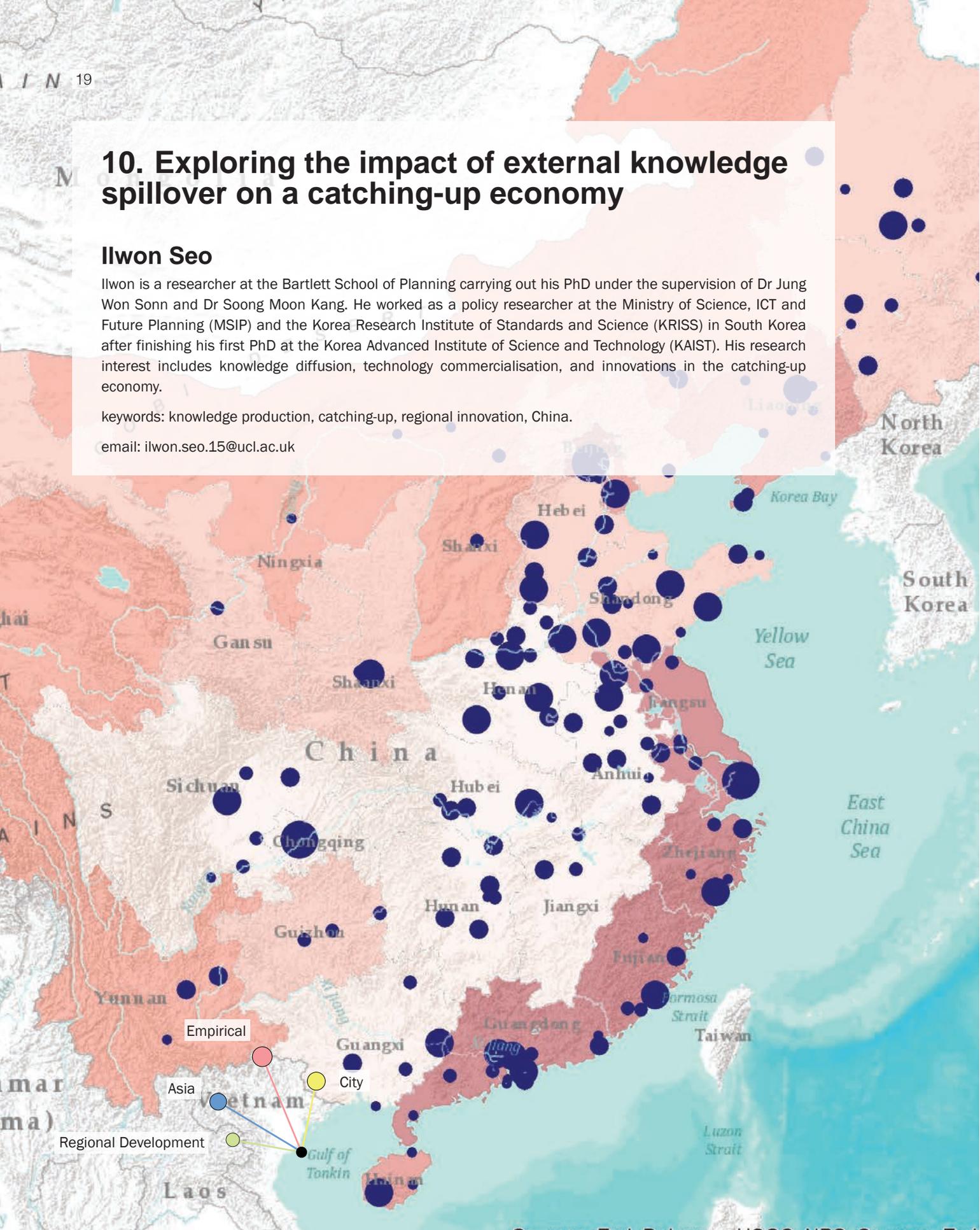
10. Exploring the impact of external knowledge spillover on a catching-up economy

Ilwon Seo

Ilwon is a researcher at the Bartlett School of Planning carrying out his PhD under the supervision of Dr Jung Won Sonn and Dr Soong Moon Kang. He worked as a policy researcher at the Ministry of Science, ICT and Future Planning (MSIP) and the Korea Research Institute of Standards and Science (KRISS) in South Korea after finishing his first PhD at the Korea Advanced Institute of Science and Technology (KAIST). His research interest includes knowledge diffusion, technology commercialisation, and innovations in the catching-up economy.

keywords: knowledge production, catching-up, regional innovation, China.

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The localised knowledge has been widely accepted as the main factors for regional innovation and growth. In a global context, the economic development strategy of a late-coming country is narrowing the gap in knowledge stock by absorbing the most advanced technologies. Importation of foreign technology makes sense because innovation is costly, risky and path-dependent. This strategy, however, is not always successful because technology diffusion and adoption are neither costless nor simple. This is why the role of indigenous or acquired innovation and its domestic diffusion process in the catching-up process have to be illuminated.

Knowledge diffusion is subject to the interactive choices between demanders and suppliers. The ability to trace the process is mostly limited to the insiders of innovation milieu, leaving the transactions mainly within informal networks. These characteristics make it hard for researchers to access the diffusion process. An in-depth understanding of inter-region knowledge flows pattern can help innovation actors develop innovation strategy and better exploit external technological opportunities. This, in turn, will facilitate them to gain competitiveness in both domestic and overseas markets. Therefore, a study investigating cross-region technology exchange patterns is fundamental to advance the understanding of technology transfer.

This research explores how the late-coming country is absorbing, transmitting, and reproducing the acquired knowledge; reveals the geographical and technological mechanisms behind the diffusion; and assess the economic contribution to the catching-up process based on Chinese knowledge diffusion data.

Based on patent transfer records among Chinese cities, this research addresses three topics. The first topic explores how geographical factors influence the domestic knowledge diffusion and how these impacts have changed over the time. It will also find the underlying factors behind both demand and supply sides such as overseas technology adoptions and patent growth rates. The second topic argues the technological aspects of domestic knowledge flows, analysing which technical sectors are leading, exploring the changes between time periods, and revealing the dynamics of technology

transitions. The last topic considers the economic linkages between acquired knowledge and regional growth. These questions will answer the rarely attempted question how the external knowledge is transformed into the local innovation in a systematic and quantitative way.

The combination of Chinese inter-city patent licensing database derived from 33,570 patent licensing records among 181 Chinese cities with the International Patent Code (IPC) in patent application information, is constructed on a prefecture level. The inter-city level knowledge flows are analysed with network analysis, regression estimation and multivariate analysis. This, in turn, will facilitate other developing countries to gain insights on both domestic and overseas technology acquisition strategy.

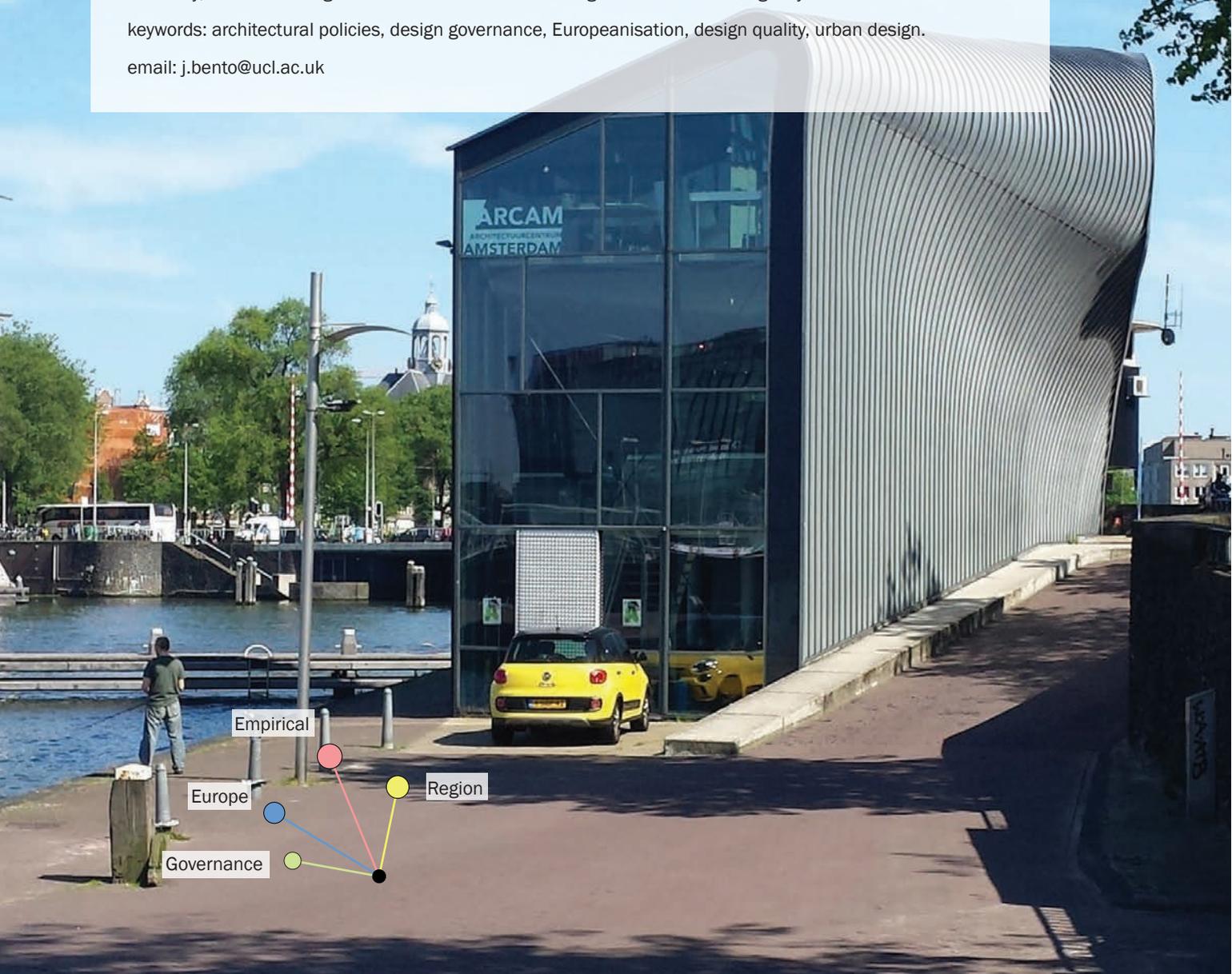
11. Architecture as public policy. The role and effectiveness of national architectural policies in the European Union: The cases of Ireland, Scotland and The Netherlands.

João Ferreira Bento

João is a trained architect and urbanist graduated from the Faculty of Architecture, University of Lisbon. João has recently concluded his PhD at the Bartlett School of Planning, University College London, with a focus on the role and effectiveness of national architectural policies in the European Union (EU). In this context, João conducted a survey on architectural policies in the EU, in partnership with the European Forum for Architectural Policies, that was published into a book with financial support from the Swedish Museum of Architecture. Currently, João is working as a senior official at the Portuguese Environment Agency.

keywords: architectural policies, design governance, Europeanisation, design quality, urban design.

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Since the beginning of the 1990s, a growing number of European countries have been adopting national policies on architecture. Reflecting the wide diversity of cultures across the European Union (EU), some member states have adopted comprehensive policies that set up a wide range of initiatives, while others have approved national legislation addressed to clients and stakeholders or created new institutions to champion design quality. Despite the differences between the approaches, it is possible to identify a growing tendency for the development of national architectural policies, where the government assumes an important role of leadership placing design quality high on the political agenda. Taking on board these concerns, the EU Council approved a Resolution on Architectural Quality in 2001 encouraging the member states to promote architecture and urban design as a way of improving the quality of the built environment. However, some member states remain sceptical and even suspicious about the effectiveness of a formal policy on architecture and prefer not to follow this trend without further evidence. In the face of this phenomenon, it is relevant to clarify the role of a national architectural policy and if it really enhances the role of the state in promoting better places.

