

LSE Cities

Shaping Urban Leaders and Cities of the Future



LSE **Cities**



THE QUEEN'S
ANNIVERSARY PRIZES
FOR HIGHER AND FURTHER EDUCATION
2017

The London School of Economics and Political Science (LSE) has been awarded the Queen's Anniversary Prizes for Higher and Further Education 2016-18 for the work of LSE Cities, on 'Training, research and policy formulation for cities of the future and a new generation of urban leaders around the world.'

The Royal Anniversary Trust promotes world class excellence in UK universities and colleges through oversight and management of The Queen's Anniversary Prizes. The Prizes are a biennial award scheme within the UK honours system. As such they are the UK's most prestigious form of national recognition open to a UK academic or vocational institution and highlight excellence in a number of key academic areas which have had impact on society and the wider community.

The honour is distinctive in being granted to the whole institution, irrespective of the area of work being recognised, in this case research, outreach, and education carried out by LSE Cities a research centre at the school.

royalanniversarytrust.org.uk

LSECities.net

“Congratulations to LSE for winning the prestigious Queen's Anniversary Prize for its innovative work on cities of the future. I'm proud that London is home to pioneering universities like LSE, which contribute so much to the development of our great city and cities around the world, showcasing London at its open and outward looking best.”

Sadiq Khan, Mayor of London

LSE leads the way in the study of modern cities. It is unrivalled in the breadth and depth of its expertise, and its students and researchers play a leading part in the management of cities worldwide. This is a worthy testament to its work.”

Lord Andrew Adonis, Chairman, National Infrastructure Commission

“The city may be our greatest invention, but even the greatest inventions need the constant innovation, sustained scholarship and strong leadership that LSE offers cities in our increasingly urban age. LSE's strategies and commitments to addressing climate change, sustainable mobility and resilient urban design show that, by understanding the global challenges we face, we stand the best chance of overcoming them.”

Janette Sadik-Khan, Transportation Principal, Bloomberg Associates and former New York City Transportation Commissioner

“I am delighted that LSE and LSE Cities has been awarded the Queen's Anniversary Prize for its contributions to teaching, research and better urban policy. LSE Cities continues to push the boundaries of urban research and has been a beacon of multidisciplinary work on the world's toughest urban problems.”

Edward Glaeser, Fred and Eleanor Glimp Professor of Economics, Harvard University

“LSE Cities is a unique and ground-breaking research centre, working with mayors and city leaders around the world to create fairer, greener, liveable and more beautiful cities. I have huge admiration for the influential work that Ricky Burdett and his colleagues have undertaken. This prize is richly merited.”

Richard Rogers, architect, urbanist and founder of Rogers Stirk Harbour + Partners

“I have had the pleasure of working with LSE Cities over many years, both when I was working at City Hall and now at Arup. Their convening power, truly interdisciplinary thinking, and pragmatic approach is genuinely unparalleled in the urban transport space.”

Isabel Dedring, Global Transport Leader, Arup and former Deputy Mayor for Transport, London

“Cities and infrastructure are critical to our social and environmental well-being. LSE Cities has broken new ground in interdisciplinary work which has influenced new generations of architects, planners and urban decision-makers across the world. The work has made a significant difference to all of us committed to cities.”

Norman Foster, architect, and founder of Foster + Partners

“A fitting recognition for a programme that combines research excellence with leadership training. LSE Cities is perfectly placed to address the challenges posed by rapid world urbanisation.”

Professor Ash Amin, Head of Geography, University of Cambridge and Foreign Secretary, British Academy

“LSE has been instrumental in shaping the interdisciplinary approach required by the current generation of urban leaders tasked with taking forward urban transformation in India.”

Jagan Shah, Director, National Institute of Urban Affairs, India

INTRODUCTION

Why cities matter

In the short time span of 25 years, cities have grown larger and more quickly than ever before. Fishing villages have been transformed into megacities and deserts have become urban playgrounds. The speed and scale of this transformation is unprecedented. One billion people will be added globally in the next 15 years; with more than 50 new residents each hour in developing world cities like Kinshasa, Delhi and Dhaka. At the same time, many cities of the developed world are adapting to economic restructuring, ageing populations and new dynamics of migration.

Cities occupy less than 1% of global land, but they generate over two-thirds of the world's economic output. They are the stage-sets for social opportunity and social inequality. While some cities of the Global North and Global South are pioneering sustainable and imaginative solutions, many are not. The need for rigorous, interdisciplinary analysis of the impact of cities on people and their environments and the need to train the next generation of urban leaders has never been so urgent.

A unique interdisciplinary environment

Since its activities began in 1999, LSE Cities has devoted itself to addressing these challenges. Its core agenda is to focus on the social, economic and cultural questions raised by the intense spatial dynamics of the 21st century city. It started as and remains one of the only major academic centres in the world that focuses on the city as its main unit of analysis, combining a variety of disciplines to understand the links between the physical world and the social world. Its attention to the specificity of the 'city' rather than the generic 'urban' recognises the need for objective, comparative data-collection and analysis that foregrounds the modern metropolis as a complex, integrated system.

LSE Cities has a clear mission to carry out interdisciplinary research, teaching and outreach with the ambition of transforming ways in which cities are designed, planned and managed in more sustainable and equitable ways. Its empirical **research**

examines the effects of major shifts in patterns of urbanisation on social cohesion, economic well-being and quality of life, and how the underlying physical attributes of cities – design, density, building typology, infrastructure, and transport – influence the lives of the people who live and work in them. Its **teaching** is dedicated to training a new generation of urban leaders to guide, design and implement sustainable change. Its **outreach** is designed to impact on decision-makers and non-specialist audiences who engage in cities in the developed and developing world.