Following an inductive research strategy, the main research objective is to improve the understanding of the role and effectiveness of national architecture policies in processes of design governance. The end result is a three-part analysis that (i) addresses the complex interplay between the EU and the member states involved in the development of national architectural policies, (ii) the principles and concepts that inform the design of an architectural policy, and (iii) the effectiveness of an architectural policy based on the experience of three case studies. The first part examines the processes that led to the adoption of a formal EU architectural policy and, interconnected with this, the subsequent implementation of national architectural policies by the different member states. This provides a panorama in terms of the architectural policy environment and main policy artefacts at the EU level. Subsequently, it explores the policy-making processes and the actors leading to the formulation and adoption of the EU architectural policy, between 1985 and 2010. Furthermore, it outlines the main findings of a cross-national survey on national architectural policies, which provide an overview of the

current situation in the different member states in terms of their architectural policies developments. Finally, some conclusions are drawn on the role of ideas and actors on the Europeanization process of architecture as public policy.

A second part examines the architecture policies discourse to uncover the main values and ideas underlying a public policy on this domain, which problems they are supposed to solve and which target areas they prioritise in their action plans. To do so, it starts by analysing the architectural policy grounds, which are based on a broad notion of architecture encompassing not only buildings but also public spaces and all built elements that compose human settlements, and the reasons presented by the governments to develop a national architectural policy. This is followed by a review of the problems that the policies are aiming to solve, which in theory justify a formal policy on the built environment design, as well as its main target areas and objectives.

Finally, a third part seeks to evaluate the effectiveness of a national architecture policy through a comparative analysis of current practices among three EU member states - Ireland, Scotland and The Netherlands - based on a set of semi-structured interviews with the main stakeholders of the three countries under analysis. It starts by examining the policies implementation performance demonstrating the different levels of maturity among the case studies then explores the main impacts of the architectural policies, namely the development of a new set of informal design tools focused on people's mindset, that is, reframing actors' value systems about the built environment. Lastly, it develops a review of the policy limitations which reveals the policies' red lines and its long term aims in most of their policy tools. In sum, this research is a theorisation of architecture as public policy, a methodology for the study of this phenomenon, and a comparative study of national architecture policies.

12. Policing and politicising austerity urbanism in London.

Joe Penny

Joe is currently completing his PhD at the Bartlett School of Planning, funded by the Economic and Social Research Council (ESRC). Before embarking on this, Joe worked as a researcher at the New Economics Foundation (NEF) for three years, and led a number of projects on inequality, public services, and austerity. Joe graduated from UCL Geography department in 2009, and gained an MSc from UCL Development Planning Unit (DPU) in 2010.

keywords: austerity, neoliberalism, urban entrepreneurialism, financialisation, politicisation.

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Brixton Community Law Centre 0171-737 0440

Foxtons

Conceptual / Theoretical

UK

Governance

Neighbourhood / District



506A



Almost 10 years after the Global Financial Crisis began, this thesis explores the on-going consequences of this event on local authorities in London in the form of 'austerity urbanism'. Far from challenging neoliberal discourses and practices, the Global Financial Crisis has strengthened and intensified neoliberal urbanism in the UK through new rounds of fiscal retrenchment, privatisation, accumulation by dispossession, entrepreneurialism, and financialisation. It is possible to read the restructuring of local government since 2010 not simply as retrenchment but as a systemic re-orientation towards a North American style model of sink-or-swim politics (or Municipal Calvinism). This represents a Trans-Atlantic Convergence.

Within this context, this thesis provides new empirical information on how local government is being restructured in England. It shows that the future of local government in England is likely to be shaped by a new set of strategic dilemmas centring around the realities of Municipal Calvinism. Two dimensions capture this changing context. The first is responsabilisation; local authorities are increasingly seeking to divest of discretionary services where politically possible by responsabilising their staff or community groups. The second is entrepreneurialism; local authorities are under pressure to find new ways of making money, in London this is playing out in the form of new real-estate special purpose vehicles (SPVs) and joint ventures (JVs). It is likely that local authorities will become increasingly entangled in financial markets as central government ceases to fund them through the Revenue Support Grant in 2020.

This research demonstrates the importance of taking a multi-scalar perspective on austerity to uncover the push and pull dynamics that explain how austerity is assembled locally as a series of governmentalities on the ground. Austerity has not simply been 'downloaded' onto local government; it has been pushed onto local authorities who have readily articulated with many of its central discourses – localism, communitarianism, entrepreneurialism etc. Local government has acted a mediator of neoliberal austerity; pragmatically assembling it and making it work.

Theoretically the thesis has sought to develop and operationalise a nuanced understanding of post-foundational theory as a framework for understanding urban politics. It draws practices of policing and

politicisation together as dialectically related and it seeks to sense and make sense of them across scales. Policing it is suggested can be understood as a post-politicising condition, that is embedded in complex and contradictory ways in depoliticising governance and institutional arrangements, and expressed in anti-political practices. Politicisation is understood in relation to counter-conduct and resistance, as a process immanent in many expressions of urban activism and protest where equality is staged, solidarities are forged across space and place, and where space-time is condensed to universalise struggles. Neither can be fully understood without the other, and both prevent the full realisation of the other.

Local authorities in London have sought to roll-out austerity by extending collaborative, participatory and consensual modes of governance. As austerity cuts deepen and as the importance of local economic success increases, it is suggested that these consensual modes of governance are likely to unravel. Institutionally excluded from participating in economic strategy and unconvinced by the self-provisioning zeitgeist as an alternative to state funded/provided 'discretionary' services, participatory forms of governance face a crisis of legitimacy. In their place local politics will be polarised around local state coercion and citizen activism, resistance and politicisation.

The political horizon of places of local government in London, in this context, cannot be captured in terms of grand narratives of post-political closure or radical democratic openings. Rather, this research suggests that the contemporary moment of austerity urbanism in London is ambivalent: it is producing opportunities for openings in a context of more general closure. These openings hold the promise of politicisation, but not necessarily the promise of amounting to more than the sum of their parts – a tipping point that could change how and for whom urban governance and politics work.

13. Safety in public spaces: Gated communities vs. traditional neighbourhoods in urban areas of Costa Rica.

Karla Barrantes Chaves

Karla has worked for 14 years as a researcher in planning at the Research Program in Sustainable Urban Development (ProDUS) at the University of Costa Rica (UCR); there, she founded and directed for 11 years, the urban renewal project 'TCU Calle de la Amargura' which focus on safety strategies. She also has been a professor at UCR for 6 years. This institution sponsors her at UCL. She is an architect graduated from UCR, with a Master in Urban and Land Development from Polit cnica de Catalu a University. Currently, she is a PhD student under the supervision of Dr Claudio de Magalh es and Dr Pablo Sendra.

keywords: safety, public spaces, neighbourhoods, gated communities.

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Conceptual / Theoretical

Americas

Region

Urban Design



The public space as a meeting point reveals an extraordinary complexity; there, it is expected to find wide diversity. However, the dynamic around the integration of different populations around a common place cannot be taken lightly; it is crucial to recognise the specific spatial context of these people which could involve neighbourhoods with distinct levels of incomes (Vaughan & Arbaci, 2011). On the other hand, this variety also implies factors such as age groups or gender. The way people conceive their relationship with open spaces could be a key element in their notion of safety; nevertheless, in some dimensions the perception of unsafety is higher than victimisation (Bannister, 1993; Burgess, 1994). Even though, there is a gap between perceived and actual security in Costa Rica (Programa de Naciones Unidas para el Desarrollo, 2006), these concerns about crime have prompted a considerable number of people to choose to live in gated communities. Nonetheless, these types of extra precautions could 'increase the levels of fear and isolation' (Minton, 2009, p. 140).

The development of gated communities has increased sharply in Costa Rica, in large part, due to feelings of fear fueled by the media and building corporations. However, these urbanisation patterns have brought a rupture on the continuity of the urban fabric and have generated isolated spaces within the city. This study aims to explore the relationship between safety issues and factors such as population composition, incomes, diversity, physical environment, institutional dimension and appropriation of open spaces. These aspects will carry over as well in areas with gated communities and traditional open neighbourhoods.

The urban growth in Costa Rica is the result of market forces and the mixture of national and local regulations. The Urban Planning Law (1968) which is joined to the Constitution (1949), empowers local governments to create their own Land Use Plans, called Regulatory Plans. Additionally, some complementary rules were issued by the National Institute of Housing and Urbanism (INVU -acronym in Spanish). These regulations established guidelines to build residential developments which, over time, have been responsible for providing public spaces including streets. In this manner, those neighbourhoods have shaped the urban fabric of Costa Rican cities.

However, in 1999 the Ownership Condominium Law was enacted; thereafter, urbanisation patterns underwent

another change, facilitating the development of gated communities based on shared ownership, with common open spaces being exclusive to their residents. Due to a regulation gap, condominium projects have been allowed to create enclosed spaces within the city, without the otherwise required provision of public spaces. As a result, construction companies have since preferred to adopt this system instead of traditional open residential developments.

Therefore, it could be reasonable to suppose that this situation has reduced the growth of new public spaces and the creation of walled urban islands. Even though there are more inhabitants in urban areas (Instituto Nacional de Estadísticas y Censos, 2011), the opportunities for social gathering have been cut down. Beyond the physical issues, gated communities give rise to a discussion on social segregation, as risen barriers 'present the danger of disintegration of urban space' (Madanipour, 1996).

Additionally, this isolation could reduce the number of people on the street and consequently less 'Natural Surveillance' (Jacobs, 1961). Hence, this investigation seeks to make an initial spatial selection based on crime reports and demographic information in the Great Metropolitan Area of Costa Rica and to identify these places with common patterns in terms of safety, focusing on residential areas with traditional neighbourhoods and gated communities. After that, some case studies will be discussed in order to focus in additional social and physical aspects such as community participation, safety perception, land use, urban configuration and open space characteristics.

Overall, a potential contribution in pursuing this study is to expose how some social patterns and urbanisation processes could come into play on safety issues in public spaces. However, security should not be conceived under a deterministic view; by contrast, it is a mixture of many factors such as institutional dimensions, opportunities, participation and access to goods and services. Therefore, this study plans to analyse how these dynamics are related in public spaces and if it is possible to establish a considerable difference in this behaviour among areas with traditional open neighbourhoods and gated communities.

14. Everyday infrastructures in the in-between territories. The potential of decentralised infrastructures in Santiago de Compostela metropolitan area.

Lucía Cerrada Morato

Lucia is an architect and urban designer. After 6 years of working experience in Spain and the UK, she is currently undertaking a PhD under the supervision of Dr Nicholas Phelps and Dr Sonia Abaci. Her research has been awarded the British Spanish Society Scholarship, the Rafael del Pino Scholarship and is currently being funded by 'La Caixa'.

keywords: sprawl, in-between territories, infrastructures, post-networked city, sustainable.

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Conceptual / Theoretical

Europe

Region

Suburban Development



Urban sprawl has been described as one of the most unsustainable models of urbanisation by institutions, academics and politicians (EEA, 2006; Mumford, 1938, 1961; Fulton, Pendall, Nguyen, & Harrison, 2002). Indeed, most research on the subject emphasises the need to control the low density growth of cities and focuses on how to transform and densify these territories to achieve a more sustainable model. In particular, water and sewage infrastructures are identified as the costliest for municipal public expenditure.