The diverse initiatives undertaken by LSE Cities over the last 17 years – and during the next years of planned activity – leverage the unique platform of the London School of Economics and Political Science in order to shape the public debate on cities internationally and influence the way in which decisions are made to have impact 'on the ground'.

Cities at the heart of a global university

The London School of Economics is a world-leading centre of excellence in the social sciences, with a strong track record in educating policymakers around the world and a reputation for integrating social research insights into practical and implementable solutions. Its staff and students are drawn from over 170 countries with a worldwide network of over 160,000 active alumni, many of whom are located in the world's hotspots of urbanisation. The LSE recognises that cities occupy a unique space engaging the core disciplines of sociology, economics, geography, political science, law, health and environmental studies as well as planning, urban design and architecture. It is fully committed to supporting LSE Cities in promoting a new generation of evidence-based research and teaching in the urban field. As such LSE Cities mirrors the institution's founding principles to understand 19th century urban society and its problems, by applying an interdisciplinary lens to the multi-layered complexities of the 21st century global city.

LSE Cities was granted the status of a fully-fledged 'research centre' in 2010 – on a par with academic departments and other major interdisciplinary research clusters – in recognition of its transformation over the first ten years of its life. From a relatively



Urban Age Shaping Cities Conference,
La Biennale di Venezia
Catarina Heeckt (2016)
LSECiti.es/UAVenice

small graduate teaching programme focused on a new social scientific problem, it employs over 20 researchers engaged in a range of externally-funded projects, with a growing suite of graduate, executive and training programmes. LSE Cities runs an established MSc in City Design and Social Science and offers a new Executive MSc in Cities and short-courses aimed at mid-career professionals.

In 2013, the School's Research Committee commended LSE Cities' work as a significant addition to the London School of Economics' reputation and research profile and independent reviewer Professor Nigel Thrift, then Vice-Chancellor of the University of Warwick, concluded that "LSE Cities has been an outstanding success with a relatively modest funding base. It has an influence out of all proportion to its size thanks to the overall leadership, the contributions of good young academics, and the annual conference. The Centre is internationally significant and it is a credit to LSE. It certainly adds value to the institution."

Creating a global network

Based in London, LSE Cities has a global outlook and outreach. Its work has had impact on practitioners, researchers, academics, policy-makers and communities across the world, ranging from international agencies and UK local authorities to city governments including Bogotá, Johannesburg, Yangon and Delhi, and activist groups in Mumbai, São Paulo and Cape Town.

This has been achieved partly through its high-profile Urban Age programme of conferences and research (held in 16 global cities since 2005 and attended by over 6,500 urban policymakers, scholars and practitioners); through its expanding research, teaching and outreach programmes; as well as through its influential alumni network. Since its establishment, LSE Cities has collaborated with over 30 universities, research institutions, city governments and agencies in developed and developing nations at the forefront of managing urban change. These partnerships have contributed to the promotion of the Centre's interdisciplinary approach, influencing the language and content of the academic and policy debate on the future of the city.

Recognising the need to shorten the distance between research and practice, LSE Cities has invested heavily in training and executive programmes for urban professionals and policymakers. Importantly, these initiatives have been supported by public bodies including the UK's Foreign and Commonwealth Office, to fund urban leaders from Latin America; and the Indian national government, to help educate the next generation of city officials in the country that represents the single biggest contributor to global urban population growth (India's cities are expected to nearly double from 340 million people in 2008 to 590 million by 2030). Similar programmes have been arranged with city officials from Dubai (UAE), Santiago (Chile) and Barcelona (Spain).

Investing in public education

LSE Cities has invested substantially in public education and knowledge exchange aimed at non-specialist audiences through public exhibitions (in museums and cultural venues) and a proactive dissemination campaign through conferences, publications and social media. The Centre has developed novel research methods, pioneered innovative metrics of urban analysis and new forms of visual representation that have contributed to research quality and expertise, and helped bridge the gap between academia and the real world of city-making.

New audiences

Through these external outreach activities, LSE Cities has attracted new students and staff to the LSE, from disciplines not typically associated with a social science environment. Individuals with design, planning and urban management backgrounds now register for its teaching programmes and engage in its research activities, drawn to the Centre for its interdisciplinary, spatially and socially focused investigation of cities. Its high-profile public lecture series contributes substantially to the Centre's presence in London, attracting wide and diverse audiences interested in debate on cities.



Innovative teaching on the LSE Executive MSc in Cities
Catarina Heeckt (2017)

Solid foundations for future growth

LSE Cities is funded through a range of teaching models, donations, grants and consultancy, highlighting a growing concern, across all sectors, about the impact of cities on society. Given the growing significance of cities globally, the Centre is strongly supported by the LSE which sees urban studies as a core area of expansion for teaching and research in the next decade.

EXCELLENCE AND INNOVATION

New ways of teaching: training future urban leaders

Shaping the next generation of urbanists

Internationally, LSE Cities stands out from its competitors for its innovative research-led and interdisciplinary teaching programmes. As the only design-based masters programme in a school of social sciences, the MSc in City Design and Social Science draws students from across the design disciplines, social and economic sciences, natural sciences and humanities. Over 475 students from cities across the world and a wide range of disciplines have graduated from the programme since 1999.

The degree requires all students to take part in a City Design Research Studio, where collaborative work on specific sites in London generates innovative propositions for urban interventions. Students are introduced to the mixed-methods research developed at the Centre which combines innovative mapping and spatial techniques with more established social science methods including semi-structured interviews and GIS-based statistical methods.

Its empirical, interdisciplinary focus has enabled students to build careers as future urban leaders in the private and public sector. Graduates are working in a variety of high-level positions across the world, including: Policy Advisor to the Ontario Ministry of Public Infrastructure Renewal in Toronto; Principal Strategy Manager at Transport for London; Director of the Mayor's Institute for City Design in Washington, DC; and Urban Planning Officer at UN-Habitat in Myanmar. Many other graduates have developed careers in academia, real estate, NGOs, architecture and design.

Executive education

In an effort to further close the gap between research and delivery, LSE Cities has invested heavily in executive education, responding to the urgent need for improved stewardship and policy-formulation. The 18-month, modular Executive MSc in Cities and an intensive week-long Executive Education course for mid-career professionals build upon the Centre's research and range of advisory activities. The flexible structure of the Executive MSc in Cities, allowing for studying while working, is supported by an innovative distance learning option with a series of online challenges delivered through collaborative online teaching tools.

Participants in these executive programmes are drawn from local and national governments, urban design, planning, technology, energy, finance, education, real estate and housing. The 2017-2019 cohort includes the Deputy Mayor of Vienna, the Executive Director of the City of Johannesburg, the Deputy Director of Strategy for Kampala Capital City Authority, the Senior Urban Development Specialist for the Asian Development Bank, the Vice Mayor of Almaty, and CEO of Dubai Real Estate Institute. The 2016-2018 cohort includes the President of the Rio de Janeiro Port Region Urban Development Company, the CEO of the International Federation for Housing and Planning, the Regional Director for Africa at C40 Cities Climate Leadership Group, and a senior Taiwan MP running for Mayor of Taipei.

The Executive programme provides a new link between research, academia and practice which has found its niche and is set to grow. As a sign of industry support, the course has attracted scholarships for public sector candidates, while the willingness of companies to sponsor their staff for the Executive MSc reflects its growing appeal and reputation.

Innovative, empirical urban research

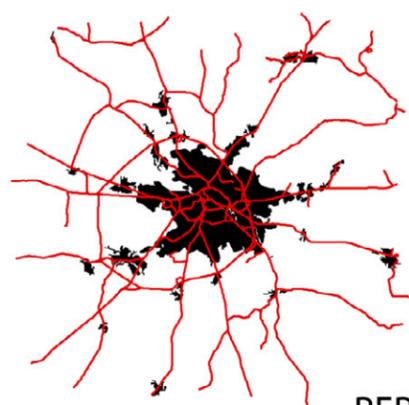
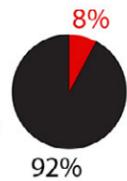
LSE Cities has embarked on over 30 research projects since its inception, many of which have broken new ground in linking the spatial, social and environmental dynamics of cities. The quality of the work is recognised by the range and quantum of funding received and by the impact the research has had



Pop 5,430,549
GDP per capita 54,853\$

580 people per km² (average)
5% population living 500m from rail based public transport network

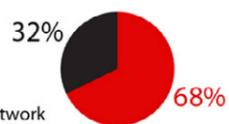
ATLANTA



Pop 4,280,544
GDP per capita 37,147\$

3,930 people per km² (average)
33% population living 500m from rail based public transport network

BERLIN



LEGEND:
■ urban area
— rail based public transport network

0 15 60 km

Modal share in political city:
% Private motorised % Public transport, walking and cycling

on academic, policymaking and wider communities. Here, a number of research projects are presented that capture the innovative methodology and impacts of the Centre's strands of work on cities and society, cities and climate change, and urban governance.

Mapping Urban Growth Analytics

A novel contribution to the field is the Centre's 'Urban Growth Analytics' framework for data-driven policy evaluation and development. The framework, which grows out of the accumulated interdisciplinary experience, is based on the collection, visualisation and comparative analysis of critical urban development data reflecting policy-relevant issues such as land-use, infrastructure, socio-economic and environmental data, as well as transport and mobility patterns. Since 2005, this approach has been applied to selected Indian, Latin American and European cities and was employed in a study of the Yangon metropolitan region in Myanmar, to assist the Mayor in developing the city's strategic spatial development. The same methodology was recently used to compare how the availability of land and energy impact on the urban form of Kuwait, Abu Dhabi, Singapore and Hong Kong. It is currently being expanded to understand patterns of urbanisation in sub-Saharan Africa.

How urban form affects the environment

For over a decade, LSE Cities has been recognised for its pioneering work on the 'compact, well-connected city'. While research into 'sustainable cities' is a crowded space, the Centre is distinctive in its focus on the physical world and how it impacts on social well-being, health, economic development, environmental performance, productivity and growth. It has pioneered comparative research methodologies that describe, analyse and quantify aspects of urban form, density, public transport and governance in ways that can be readily understood and applied by governments and public agencies.

The Centre's early studies on population density and urban neighbourhoods in London (2003) have been followed by work, led by the Centre's Executive Director Dr Philipp Rode, on urban

morphology and energy (with the European Institute for Energy Research, 2014 and 2017), the impacts of climate change and the costs and benefits of a wide range of adaptation measures in cities (EU-funded RAMSES project, 2012-2017). Recent studies on the effects of urban sprawl on public transport patterns reveal, for example, that in the low-density city of Atlanta only 8% of the population use public transport, while in denser and better-connected Berlin over 68% use public transport to get to work. In Kuwait, only 1% of nationals use public transport, while 49% of non-nationals do. All of which have huge impacts on equity, health and the environment in these cities.