However, a recent line of enquiry has challenged the densification approach due to its high cost and potential environmental drawbacks (Charmes & Keil, 2015; Aedes Network Campus Berlin, 2012). These researchers call for a positive engagement with these territories and emphasise the possibilities to improve its performance taking advantage of its morphological and low-density structure. They claim infrastructures have to adapt to the territory they serve and not the other way around. The modern approach to infrastructure - standardised, centralised and monopolistic is challenged and alternative models - decentralised, self-sufficient, communitarian networks, etc. - are proposed as ways to reduce the cost of services and to boost the closed cycle of resources in these territories (Coutard & Rutherford, 2011). This approach has mainly been argued in research carried on the so-called Global South. However, the move away from a centralised, monopolistic model has been pointed out by another group of academics as the cause of the splintering urbanism character of these territories (Graham & Marvin, 2001). This second group sees equity as a requirement for equality.

This research argues that on both sides the discussion has been closed too soon, a universal solution is not possible and this will always be context dependent. Furthermore, literature has simplified the nature of these territories. 'Sprawl' or 'suburb' concepts, highly influenced by Anglo-Saxon research, depict a monofunctional, low-density city while the European model is much more complex and heterogeneous (Wandl, Nadin, Zonneveld, & Rooij, 2014). Despite the urgency of addressing the infrastructure provision and management beyond the compact city, there are no categories in European planning documents beyond the rural-urban classification

and, in consequence, no specific infrastructure strategies to target these particular places.

In order to contribute to this debate, research will be carried out in Galicia, a region in the north of Spain, characterised by its dispersed urban structure and where a variety of water supply and sewage systems co-exist. The research is structured around two questions. First, is there a relationship between the different typologies of sprawl and the different infrastructure models? And if so, why? The second question focuses on the sustainability of this heterogeneous infrastructure scenario; can the provision of networked and alternative forms of infrastructure be part of a sustainable scenario (environmental, economic and socially) of basic services in a metropolitan area?

The comparative case study of three municipalities in the metropolitan area of Santiago de Compostela, the capital of Galicia, with different management models - private, public, and municipal - will allow the research to compare between different governance models and to explore how each one determines wider strategic approaches to the supply of services and eventually to the planning of dispersed territories.

A sustainable future for these territories depends on our ability as urban planners to explore alternative models that are attuned to the capacities of these spaces. The aim of this research is to contribute to a better understanding on the challenges and opportunities regarding water and sewage services.

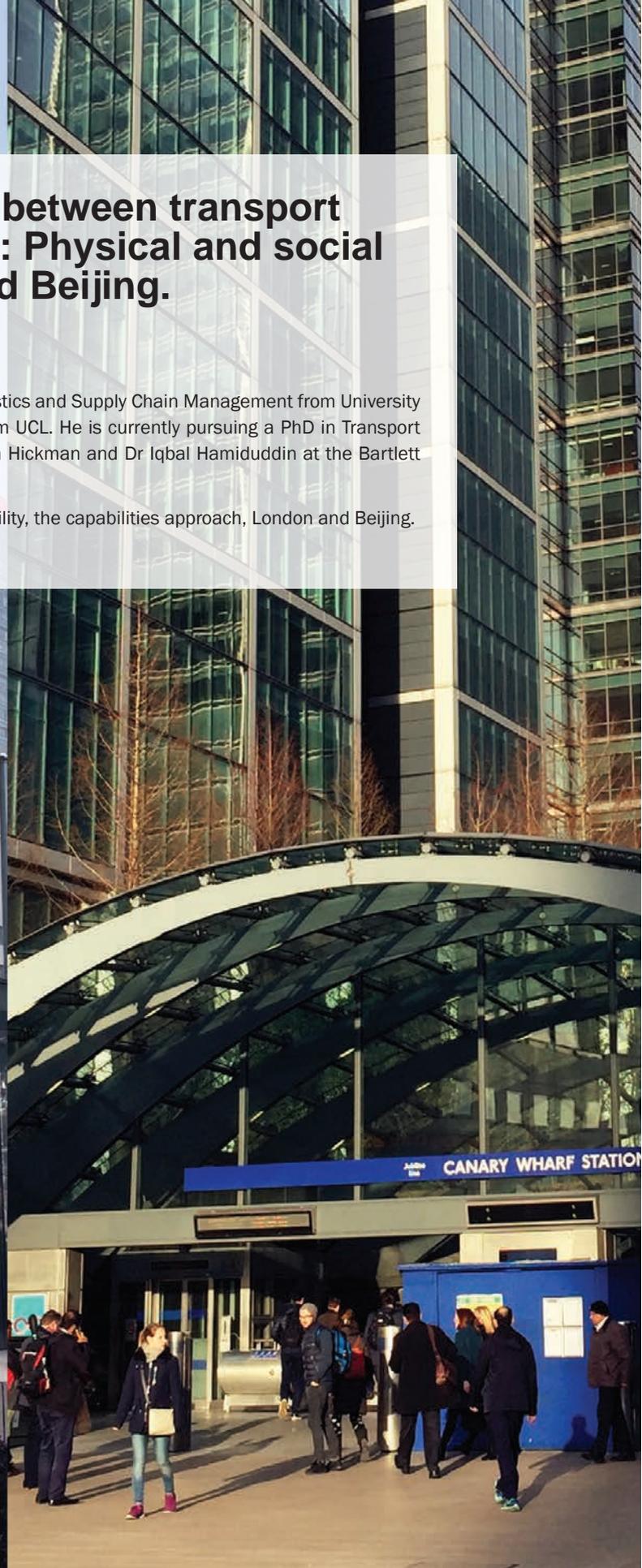
15. Exploring the relation between transport and social justice (equity): Physical and social dimensions in London and Beijing.

Mengqiu Cao

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keywords: transport, social justice (equity), travel vulnerability, the capabilities approach, London and Beijing.

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Empirical

UK and China

City

Urban Transport and Mobility



'[W]ealth is evidently not the good we are seeking; for it is merely useful and for the sake of something else'. - Aristotle (Ross, 1999, p. 5)

'[I]f there is equality in distribution there will be no poverty; if there is harmony in society there will be no under-population, and if there is security, there will be subversion'. - Confucius (Muller, 1990, p. 1).

In the transport context, social justice has not previously been treated as a significant issue by most researchers, partly because the relationship between transport and social justice has not been fully understood. Social justice in itself is a difficult term to define; still less quantifying the contribution that transport investment might make to improving social justice.

From a starting point of interest in social justice issues related to transport and mobility, most researchers have investigated the relationship between transport and social exclusion issues, focusing on aspects such as access to opportunities, income, reduced mobility, class, age, ethnicity, gender, social exclusion, travel poverty, and unequal accessibility. The wider social and economic impacts of social exclusion in the transport context have primarily centred on addressing the imbalance in the distributional effects of transport accessibility. Issues relating specifically to social justice still remain under-researched, perhaps due to the difficulties involved in comprehensively comparing, measuring and quantifying these as socially just or unjust. Therefore, there is an urgent need for both theoretical and empirical research into social justice within the field of transport planning to be conducted.

The aim of the research is to explore and analyse the relation between transport and social justice (equity), and its impacts on neighbourhoods within the city, in order to reduce social inequalities through investment in transport infrastructure and improved transport policy or targeted governance, particularly in terms of social patterns, while creating a fairer society for members of the wide array of different social groups residing within a city.

In order to achieve this aim, the following focused research objectives have been developed:

- 1) To investigate which parts of the city are more vulnerable to the combined problem of high car dependence and housing affordability;
- 2) To explore the implications of transport-related justice for individuals, depending on their different demographics, socio-economic characteristics, and geographical context;
- 3) To investigate any policy instruments, methods of intervention, subsidies, or other enhancement strategies/enabling mechanisms that may be available in order to address the issues of social inequality and injustice.

This research has shed new light on the interrelationships between transport and social justice, using both quantitative and qualitative methods. It has further contributed to the existing literature and methodology in four ways. Firstly, a composite car dependence and housing affordability index (CDHA) is developed, using indices of oil vulnerability related to car travel and housing affordability in order to measure high levels of composite car dependence and housing price vulnerability in different areas within a city at an aggregate level, adding to the previous areas of social deprivation related studies. Secondly, this research has not only focused on people's everyday travel experiences (also called 'functionings' in this case), but also taken into account their expected travel activities (also called 'capabilities' in this context). Thirdly, issues relating specifically to transport-related social justice have been empirically measured and quantified using different types of models in the case studies. Finally, the method influenced by Sen's capability approach (Sen, 2009) and adapted from Nussbaum's capabilities approach (Nussbaum, 2011) has been applied in the transport field, which enables the subjectivities associated with ambiguities in potential needs or aspirations (i.e. capabilities) to be quantified to some extent, as well as allows comparisons to be made on the capabilities and functionings of different socio-demographics and socio-spatial groupings.

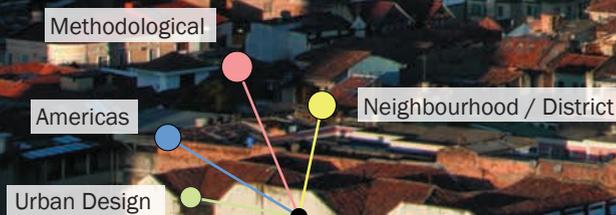
16. Landscape approaches for urban design quality in conservation areas: The case of Bogota, Colombia.

Miguel Hincapié Triviño

Miguel is an architect and urban designer with more than 12 years of professional experience in both the public and private sector. Currently, he is researching urban design quality for conservation areas under the supervision of Dr Elisabete Cidre and Dr Michael Short. His research is funded by the Colombian Department of Science, Technology and Innovation (COLCIENCIAS). Previously, Miguel was Deputy Director of the Heritage Institute of Bogota, where he was directing regeneration, management plans, and projects for the city centre. He has a degree in Architecture from UNAL (Manizales – Bogota) and a MArch in Urban Design from the Bartlett School of Architecture – UCL.

keywords: urban design quality, landscape, conservation, urban heritage, Bogota

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Quality in urban design is not always seen as a relevant topic in the regeneration and conservation of a place. Over the last 30 years, regeneration processes of Bogotá's Historical Centre have received a great deal of attention - both theoretical and practical. However, actions as a result of plans and policies in fact appear to have increased deterioration and to have had numerous negative impacts in ecological, historical and cultural values, rather than promoting its enhancement. Civic organisations, community groups, as well as other civic actors have opposed regeneration projects because they believe that such kind of interventions have promoted social, cultural and economic fragmentation, exclusion of local residents, as well as a number of negative impacts on the environment.

Quality in urban design is an important topic for both: the enhancement of character and significance of the existing built environment as well as for the design and production of new places. However, regardless of the context, different scholars have identified concurrent situations that are barriers to places of quality, particularly: inefficient governmental structures of decision making (Parfect & Power, 1997, p. 19; Carmona, 2016, p. 713); cost effectiveness approach from stakeholders and developers (Rowley, 1998; Carmona, Magalhães, & Edwards, 2002); clarity on regulations, urban codes and design guidelines; weak institutional structures for design reviews (Parfect & Power, 1997, p.19); among others. Despite the progress on analysis of the situations that prevent quality in urban design, much has to be researched on these aspects; especially those focused on the enhancement of existing built environment to which society has given special value, named 'urban heritage'.

In heritage areas, quality in urban design plays a major role. It is in such environments where actions should value and promote current character and significance. For this reason, the practice of conservation has switched from the study and intervention of isolated objects 'to the protection and rehabilitation of the historic urban fabric as support to the social, economic and environmental structure of the city' (Cidre, 2014, p. 313). Subsequently, tools for management has evolved to integrate disciplines such as planning, urban design, social studies, landscape and others.

In the 90s, an important evolution in the history of UNESCO Convention, namely, the interaction between culture and nature and the development of the 'cultural landscape' category, took place (Rössler, 2006). In 2011, the 'Historic Urban Landscape Recommendation' was introduced with the aim to define principles that were able to ensure urban conservation models respect values, traditions and environments (Bandarin & Van Oers, 2012). However, despite the progress for the integration of different heritages, some authors observed that the term 'landscape' is imprecise and difficult to apply, creating more uncertainty in the management (Lalana Soto, 2011). Others remarked that landscape', as an integrative heritage concept, has not been sufficiently explored in its theoretical and practical potential (Veldpaus, 2015).