The Centre's research for the Global Commission on the Economy and Climate has provided independent and authoritative evidence on the relationship between actions that can strengthen economic performance and those which reduce the risks of climate change (New Climate Economy, 2014-17). Based on LSE Cities' contribution to the NCE, the Centre is part of the Steering Group for the Coalition for Urban Transitions, providing strategic advice, technical expertise, and academic research to the Global Commission on the Economy and Climate. Along with this work, the Centre has worked closely with several city governments on their sustainable environmental policies, notably Stockholm and Copenhagen. In 2013 the Mayor of Stockholm described the Centre's research as "a valuable tool in shaping the future Stockholm and in planning for meeting our challenges." The Centre's interdisciplinary approach has recently been applied to the study of urbanisation in Abu Dhabi and Kuwait: resource-rich cities seeking to ensure more sustainable economic and urban growth.

Understanding urban governance

The Centre's work on New Urban Governance has also pioneered new forms of intellectual partnerships, research methods and ways of communication. Co-funded by the MacArthur Foundation, the project explores multiple aspects of municipal planning, management and governance. It has carried out innovative, in-depth comparative analysis of city governments in New York and London to establish how decisions are made in relation to public transport infrastructure. Based on interviews

Comparing density and transport: Atlanta's urban sprawl drives car-dependency, while Berlin's more compact urban form promotes public transport (black in pie chart is private motorised vehicle use; red is public transport).

LSE Cities (2014)
LSECiti.es/NCE

with over 70 key actors in each city, the experimental study has employed social network theory to identify how power is brokered in these two diverse governance contexts. Early results suggest that varying models of control and accountability impact significantly on the way investment in public transport has been delivered, favouring London over New York. In parallel, the global Urban Governance Survey of 127 city governments – undertaken in partnership with UN-Habitat and United Cities and Local Governments (UCLG) – has explored new ways of ‘mapping’ urban governance for public dissemination, comparative policy and research analysis. Its results are publicly available on a dedicated digital platform (urbangovernance.net). This website has been featured in the recently published *Data Visualisation for Success*, and was shortlisted for an Information is Beautiful Award.

Migration as a driver of local economic development

Other projects in the Centre’s research portfolio include ‘Super-diverse Streets’, a comparative analysis of high streets in UK cities that explores how urban local economies are shaped by and shape migrant practices. Led by Dr Suzanne Hall, Director of the Cities Programme, the project incorporates a qualitative survey of four UK high streets in Birmingham, Bristol, Leicester and Manchester with face-to-face surveys of 910 units and data analysis providing insights into the micro-economies that sustain important economic and civic resources in cities.

The Centre developed new ways of mapping informal practices and identifying global origins of migrant shopkeepers, with robust data on economic turnover and impact on local economic development. The research has fed into local authority debates on the vitality of the urban ‘high street’, including evidence given to the Greater London Assembly, which since 2011 has invested over £129m in improving over 100 high streets in London. The project has also triggered a high level of national media coverage. Several articles appeared in a range of newspapers, including the Financial Times, the Mirror, the Daily Telegraph, Leicester Mercury and the Daily Express as well as Channel 4 and BBC 1, highlighting Narborough Road in Leicester as one of the UK’s most diverse high streets. The excellence of the

research proposal was recognised by a highly competitive ESRC Future Leaders grant of over £200,000 awarded to the Centre. The methodological innovation of ‘Super-diverse Streets’ was recently applied to High Streets for London, a research project commissioned by the Mayor of London on the economic and social value of high streets. The Philip Leverhulme Prize (2017), award to Dr Suzanne Hall in recognition of the achievement of outstanding researchers, will see this project extended to Cape Town, South Africa.

Linking the humanities and social sciences in cities

LSE Cities has also broken new interdisciplinary ground for the LSE through the Mellon Fellowship Programme in Cities and the Humanities. The £600,000 grant from a major US Foundation allowed the Centre to host humanities scholars as resident fellows to collaborate on research and teaching initiatives with social science colleagues. Between 2012 and 2016, a number of post-doctoral Mellon Fellows played an active role in the cultural life of the Centre and the host institution by initiating exhibitions and workshops as part of their engagement with students and the wider community in London.

New ways of visualising complex processes of urbanisation

In addition to its research, LSE Cities has pioneered new metrics of urban analysis and forms of visual representation, providing novel means of translating academic research into the wider public realm. The Centre’s work has contributed a new visual and graphic language that is widely used by urban policymakers, researchers and students to compare spatial and social indicators across cities. Apart from academic citations and references, the Centre’s data and graphic representation is regularly used by specialist and general media to illustrate complex urban processes and dynamics in cities.

LSE Cities has pioneered new ways of comparing the visual, spatial and political dynamics of cities. By illustrating the differences between London and Delhi's urban form (top), 'ambient' population density (bottom) and urban governance structures (next page), fundamental differences are revealed which explain how Delhi, despite being relatively low-rise, is one of the densest cities in the world and how its politics are determined by the regional state, compared to London's powerful metropolitan government led by a directly elected Mayor.