From these reviews, it can be seen that despite the extensive research on urban design quality and the substantial progress on concepts and tools for urban heritage, it remains unclear how, and to what extent, landscape approaches and recommendations have actually contributed to the enhancement and quality of urban design.

There are several important areas where this study makes an important contribution. First, the case study of Bogotá's Historical Centre will help to understand how, and to what extent, landscape concepts were integrated in planning and urban design in conservation practices. Second, historical analysis will show how the social value of landscape has determined the quality of urban design. Third, critical close reading of global and local discourses will contribute to redefining local approaches in design.

17. Urban conservation and social equality: Frameworks for historic areas in Mexican cities.

Mónica López Franco

Mónica is an architect and urban planner. She is a PhD Candidate at the Bartlett School of Planning under the supervision of Dr Elisabete Cidre and Dr Claudio De Magalhaes. She has a master's degree in sites and monuments conservation (University of Guanajuato, Mexico) and has worked within as an urban planner and on social improvement projects both in private and public sectors in Mexico. Rooted in her interest for urban conservation and social justice, her PhD focuses on urban conservation frameworks for historic areas to promote social equality.

keywords: urban conservation, social justice, values, significance, transference.

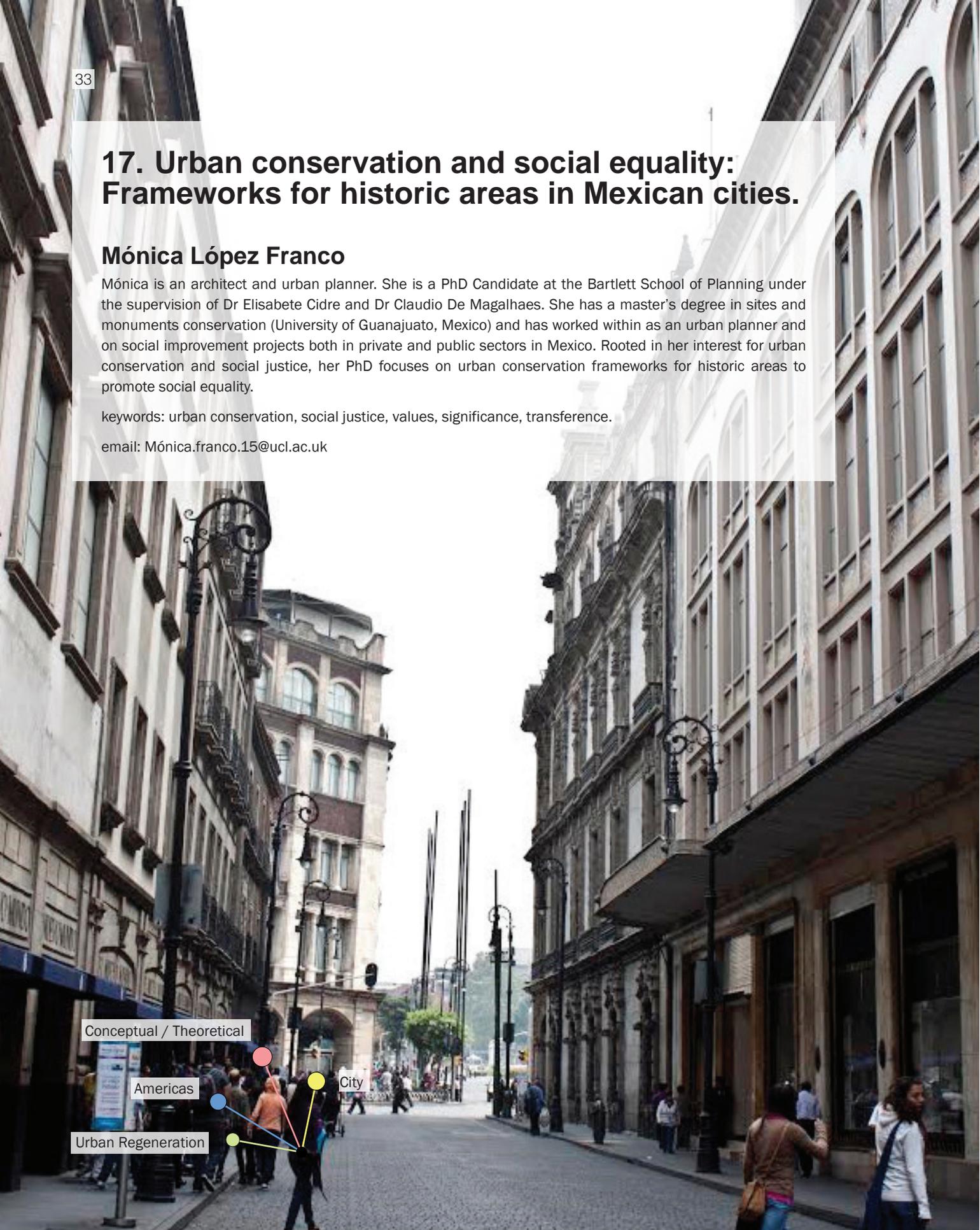
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Conceptual / Theoretical

Americas

City

Urban Regeneration



Noticeably, historic areas within cities are under increasing pressure to address urban social challenges while also having to maintain and protect their historic legacy (Cidre, 2004, p. 284). This is increasingly relevant in historic cities of developing countries where prominent challenges due to rapid urbanisation and sociospatial inequalities (UNESCO, 2016, p. 121) call for the development of more socially comprehensive urban conservation frameworks that ensure people's well-being. First developed by UNESCO, traditional urban conservation values and frameworks tend to encourage tourism-oriented agendas, due to which issues of exclusion, displacement and segregation have been contingent outcomes within historic areas of cities in Latin America. Correspondingly, the development of national and local frameworks for urban conservation in historic cities of Mexico, developed under the scope of traditional conservation values, have also reflected social and urban challenges that need to be addressed in relation to the wider urban context to achieve social justice.

Urban conservation has developed as an activity to address management and change in historic areas within rapidly evolving urban landscapes. Traditional approaches to historic areas have been promoted by UNESCO's World Heritage Sites list and embedded in aesthetic and economic objectives that promote frameworks to attract investment which have resulted in predominantly tourism-led agendas. Meanwhile, few studies in the field convey the ways in which social justice and equality values are reflected and affected by urban conservation processes to enhance the well-being of local populations. In this sense, debates and discussions by global institutions, academics and practitioners within the urban conservation and urban planning fields increasingly address the relationship between historic areas and social well-being (Schneider, 2001; Carrion, 2005; UNESCO, 2011, 2016; Labadi & Logan, 2012; Banderin & Van Oers, 2012; Betancur, 2014; UN-Habitat, 2016; Colomb & Novy, 2017). However, there is still a clear gap between urban conservation values and frameworks to fully integrate social justice and equality values to inform local assessments for historic areas. Furthermore, the assessment of urban conservation frameworks must be undertaken with respect to local level's cognitive understandings of internationally circulated knowledge and practices in order to foster beneficial spatial and social processes to people within historic areas.

Photo: Mónica López Franco

This research examines how urban conservation frameworks promote social equality in historic areas within two Mexican cities: Mexico City and Guadalajara. As Mexico City holds World Heritage Site title and Guadalajara does not, it is argued urban conservation frameworks for each historic area manifest different approaches on integrating social equality values to address urban exclusion, displacement and segregation challenges. This is further stressed from the different approach historic areas function in relation to the wider urban landscape they are embedded in. These cases confirm that urban conservation is far more complex than initially assumed (Betancur, 2014, p. 6) by international, national and local institutions and requires frameworks that address social as well as economic and cultural objectives. The research specifically aims to develop a new assessment approach to urban conservation in Mexican historic cities through a comparative study of the two cities, as they hold important influence at local, national and pan-Latin American levels for assessing and developing new approaches to historic areas.

To achieve these objectives, this research makes an examination of the significance of urban conservation and social equality values at conceptual and practical levels to assess current urban conservation frameworks and social challenges of historic areas in Mexican cities. It seeks to integrate and build upon considerations of the nature of historic areas within their wider urban landscape – such nature has evolved from a set of cultural assets for consumption to a means to address social challenges and needs in global and local agendas. The research also focuses on the importance of different levels of influence for the production of urban conservation frameworks in the extent to which they reflect urban and social outcomes that need to be addressed. As such, a cognitive analysis of the implementation and reconstitution of urban conservation frameworks and discourses from diverse lines of knowledge at the local level (Brenner & Schmid, 2015, p. 160) is made. This can generate new paradigms that move away from traditional urban conservation frameworks to deliver approaches and outcomes that advance social justice and equality. Thus, the assessment of social equality within urban conservation frameworks will inform current gaps between social welfare and economic development of historic areas in Mexican cities and will hold significant relevance as an approach to assess and evaluate historic areas in cities.

18. The construction of the housing market: National housing discourse and market mediation.

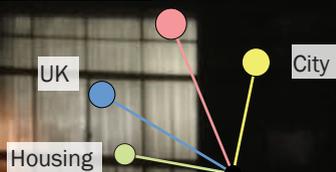
Phoebe Stirling

Phoebe is a PhD student at the Bartlett School of Planning, working under the supervision of Professor Nick Gallent and Professor John Tomaney. Her research area is housing studies. More specifically, her work investigates the financial motivations for ownership of housing and land, and impacts thereof. Before coming to The Bartlett, Phoebe worked as a researcher at a Registered Social Landlord in London, followed by three years working on urban sustainability and EU Cohesion Policy in Brussels.

keywords: housing markets, house price inflation, social construction, market discourse, London.

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Conceptual / Theoretical



Throughout the twentieth century, the UK, along with most developed economies, has seen a dramatic increase in the number of homeowners but also a parallel increase in the value of homes. Access to home ownership has not been accompanied by affordability. House prices have risen steadily throughout this period and in recent years have reached unsustainable levels, by which many people are excluded from the housing market.

To some degree it is broadly acknowledged that individual house purchases, particularly in the capital, are now a means towards personal and commercial investment as much as for securing personal housing. It is also acknowledged that the role that housing performs as an asset increases demand for housing within a limited supply, and is thereby a driver of rising prices and deepening 'crisis'. There is, however, a limited dedicated record of this process, or of how it is operationalised at the market level – how individual transactions are affected by and act to embed these broader structural shifts in the socio-economic role of housing.

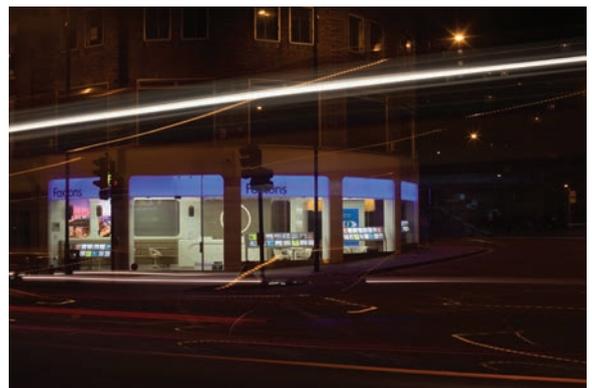
The dilemma that spurs this research is how this housing 'problem' is to be conceptualised and investigated. Barker (2014) identifies a need to reinvigorate the relationship between planning for housing and housing economics, in order to produce a more nuanced understanding of the dynamics that produce these outcomes. Economic analysis of the housing market is not a simple given however.

Mainstream understanding of this market often views its dynamics either as structural change in the housing system, or as micro-interactions at the market level. The first engages explicitly with the (social, political and economic) structure of the housing market, leading to rising house prices, unaffordability, gentrification and displacement. The political economy of the housing system – whether this is perceived as 'more market' (Van Gent, 2013) or 'planning that constrains supply' (Cheshire, 2014) – is analysed in order to comment on specific policies and shifts in political economy. The second analyses individual transactions at market level, aiming to understand how housing agents actually work, and the degree to which their actions conform to mainstream or neoclassical models of exchange. There is little cross over between these two strands of literature.