LONDON

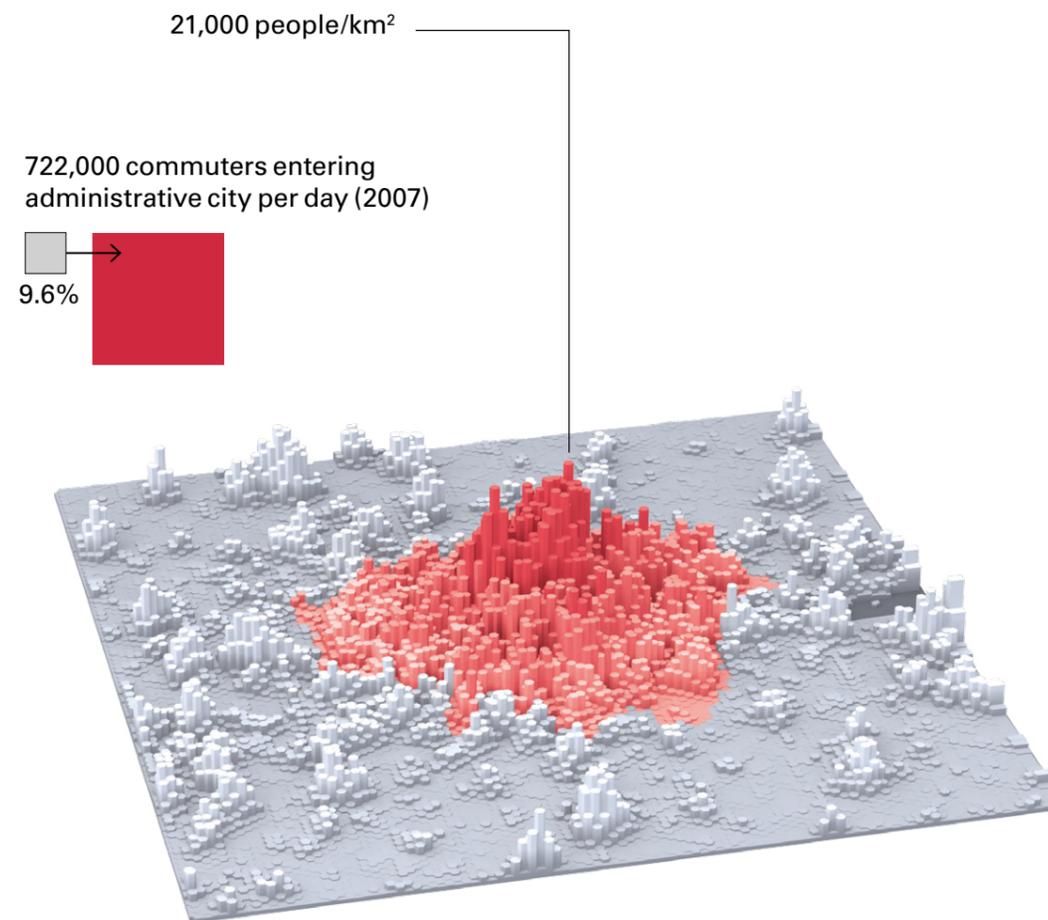


Belgravia, London
Kevin Allen (2011)

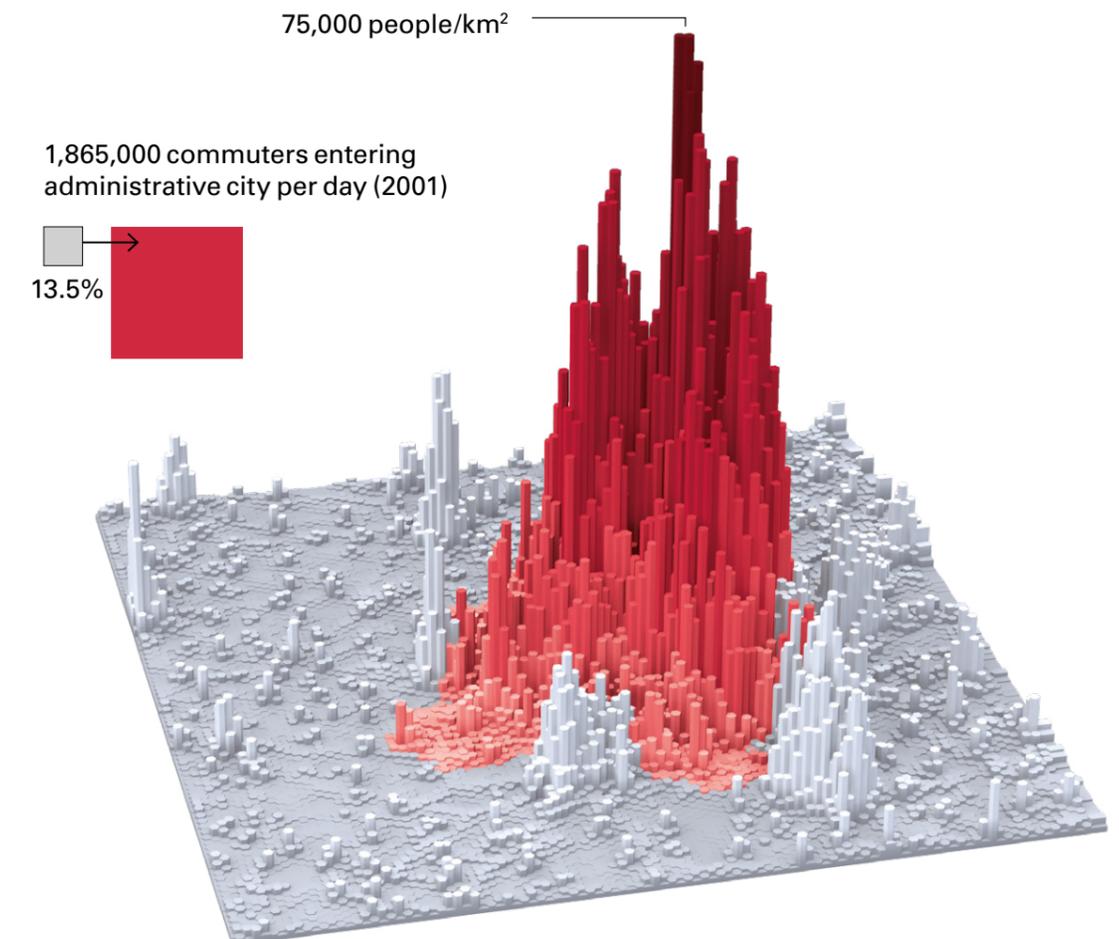
DELHI



The view from the Jama Masjid, Delhi
Stuart Freedman (2014)
LSECiti.es/u45c713cf



Ambient Density, London
LSE Cities/Urban Age (2014)
LSECiti.es/u3fd61395



Ambient Density, Delhi
LSE Cities/Urban Age (2014)
LSECiti.es/u4dce1450

LONDON

GOVERNANCE STRUCTURE

ECONOMY	ENVIRONMENT & PLANNING	INFRASTRUCTURE & TRANSPORT	EDUCATION & CULTURE	HEALTH & SOCIAL SERVICES	SECURITY	OTHER
UK CENTRAL GOVERNMENT 16 of 24 Departments						
BUSINESS, INNOVATION & SKILLS	ENVIRONMENT, FOOD & RURAL AFFAIRS	TRANSPORT	EDUCATION	HEALTH	DEFENCE	HM TREASURY
WORK & PENSIONS	ENERGY & CLIMATE CHANGE		CULTURE, MEDIA & SPORT		HOME OFFICE	CABINET OFFICE
UK EXPORT FINANCE					JUSTICE	COMMUNITIES & LOCAL GOVERNMENT
						FOREIGN & COMMONWEALTH OFFICE
GREATER LONDON AUTHORITY						
BUSINESS & ECONOMY	ENVIRONMENT PLANNING	TRANSPORT FOR LONDON	CULTURE	HEALTH & SPORT REGENERATION HOUSING	MAYOR'S OFFICE FOR POLICING & CRIME / METROPOLITAN POLICE	
					LONDON FIRE & EMERGENCY PLANNING AUTHORITY / LONDON FIRE BRIGADE	
33 LONDON BOROUGHES						
BUSINESS & ECONOMY	ENVIRONMENT PLANNING	LOCAL TRANSPORT	EDUCATION	HOUSING SOCIAL SERVICES		LOCAL SERVICES