While connections are made between the political restructuring of the housing market and resulting market outcomes, beyond inference, the analysis of market level exchange is largely sequestered from the broader political economy of housing.

This research project investigates a different view of the market. It outlines instead the constellation of devices (both discursive and practical) through which the notion of housing as a means towards capital investment and a safe haven for savings is constructed and maintained. The research therefore examines the nature of the relationship between the structure of the housing market in London, with its tendency to produce housing for investment, and the market level practices that reinforce this direction.

The study investigates the nature of discursive and practical market devices, activated by market actors such as estate agents and other housing professionals, within their work. Estate agents in particular are chosen due to their role in communicating the specific benefits of home ownership to vendors, buyers, and other professionals. This has been shown to be a strong factor in housing purchase, closely linked to the changing socio-economic role of housing, and its perception by market actors. This will allow a better comprehension of how markets respond to, incorporate and reproduce social, economic and political discourse. The project aims to question the view that sees consumer utility maximisation and (bounded) rationality as the corner stone of the housing market. It will therefore contribute to our understanding of how the housing market is to be conceptualised and thereby studied.



19. Migrant integration in peri-urban Beijing.

Siyao Liu

Siyao Liu is a PhD candidate under the supervision of Professor Fulong Wu, Dr Fangzhu Zhang and Professor Mike Raco. She graduated from Cardiff University in 2013 with an MSc in International Planning and Development. Before that, she completed a four-year study in ethnology and anthropology in Minzu University of China, earning a bachelor's degree in history in 2011. Given her education background, Siyao has an interest in interdisciplinary study combining insights in urban planning and anthropology. She specialises in the use of participant observation and ethnographic narrative to decipher dynamics behind urban issues, notably those related to migrants, neighbourhood, and urban minorities.

keywords: migrant integration, segmented assimilation, Chinese migrants, neighbourhood governance, urban anthropology.

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Conceptual / Theoretical

Asia

Urban Sustainability

Neighbourhood / District



Concerning what happens once immigrants arrive at the destination city and how they adapt to the host society, the dominant interpretation of this process in North America is known as assimilation, which usually involves immigrants learning, sharing and adapting to alternative, different cultures, values and lifestyles. While in Europe, scholars choose to use alternatives such as 'adaptation', 'integration' or 'incorporation' in order to avoid the implication of cultural submersion.

In metropolises, jobs available in labour markets either require advanced education and skills or offer low wages. As a result, a city can have a wide spectrum of migrants, from well-educated graduates, highly-skilled professionals and affluent entrepreneurs, to low-skilled workers, less-educated peasants and penniless scroungers. Diverse socioeconomic backgrounds of these migrants, combined with attributes of urban labour markets, have undoubtedly varied their integration into their receiving cities. The social mobility, upward or downward, and exclusivism from locals reduce intergroup interaction, precipitate social exclusion, increase social tension and eventually undermine stability of the society.

In China, growing rural-urban and inland-coastal disparities have also caused hundreds of millions of migrants from vast rural regions and lagging towns to migrate to the coastal metropolises in search of decent jobs and better futures. They are as vulnerable as those deprived immigrants facing obstacles when trying to integrate into the mainstream society. Not surprisingly, studies on migrant integration in urban China have been on the rise. A large volume of research on the system of household registration (hukou) system shows formidable barriers to rural migrants' integration into cities as these people are not eligible for most state-provided opportunities, and state or employer-subsidised benefits. Their access to employment, housing, education and health care is severely constrained. Despite a considerable number of studies, researchers barely touch upon neighbourhood characteristics as another potential determinant of migrants' integration. They overwhelmingly focus on rural migrant instead of seeing rural-urban and urban-urban migrants as a whole. Actually, 2009 census data from Beijing Statistical Information Net shows there were 7,044,553 migrants in Beijing among whom 32.31% are urban-urban migrants. As a significant component of

China's floating population, these urban-urban migrants should not be neglected from our research.

Studies on ethno-cultural enclaves and mixed neighbourhoods have revealed a highly complicated relationship and a vague connection between integration into mainstream society and neighbourhood characteristics. However, segmented assimilation theory and empirical study in ethno-cultural enclaves and mixed residential communities provide an insight that neighbourhoods may play either positive or negative roles in internal migrants' integration in China. This research aims to interrogate the potential correlation between migrant integration and neighbourhood types. Via an anthropological approach – participant observation, this research collects and analyse qualitative data of migrant households' daily life in four neighbourhoods. It then draws upon ethnographic narrative to unfold the processes of their different integration approaches and clarify the dynamics behind. The results illustrate that neighbourhood type is significantly related to the outcomes of migrant integration, and different neighbourhoods provide various means for migrant to integrate into receiving city. An explanation for these findings is that neighbourhood is an important space in which economic integration and acculturation happens or social networks are knitted. The existence or absence of the foregoing upward mobility in different neighbourhoods either provides pathways for the adaptation into a new urban society or hinders integration. Meanwhile, insufficient interaction with neighbours may not necessarily mean unsuccessful integration into the city as neighbourhood is not the only place for migrants to integrate; their upward mobility might be achieved outside the residential communities they live in. As migrant integration is found to be significantly influenced by neighbourhood types, the finding expands the segmented assimilation theory to include spatial distribution as another determinant of integration. This detailed empirical investigation also fills the gap of recent research (e.g. Wu & Logan, 2016; Wu & He, 2005) which mainly focuses on the statistics without detailed neighbourhood level observation.

20. Vacant land in London: Narratives about people, space and time.

Sonia Freire Trigo

Sonia is a PhD researcher and teaching assistant at the Bartlett School of Planning. She is also a sessional lecturer at the School of Law and Social Sciences, London South Bank University. She has an MArch from Coruña University (UDC) and an MSc in Regional and Urban Planning from Madrid Polytechnic University (UPM). She also has several years of experience working as a planner in the private sector. Sonia has worked as a research associate in research projects funded by the European Commission, the Royal Institution of Chartered Surveyors (RICS), and the International Society of City and Regional Planners (ISOCARP).

keywords: urban regeneration, Lefebvre, thematic analysis, Battersea Power Station, Royal Docks.

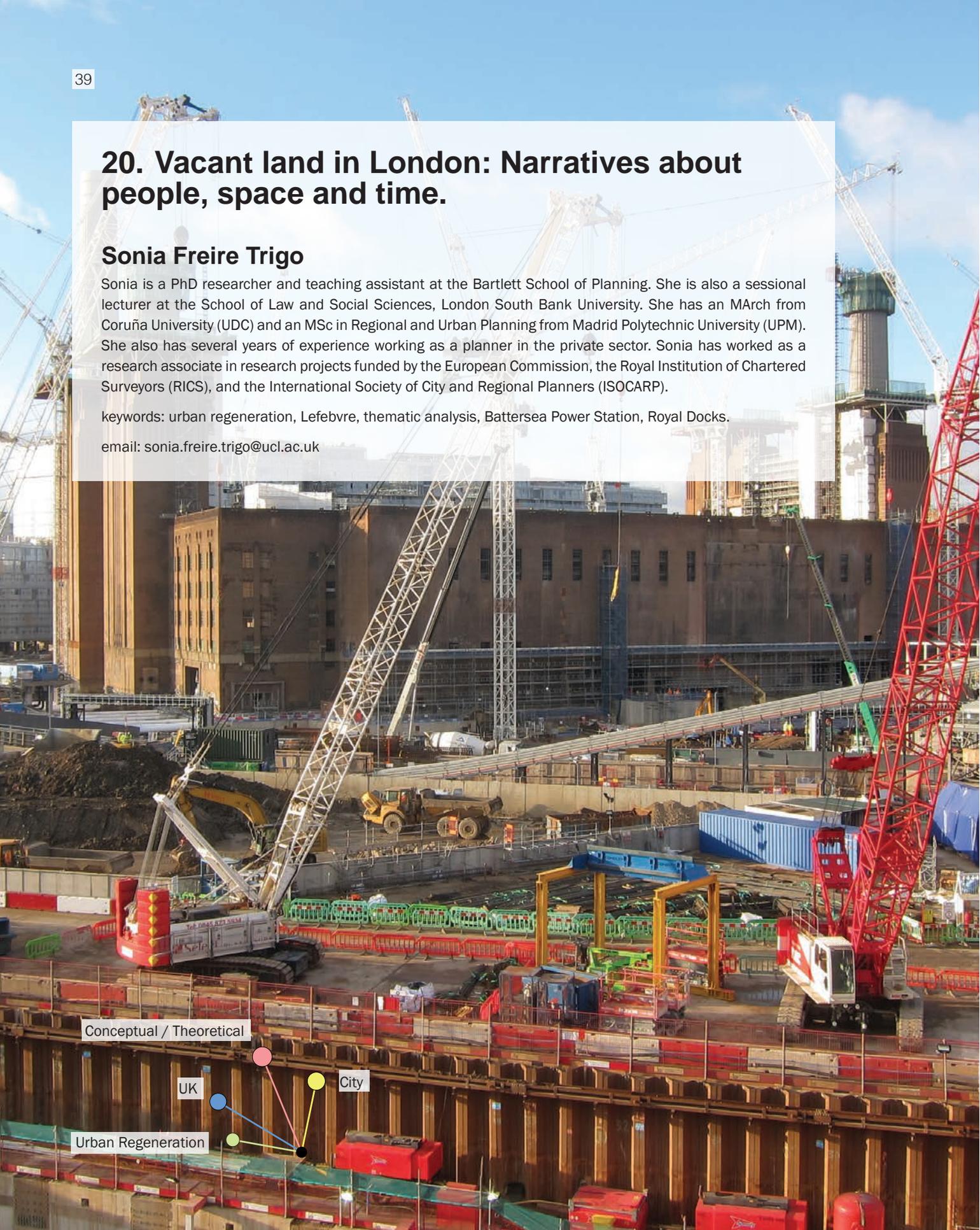
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Conceptual / Theoretical

UK

City

Urban Regeneration



Urban vacant land is a phenomenon that has been studied worldwide. All the studies share the belief that urban land is a scarce resource and therefore, its best use is of great importance to society. However, the studies show little consensus on how bring that vacant land back to 'optimal' uses.

Most studies about vacant land revolve around two main concerns: 1) the amount of vacant land that exists; and 2) the best way to deal with it. In both cases, the research has identified a series of limitations that have not been considered so far.

With regards to the first group, the literature review has found that the identification process of vacant land has a subjective dimension that has never been accounted for. The factors included in most assessments, such as the minimum size and physical features, are taken as objective indicators for the identification of vacant land. But as the research shows, the consideration of these factors are ultimately dependent on someone's personal judgement about their relevance. In addition, the subjective dimension of the vacant land problem is also evident in its definition. As the research shows, this definition has been in permanent evolution in England over the past 40 years, depending on the regeneration approach at the time.

With reference to the second group of studies, the research has found that the different models for vacant land transformation fail to account for the dynamic dimension of the process. Hence, the discussions get bogged down with how to best determine the moment when a piece of land becomes a 'long term vacant site' that deserves government intervention; or with what is the best sequence of actions to facilitate the transformation of these sites in the shortest amount of time.

Taking these findings into account, the research suggests to look at the problem of vacant land from a different perspective: one that uses a constructivism approach instead of the positivism approach of the previous studies. From here, the research sets out to understand to how the subjective and dynamic nature of the vacant land concept affects the way the problem is understood and therefore addressed.

The research draws on Lefebvre's and Massey's work to build an appropriate theoretical framework to answer the previous question. It places people's multiple understandings of vacant land over time in its center and, through a thematic analysis of the interviews, looks for the alignment and misalignments between these understandings. Two case studies are used to grasp this process: Silvertown Quays, in the east of London, and Battersea Power Station, in the west.