Governance structure, London
LSE Cities/Urban Age (2014)
LSECiti.es/u45f413e6

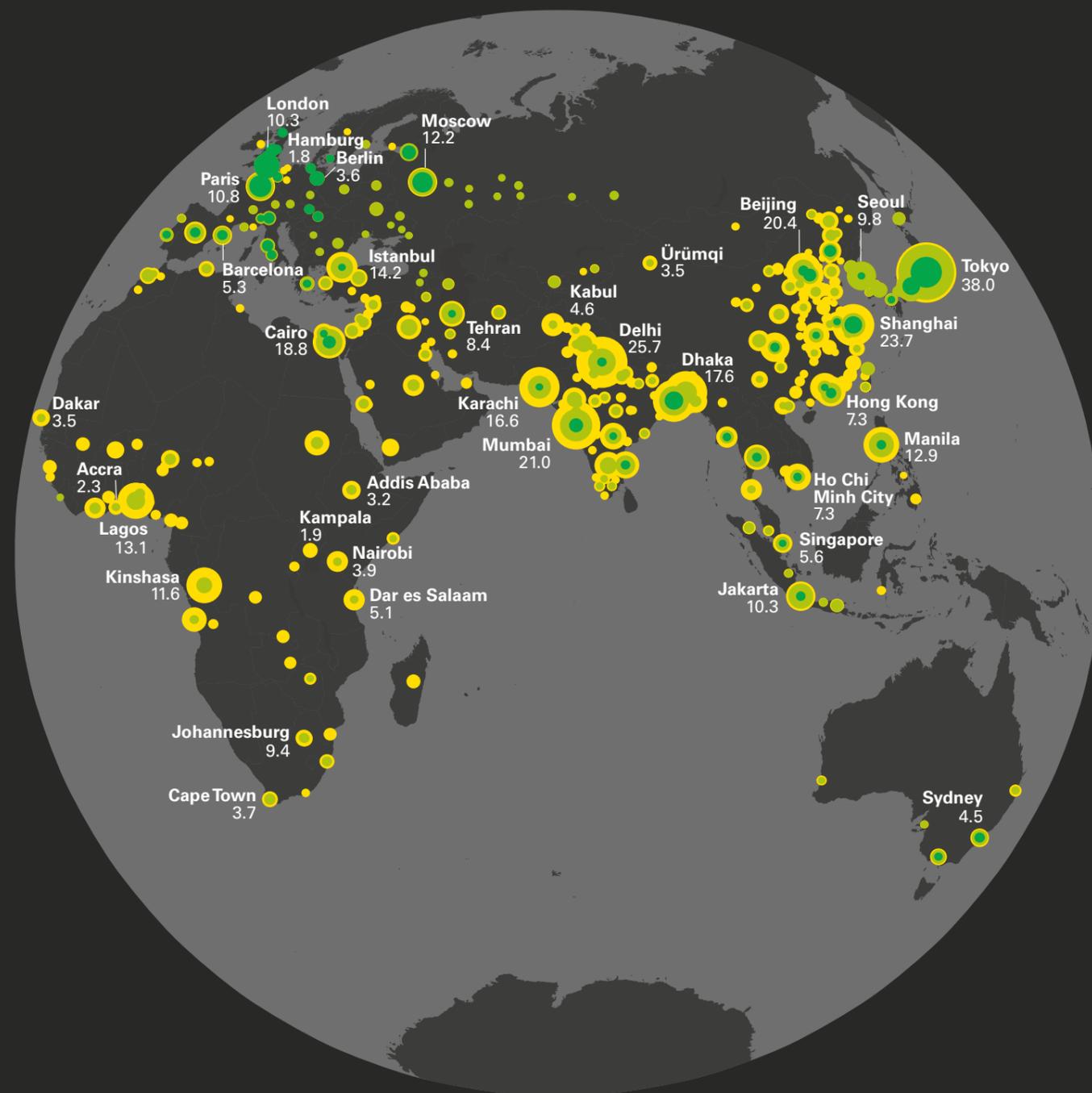
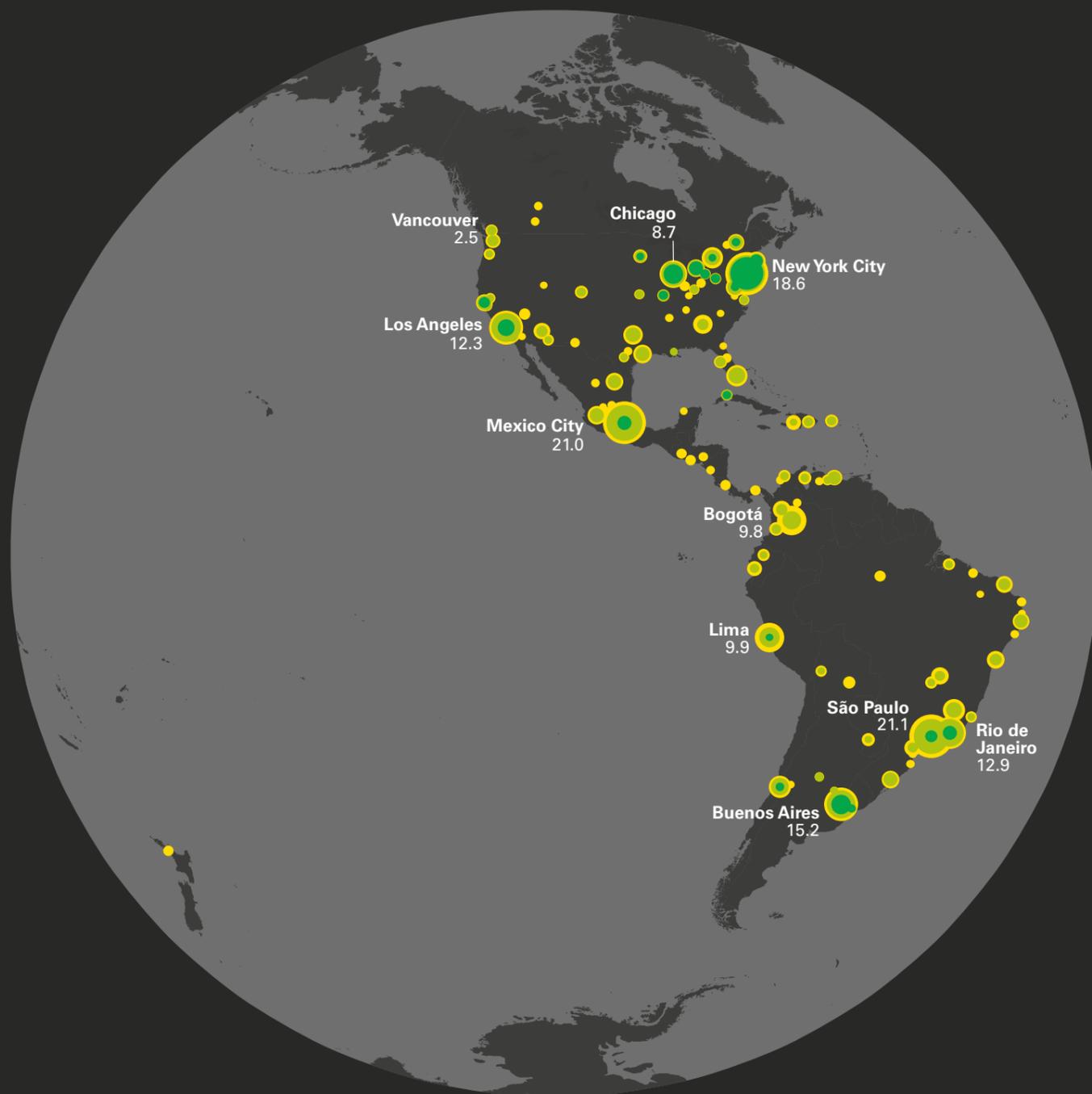
DELHI