The findings reveal a 'filtering process' of the vacant land narratives with reference to the temporal dimension (i.e. the future of vacant land on a dominant position over its past and its present) and to the social dimensions (i.e. preeminence of rights over vacant land to interests over vacant land).

Finally, the research suggests that understanding vacant land as the outcome of this particular filtering process could help redress the limitations of the identification process and consequently, bring about a different way to tackle the 'vacant land problem'.

21. Clusters of urban renaissance and the new geography of innovation: A case study of Rome.

Stefania Fiorentino

Stefania is an architectural engineer trained jointly by University of Rome “Tor Vergata” and ENSA Paris “La Villette”. Passionate about cities, she is interested in the related socio-economic dynamics. Before teaching and researching at the Bartlett she has worked as a practitioner in Paris, Milan and Rome on architecture, urban regeneration and real estate related issues. Her PhD is undertaken under the supervision of Nick Phelps and John Tomaney, with a sponsor offered through the partnership between CNA of Rome, the Italian trade association for craftsmanship and small and medium-sized enterprises, and Studio SPF, a real estate practice.

keywords: cities, urban economies, creativity, clusters, capitalism.

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In between top-down strategies and bottom-up processes new types of clusters of production are emerging in urban areas. This study investigates cities as the nexus point of the current geography of innovation focussing on the agglomerations of small businesses in the cognitive-cultural industry of Rome. Since the 1980s, the industrial districts (Marshall, 1920) from the 'Third Italy' (Bagnasco, 1977) have been the landmarks of innovation for many studies in the agglomeration theory (Gordon & McCann, 2000; Markusen, 1996) and waves of new regionalism (Storper, 1997). The Italian district model was characterised by its flexible specialisation tied up with strong institutional connections at the local scale (Piore & Sabel, 1984). However, globalisation and new information technologies triggered changes in the traditional industrial districts' milieu, often causing their loss of competitiveness (Trigilia & Burroni, 2009). Given the crisis of that geographically decentralised district model, this research aims to investigate what is coming next.

A flourishing body of literature celebrates the central role of cities in attracting human capitals and accelerating the pace of the contemporary economic development (Florida, 2002; Glaeser, 2011; Sassen, 2005). This also enhanced by the revival of some more traditional ideas picturing cities as incubators for new activities (Hoover & Vernon, 1959; Jacobs, 1961). Yet, there is a knowledge gap in bridging these renewed incoming demographic flows with the localisation patterns of small businesses displaying some strong cultural embeddedness. On one hand, a central role for urban economies in the generative process of clusters is suggested by the urban concentration of certain bottom-up initiatives and by the rise of new professional figures linked to the creative industry. Examples could be found in the spread of shared service accommodations and the emergence of the makers' movement, assuming the form of a network of digital artisans (Anderson, 2012; Birtchnell & Urry, 2016). On the other hand, an increasing institutional interest was registered in developing policies to enhance entrepreneurialism and start-ups especially by supporting some related major events or training programs, such as the Maker Faire of Rome. These strategies are rooted also in European Union guidelines and policy framework promoting innovation by establishing a new entrepreneurial culture. This neoliberal approach to job creation has therefore become a common tool to envision

scenarios of recovery from the current recessionary context.

The purpose of this research is to test the hypothesis of urban renaissance and cluster emergence, as well as to shed light on the related dynamics of agglomeration and industrialisation. Therefore, the investigation of the makers' is identified as a valuable window to examine the resurgence of urban economies as well as to assess the social and industrial changes occurring in many capitalist cities. The cognitive-cultural capitalism (Scott, 2014) – embodying creativity, culture and innovation – offers some guidelines for a theoretical framework to this phenomenon. However, the objective of the current study is not only to provide empirical evidence of the geographical distribution of these clusters of innovation, but also to describe their feature and to propose an incremental contribution to the agglomeration theory. The research is based upon a survey carried out during the 2015 edition of the Maker Faire of Rome, plus the analysis of secondary data and up to 35 interviews among the key representative of the ecosystem of innovation in the same city, including entrepreneurs, practitioners and institutional actors.

These undertakings are expected to shed light on the geography and the features of this new geography of innovation, thereby explaining the shift of small innovative firms towards urban locations and identifying the key trends in the industrialisation and urbanisation of cities in a post-recession scenario. Start-ups, creative industries, Makers and some new social and business intermediaries (such as co-working spaces) all contribute to shape a new economic sector within the urban realm. The data collected so far suggest that those new soft-tech and creative clusters are more likely to emerge in lagging contexts such as cities in search of a new economic dedication and, more generally speaking, in countries trying to fix their broken economies. The new clusters display the same system of untraded relations and institutional embeddedness from the old industrial district model, ultimately showing the capitalisation of places and of the city itself. Based on these findings, this study propose that regional and urban planning strategies should be revised in ways which better recognise this emerging sector and acknowledge its new soft institutions and the related working spaces.

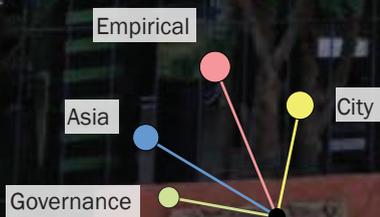
22. Governance in housing delivery networks: The case of two pathways of low-income housing programmes in Thailand.

Umnaj Thananantachai

Umnaj is a scholarship holder of the Royal Thai Government. He has an MSc in Public Services Policy and Management from King's College London. Before that, he completed a master's degree in housing development and a BA in political science at Chulalongkorn University. During his graduate study, Umnaj worked as a coordinating assistant at the Center for Thailand Democracy Watch and a research assistant in Chulalongkorn University and National Institute of Development Administration, Thailand. His research interests are in the areas of governance, decentralisation, public reform, urban politics and low-income housing. His PhD project is supervised by Professor Nick Gallent and Professor Yvonne Rydin.

keywords: governance, housing, New Public Management (NPM), New Public Governance (NPG), Thailand.

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Since the 1980s, public sectors of developed and developing countries have undertaken changes in the way in which policies and problems are governed. The reform in public sectors reflects a paradigm shift in public administration that attempts to cope with growing complexities of modern social problems. This has posed a significant pressure on the traditional top-down mode of government and meanwhile called for an advanced approach of governing taking in a wider range of actors than in the past as a 'new' form of governing method, which is less hierarchical, more networked, and more pluralistic.

This study attempts to explore how the networked modes of governance underpinned by two major concepts—New Public Management (NPM) and New Public Governance (NPG)—operate as the key contemporary strategies to accomplish intricate tasks in public affairs. The preferential utilisation of networked approaches is believed to enhance problem-solving capacities and improve the effectiveness of public service delivery, as the approaches are considered fluid, flexible, and more responsive to changes in dynamic environments than the traditional hierarchical approach. The logic of NPM is to replace the 'balky and inefficient' institutions of government by a disaggregation of operating units and an adoption of market-based approaches to improve efficiency and economic performance in the delivery of varied service programmes. From this view, the managerial idea has a great influence on administrative values and practices of the network members that reflect in the outcome and performance of the network as a whole. Similar to NPM, the NPG logic presents a collaborative arrangement and multilateral coordination of service delivery between the state and non-state actors, but its administrative value stands in stark contrast to that of the NPM. The emphasis of NPG is basically concerned with democratic values that are in favour of citizen interests rather than in favour of economic benefits subsumed under the market value in the NPM. Under a non-profit context, the practice of NPG in a way brings about a creation of social space for citizen participation to present and protect interests of their community members.

However, until the present time research on public-sector networks has often overlooked the conceptual contrast of dichotomous networks between the NPM model and the

NPG model and hardly paid attention to the outcomes and impacts of networks driven by these different governance logics. It might be due to a fuzzy boundary prevailing in the concept of networks, where the logics of NPM and NPG are overlapped and blurred. On this account, it needs to be aware that a networked approach is varying according to each value and context, rather than treating it as an undifferentiated form in the same general way. Because of this gap in the literature, there is a need to compare and contrast the practice and implementation of networked approaches based on these contrasting concepts. This underlines the importance of this study, which is to clarify the differences in the NPM and NPG networked approaches by examining the functioning of working networks and interrogating the impacts modified through divergent administrative values.

In Thailand, NPM and NPG co-exist as two different pathways for policy design and delivery. In particular, the practices of these two different networked approaches have found expression in the inter-organisation collaboration in the government housing programmes: Baan Eur-Arthorn (BEA) and Baan Mankong (BMK). This provides an opportunity to employ these policy programmes as the case studies in order to address how these two major networked approaches impact the way the policy is implemented in practice and how policy networks rely on different governance logics can explain differences in problem-solving capacities.



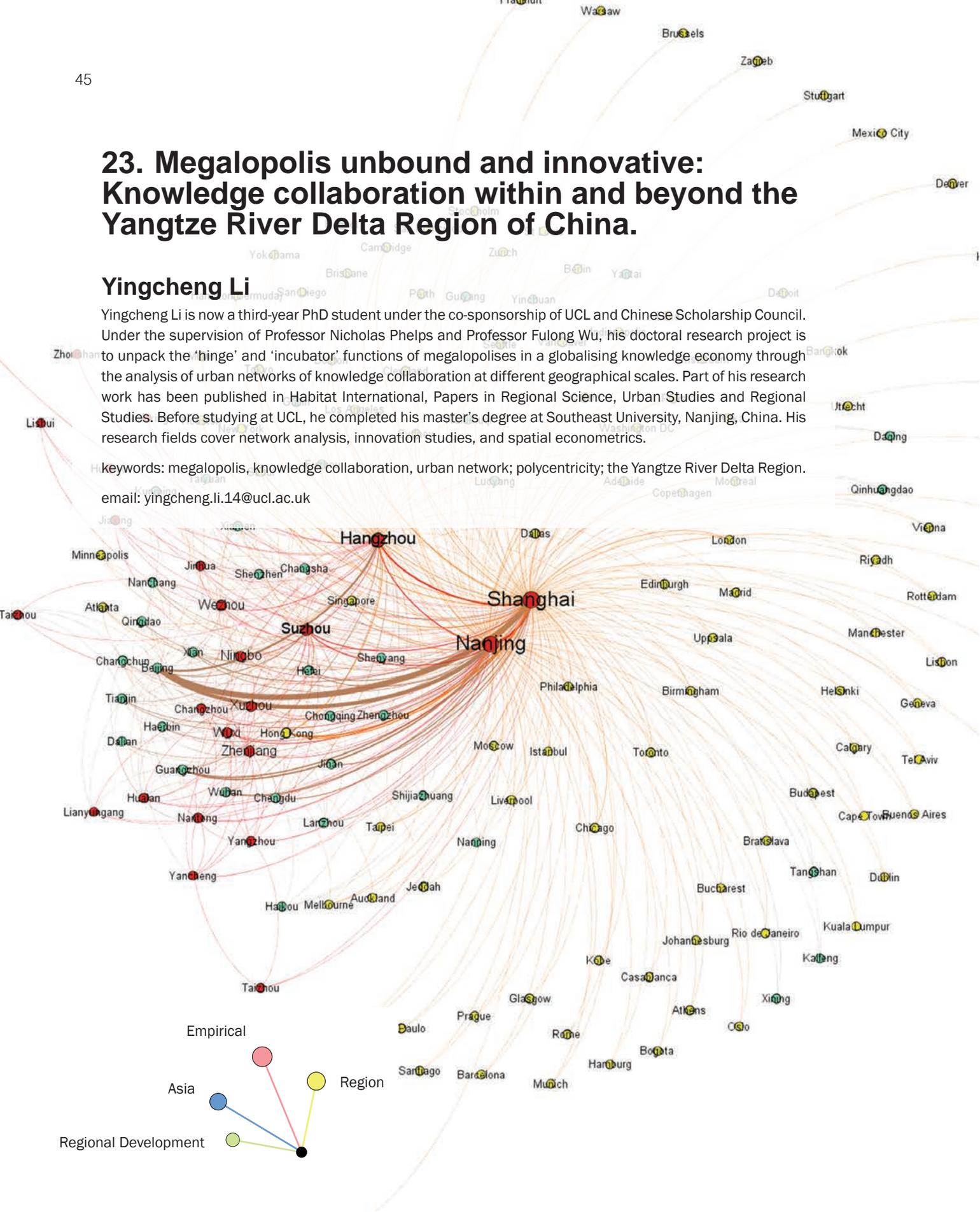
23. Megalopolis unbound and innovative: Knowledge collaboration within and beyond the Yangtze River Delta Region of China.

Yingcheng Li

Yingcheng Li is now a third-year PhD student under the co-sponsorship of UCL and Chinese Scholarship Council. Under the supervision of Professor Nicholas Phelps and Professor Fulong Wu, his doctoral research project is to unpack the 'hinge' and 'incubator' functions of megalopolises in a globalising knowledge economy through the analysis of urban networks of knowledge collaboration at different geographical scales. Part of his research work has been published in *Habitat International*, *Papers in Regional Science*, *Urban Studies* and *Regional Studies*. Before studying at UCL, he completed his master's degree at Southeast University, Nanjing, China. His research fields cover network analysis, innovation studies, and spatial econometrics.

keywords: megalopolis, knowledge collaboration, urban network; polycentricity; the Yangtze River Delta Region.

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Since Gottmann published his pioneering work on megalopolises in 1957, the significance of the concept has been recognised over the last six decades. The concept has inspired a variety of terms used to describe large-scale urbanised forms – such as ‘mega-city regions’ (Hall & Pain, 2006), ‘megaregions’ (Florida, Gluden, & Mellander, 2008; Harrison and Hoyler, 2015) and ‘polycentric urban regions’ (Kloosterman and Musterd, 2001). Despite the recent resurgent interest in these terms, the two key features that Gottmann (1961, 1976) ascribed to megalopolises have been often neglected in recent literature – their being the ‘hub’ that links national to international urban systems and the ‘incubator’ within national urban systems. In this research, I reconsider the two defining but often overlooked functions of megalopolises by analysing how megalopolises have articulated national and international urban systems in a globalising knowledge economy.

The Yangtze River Delta (YRD) region of China is chosen as the study region of this research. Comprising one municipality (Shanghai) and two provinces (Jiangsu Province and Zhejiang Province), the YRD megalopolis lies in the eastern coastal area of China and was included by Gottmann (1976) as one of the world’s six largest megalopolises. Since China’s opening-up in the 1980s, the region has grown into a highly urbanised area and one of the largest economic, financial and transportation hubs in China. Besides, the YRD megalopolis has a remarkable level of agglomeration of higher education resources, professionally skilled workers, cultural facilities, and research and development activities. All these have laid foundations upon which the YRD could develop towards an unbound and innovative megalopolis.

Taking the case of the YRD megalopolis, I particularly focus upon intercity knowledge collaboration within and beyond this region during the 2000-2014 period. The aim of this research is to address two questions: (i) What are the macro-level patterns and processes of urban networks of knowledge collaboration within and beyond the YRD megalopolis? (ii) How have the patterns and processes been affected by micro-level proximity between economic entities? Here scientific knowledge collaboration and technological knowledge collaboration are distinguished with data drawn from the Web of Science and the World Intellectual Property Organization databases respectively.

In general, the structures of both scientific knowledge collaboration and technological knowledge collaboration have remained relatively stable over the time, which have been functionally polycentric at the megapolitan scale but become less so at the national and global scales. The differences between the structures of scientific knowledge collaboration and technological knowledge collaboration lie in the fact that the former has been strongest at the national scale and followed by that at the megalopolitan and global scales whereas the latter has been the strongest at the global scale followed by that at the national and megalopolitan scales. However, the ‘globally connected but locally disconnected’ pattern of Shanghai’s external knowledge collaboration suggests that it takes time for the hinge role of the YRD megalopolis in knowledge collaboration to be fully realised (Li and Phelps, 2016a, 2016b).

Drawing upon information obtained from email surveys of authors, identification of applicant relationships of co-patents, and interviews with identified patent applicants, the mechanisms behind the macro-level pattern of knowledge collaboration within and beyond the YRD megalopolis have been analysed from a micro perspective. The results reveal that mobility of academics mainly accounts for scientific knowledge collaboration at different geographical scales whereas multinational enterprises (MNEs), Chinese domestic firms, universities and research institutes, and the ‘new Argonaut’-like people contribute to technological knowledge collaboration at different geographical scales. However, their roles differ in knowledge collaboration at different geographical scales. For instance, due to their locational and collaboration strategies, MNEs have been major contributors to technological knowledge collaboration at the global scale while their roles at the megalopolitan and national scales have been decreasing over the past years. The results also help explain the underplayed hinge role of the YRD megalopolis and have some implications for today’s megalopolitan development in a globalising knowledge economy.

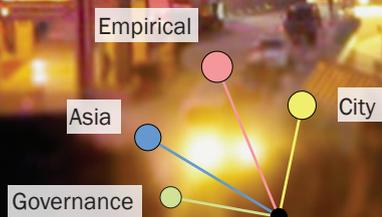
24. Building the entrepreneurial city: Local politics transformation and flagship culture-led redevelopment in Xi'an, China.

Yixiang Sun

Yixiang Sun is a PhD student at the Bartlett School of Planning, University College London. Prior to her PhD study, she obtained her master's degree in cultural and creative economy at King's College London. Her research focuses on the political context for delivering large-scale culture-led urban redevelopment projects. She has a specific interest in the Chinese post-reform urban governance transformation. She is under the supervision of Professor Mike Raco and Professor Nick Phelps. Yixiang is also a student member of a range of professional associations, including American Association of Geographers and Regional Studies Association.

keywords: China, cultural-led regeneration, entrepreneurialism, local governance, urban policies.

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Since Harvey published his salient work three decades ago, the notion of entrepreneurial governance has been widely adopted in academic discussions on power mobilisation of contemporary regeneration practices. Concerns have been raised about flagship redevelopment plans with cultural elements that are promoted to use culture as the 'source-ground' (Miles & Paddison, 2005, p. 833) around which social and economic problems can be solved painlessly. Such developmental schemes, according to Hall and Hubbard (1998, p. 8), lead to 'cultural transformations of previously productive cities into spectacular cities of and for consumption, populated by a harmonious and cosmopolitan citizenry' and attempts to 'generate new forms of entrepreneurialism within urban populations' (Raco & Gilliam, 2012, p. 1426). While for a growing number of scholars, the elitist and growth-centred stance embedded in entrepreneurial policy-making inevitably incurs social injustice and marginalisation (Ong, 2007). However, theories of entrepreneurial governance are frequently built on a Western-centrism and generated from the post-War experience of countries in the Global North, while their variation in cities of the Global South with different political traditions still remains unclear. Even for studies trying to find out situations in non-Western states, it is often the comparatively more prominent and internationalised cities in those regions, such as Hong Kong, Singapore, and Shanghai, on which scholars have focused (Jessop & Sum, 2000; Wu, 2000).

In this context, the research project is carried out with an investigation on the implementation of entrepreneurial policies in China's culture-led flagship redevelopment. It is undertaken with the case study of Qujiang New District in Xi'an, one of China's inland cities. The case study is taken as an example to explore how culture has been used as an alternative approach to rescale the city's existing political structure, and how the concept of entrepreneurialism has been adopted in promoting development as a tactic to reconcile tensions and justify controversial agendas. This research has a special focus on urban entrepreneurialism theories as the conceptual framework to examine the negotiation, collaboration and confrontation between multiple actors in delivering this culture-led redevelopment project and the implication on local political ecosystem. Drawing on data collected from semi-structured interviews with regional and city policy

makers, private business leaders and local residents, it argues that the mobilisation of entrepreneurial policies in this case bears significant difference from that in the Western context. As has been identified in this case, urban redevelopment in post-reform China has a combination of government dominance and penetration of the power of private sectors and local citizens. In this way, the research contributes to the existing literature on China's contemporary regional and urban governance transformation, culture-led redevelopment and comparative urbanism. It also helps to deepen the understanding of political mobilisation in the non-Western context with a focus on factors in less globalised cities in China. It concludes that there is no universal framework of entrepreneurialism fitting all circumstances and therefore it is the task for policy-makers and academia to think about how to tailor it for the best practice in a specific context.

25. Migrants' subjective wellbeing in Urban China.

Yuqi Liu

Yuqi is a PhD student supervised by Professor Fulong Wu and Dr Fangzhu Zhang in the Bartlett School of Planning. Her doctoral study, sponsored by the China Scholarship Council, examines how institutional, socioeconomic, and spatial factors influence migrants' subjective wellbeing in Chinese cities. Years of field work in the metropolis of Guangzhou has led her to publish in peer-reviewed journals on various themes in social geography, including socioeconomic dynamics and implications of migrant enclaves (*Urban Studies*, 2015), neighbourhood cohesion under urban redevelopment (*Urban Geography*, 2017) and socio-environmental determinants of migrant's subjective wellbeing (*Cities*, 2017).

keywords: subjective wellbeing, rural migrants, neighbourhood deprivation, sustainable development, urban China.

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Empirical

Asia

Neighbourhood / District

Urban Sustainability



The last three decades have witnessed a dramatic growth of migrants in Chinese cities. Although a plethora of literature has indicated that migrants have a low standard of living in host cities (Fan, 2008; Gui, Berry, & Zheng, 2012; Li & Wu, 2013; Wang & Fan, 2012), it is only recently that a subjective evaluation of their lives has received academic attention (Jin, Wen, Fan, & Wang, 2012; Knight & Gunatilaka, 2010). For migrants, having a low level of subjective wellbeing not only has a detrimental effect on their work efficiency, social relationships, and health, but also reduces their willingness to settle down and integrate into the host city. In an extreme case, migrants with a very low level of subjective wellbeing may perform deviant behaviours and have conflicts with local residents and the local authority.

This study aims to contribute to the existing literature by particularly focusing on the extent to which, and the ways in which migrants' socioeconomic status and residential environment influence their subjective wellbeing. Empirically, we take subjective wellbeing as a multidimensional concept that consists of life satisfaction and temporary affects. We use multilevel linear models to identify the factors influencing each component of migrants' subjective wellbeing. The questionnaire data were collected in 23 neighbourhoods in Guangzhou via a survey during April to August in 2015. This study goes beyond earlier studies on the subjective wellbeing in China by focusing on migrants temporarily living in cities and studying the effect of migrants' residential environment on their subjective wellbeing (Liu, Zhang, Wu, Liu, & Li, 2017).

The results from descriptive analysis show that migrants are less satisfied with their life and have more negative emotions as compared to local residents. Regression model analysis reveals that the social support migrants can receive and the residential environment in the host city have some effects on migrants' life satisfaction (i.e. the cognition component of their subjective wellbeing) but have no impact on the positive affect and negative affect (i.e. the emotion component of migrants' subjective wellbeing).

Existing research have indicated that internal migrants often ask their relatives, friends, native-place fellows (laoxiang), and neighbours (most of whom are native-

place fellows) for help, mostly because they are excluded from social support provided by government and local residents (Liu, Li, & Breitung, 2012; Wang, Zhang, & Wu, 2016). Our findings also confirm this point and further suggest that migrants' limited access to social support is detrimental to their subjective wellbeing. Thus, policy reforms should prioritise the elimination of discriminatory practices against migrants through providing more social support. Practically, it is advisable to build a cohesive and supportive community and to help migrants to integrate into their neighbourhoods. First of all, migrants should be taken into account in the planning of public services provision. These public services should be allocated spatially based on the number of de facto population (including migrants and local residents) rather than the number of de jure population (which includes local residents only) (Liu et al., 2017). Then, well-trained social workers should be assigned to neighbourhoods/communities with a huge number of migrants. These social workers are responsible for developing local (i.e. neighbourhoods/communities) networks to help migrants to overcome life challenges and enhance wellbeing (Liu et al., 2017).



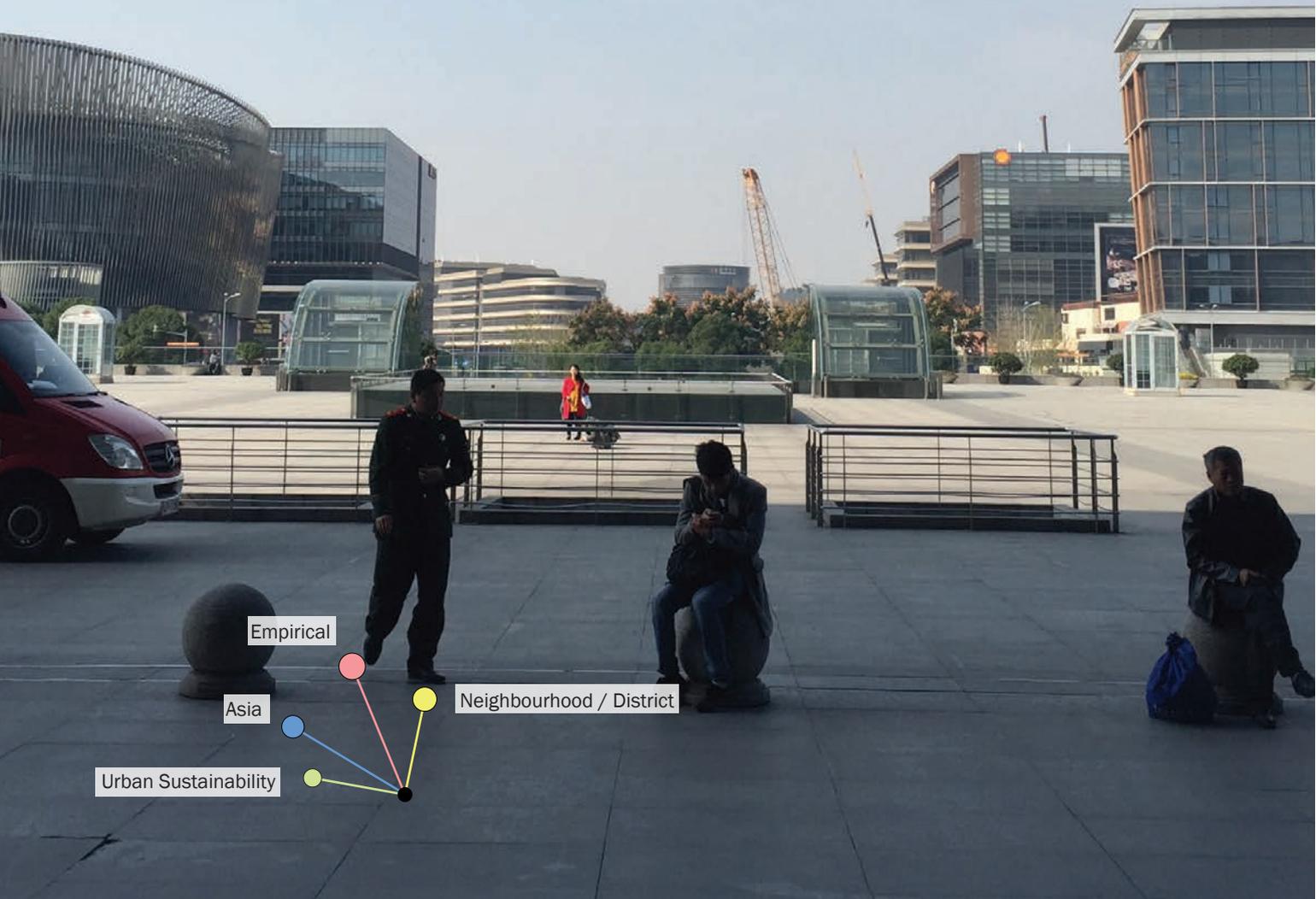
26. Neighbourhood social interaction: Implications for the social integration of rural migrants in Shanghai.

Zheng Wang

Zheng Wang currently works as a research associate at the Bartlett School of Planning as part of the Economic and Social Research Council (ESRC) funded research project 'Governing the Future City', which compares the governance of mega-urban projects in London, Johannesburg and Shanghai. Zheng has published in leading planning and geography journals such as *Urban Studies* and *Environment and Planning A* and served as reviewer for several journals such as *Habitat International* and *Urban Studies*. He received an Association of European Schools of Planning Young Planner Best Paper Prize in 2013 and an UCL Undergraduate Scholarship for Excellence in 2008.

keywords: neighbourhood attachment, community participation, neighbourly interaction, urban village redevelopment, China.

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After decades of focusing on economic growth, Chinese cities are now turning their attention towards another pressing issue of a more social nature. The rapid urbanisation has not only brought unprecedented wealth and GDP growth but also one of the largest internal migrations in history. 245 millions of rural migrants are now living in Chinese cities and make up almost half of the urban population in major cities (NBS, 2013). Rural migrants in China struggle to integrate into the city due to institutional limitations brought upon by the household registration (*hukou*) system. The exclusion of rural migrants from the public welfare system, institutionalised discrimination as well as differences in lifestyles have led many indigenous residents to direct their discontent and hold stigmatised views towards rural migrants (Solinger, 1999). Furthermore, the large influx of rural migrants have also resulted in growing social tension between the urban natives and rural migrants leading to severe consequences on the latter, such as physical and mental health problems (Chen et al., 2011). This inability to socially integrate is also reflected from the popular descriptions of rural migrants as ‘floating population’ (Solinger, 1999) or ‘economic sojourner’ (Solinger, 1999; Wu, 2012).

In light of these persisting difficulties of integrating migrants into the city, scholarly and government focus have turned towards the role of the social network of migrants as a facilitator of social integration. In particular, social ties with indigenous residents are found to be beneficial to migrants, who can enjoy better housing opportunities, psychological integration and more intergroup tolerance (Liu, Wang, & Tao, 2013; Yue, Li, Jin, & Feldman, 2013). Studies on social relations at the neighbourhood level are also starting to proliferate (Wu and Logan, 2015) although few studies have specifically addressed the intergroup social relations between migrant and local neighbours. However, intergroup neighbourly relations could be beneficial to rural migrants since findings from multi-ethnic societies show that neighbourly relations are an effective means to promote trust and tolerance between minority groups and the majority group (Laurence, 2011; Pettigrew, 1997). Especially in the context of urban China where rural migrants are more reliant on local social relations due to their marginalised status (Wu & Logan, 2016), neighbourly relations with native residents can be of particular benefit for their social integration.

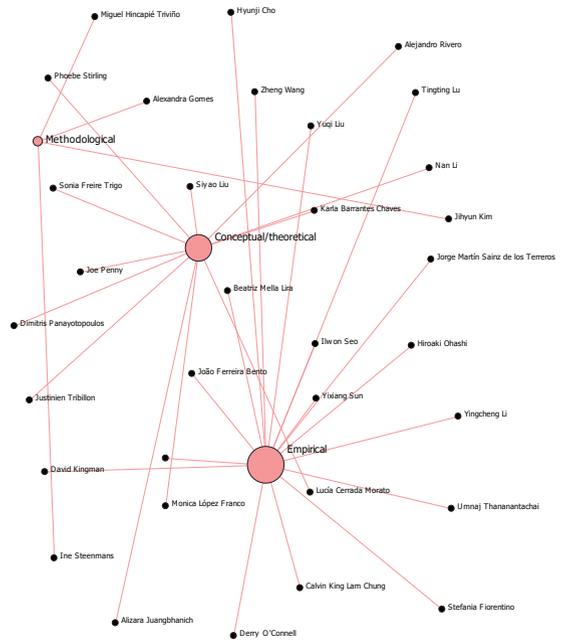
The purpose of this study is to explore the relationship between migrants and locals at the neighbourhood level using Shanghai as case study. Referring to existing neighbourhood studies from multi-ethnic societies, it is held that neighbourhood factors such as residential diversity and neighbourhood poverty significantly affect the neighbourly relationship between migrants and local residents. The study explores the underlying dynamic of intergroup neighbourly relations in urban China based on three questions: What is the current level of intergroup neighbourly relations in Chinese cities? How are intergroup neighbourly relations relevant in respect to the overall migrant-local relationship in China? How might the neighbourly relationship between natives and migrants play out in different types of neighbourhoods ranging from richer to poorer or homogeneous to heterogeneous localities?

The analysis relies on data collected from a 1420-sized household questionnaire in Shanghai in 2013. Two key findings can be derived from the results. Firstly, compared to local residents, rural migrants tend to engage more in intergroup neighbouring activities and have a better affective relationship with native neighbours. The reason is, due to marginalisation, rural migrants are in more need of informal support from locals whilst the stigmatisation of rural migrants discourages many locals from engaging with migrant neighbours. The second finding shows that neighbourhoods with a higher share of migrant residents tend to have a higher level of intergroup neighbouring activities and more neighbourly trust. This result contrasts most empirical findings from multi-ethnic societies and supports the contact hypothesis that more contact and diversity can lead to a more positive intergroup relationship. Moreover, this outcome confirms that neighbourly relations contribute to the overall migrant local relationship in urban China.

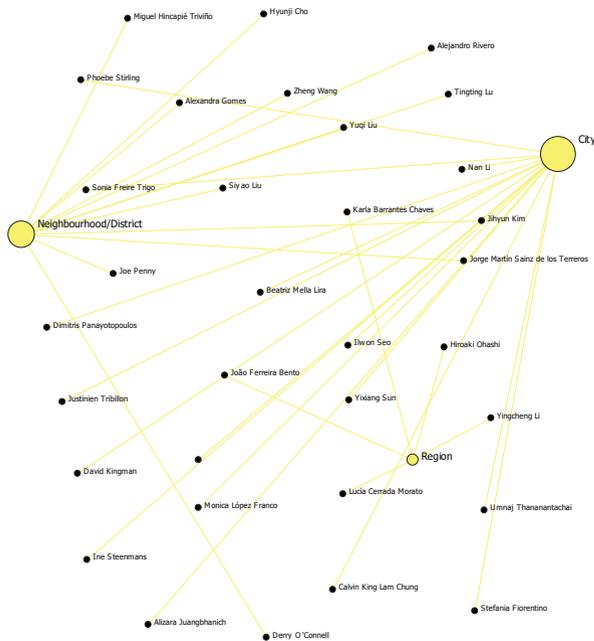
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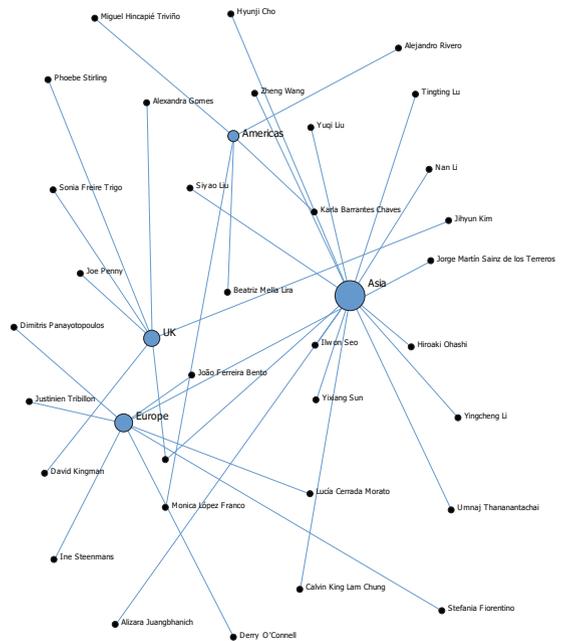
CONTRIBUTION



SCALE



LOCATION



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