GOVERNANCE STRUCTURE

ECONOMY	ENVIRONMENT & PLANNING	INFRASTRUCTURE & TRANSPORT	EDUCATION & CULTURE	HEALTH & SOCIAL SERVICES	SECURITY	OTHER
INDIAN CENTRAL GOVERNMENT 26 of 51 Departments						
COMMERCE & INDUSTRY	ENVIRONMENT & FORESTS	ROAD TRANSPORT & HIGHWAYS	EDUCATION	HEALTH & FAMILY WELFARE	HOME AFFAIRS	FINANCE
CORPORATE AFFAIRS	AGRICULTURE	RAILWAYS	CULTURE	CHILD DEVELOP. & WOMEN	DEFENCE	EXTERNAL AFFAIRS
LABOUR & EMPLOYMENT	WATER RESOURCES	SCIENCE & TECHNOLOGY	YOUTH AFFAIRS & SPORT	SOCIAL JUSTICE & EMPOWERMENT		
PETROLEUM & NATIONAL GAS	EARTH SCIENCES	DRINKING WATER & SANITATION	HUMAN RESOURCE DEVELOPMENT	MINORITY AFFAIRS		
	URBAN DEVELOPMENT	POWER				
DELHI STATE (NCT) GOVERNMENT 27 of 39 Departments & 2 centrally supervised bodies						
ECONOMICS & STATISTICS	DELHI DEVELOPMENT AUTHORITY	TRANSPORT	HIGHER EDUCATION	HEALTH & FAMILY WELFARE	DELHI POLICE	FINANCE & PLANNING
INDUSTRIES	ENVIRONMENT	SERVICES	ART, CULTURE & LANGUAGES	FOOD, CIVIL SUPPLIES & CONSUMERS	HOME	REVENUE
TOURISM	FOREST & WILDLIFE	LAND & BUILDING	TRAINING & TECHNICAL EDUCATION	WELFARE OF MINORITIES	IRRIGATION & FLOOD CONTROL	ADMINISTRATIVE REFORMS
TRADE & TAXES	URBAN DEVELOPMENT	PUBLIC WORKS		CHILD DEVELOP. & WOMEN		ELECTION
	DEVELOPMENT			SOCIAL WELFARE		LAW, JUSTICE & LEGISLATIVE AFFAIRS
4 MUNICIPAL CORPORATIONS						
	ENVIRONMENT	TRANSPORT UTILITIES	EDUCATION	HEALTH	EMERGENCY	

Governance structure, Delhi
LSE Cities/Urban Age (2014)
LSECiti.es/u1f03123e

WHERE CITIES ARE GROWING



Metropolitan population
in millions (2014)

- 1950
- 1990
- 2025

LSE Cities/Urban Age (2016)
LSECiti.es/u4b391423

Source: United Nations, Department of
Economic and Social Affairs, Population
Division. World Urbanization Prospects:
The 2014 Revision.



Conflicts of an Urban Age, 15th International Architecture Exhibition
Andrea Avezzi (2016)

New ways of promoting public education and knowledge exchange

From the outset, LSE Cities has recognised the importance of breaking new ground in communicating its research findings to constituencies outside academia. It has disproportionately invested in outreach and dissemination to ‘put cities on the map’. In this regard, the Centre distinguishes itself from other organisations in the UK and internationally by searching for new vehicles of communication that can reach wider and more diverse audiences, from international agencies and national governments, to local authorities, communities and the general public.

Central to this effort is a coordinated outreach strategy that includes publications, reports, exhibitions, catalogues, public lectures, conferences, awards, design initiatives, bursaries, scholarships, fellowship programmes, newsletters, e-bulletins, websites and social media. The Centre has produced some of the most authoritative and distinctive books in the field of the last decade (*The Endless City* and *Living in the Endless City*) which have sold over 30,000 copies since 2007 and become ‘classics’ on library shelves in schools and universities; in the offices of mayors, architects, planners and policymakers; in retail outlets and even in airports. These books and other Centre publications – including the Urban Age newspapers produced for each conference – combine high-level analysis with powerful graphics and photographs which contribute to a wider understanding of cities without diluting the intellectual content of the research. They have received accolades from the graphic design industry as well as academic and policymaking constituencies.

As part of its sustained public education programme, LSE Cities’ work has been the subject of a number of major public exhibitions. Uniquely for a research and teaching institution, these have taken place in established cultural venues such as London’s Tate Modern Turbine Hall (*Global Cities*, 2007), the highly-respected Venice Architecture Biennale (*Cities, Space*

and Society, 2006 and *Conflicts of an Urban Age*, 2016), and the recently inaugurated Seoul Biennale of Architecture (*Dynamics of the Urban Age*, 2017). In these venues alone, over 570,000 people (including students, schoolchildren, educators and tourists) visited exhibitions that documented the dynamics of urban change, creating a new and exciting dialogue between academic research and the public at large.

Integral to its knowledge exchange activities, the centre employs a communications team to manage two websites (*LSECities.net* and *urbanage.LSECities.net*) which provide up-to-date information on research and outreach activities, as well as a comprehensive database of all research undertaken by the Urban Age (see below), including interactive data visualisations, over 550 talks, nearly a thousand data visualisations, 200 essays and hundreds of photographs. With an average of 30,000 website visits per month and 34,000 twitter followers, the Centre’s social media presence is one of the most innovative and popular in the field, outstripping its immediate competitors in terms of content and access. For example Harvard’s Graduate School of Design and MIT Architecture and Planning Department, despite having a much larger staff and student population, have just over 30,000 twitter followers. The Global Debates series of public lectures at the LSE in autumn 2015 which celebrated 10 years of the centre’s Urban Age Project resulted in over 230,000 downloads of articles by keynote speakers published in *Guardian Cities*.

As an important new development in knowledge exchange, the Centre’s work on urban migration in UK cities has been incorporated into national and international university course reading lists from Departments of Architecture and Planning, to Departments of Sociology. The Super-diverse Streets research was selected by the education department of the Royal Geographical Society (RGS) as a podcast for a target audience of 14-19 year old geography students and their teachers and is being incorporated in its geography curriculum for the UK.

IMPACT AND BENEFITS ON THE INSTITUTION

The most direct benefit to the host institution is that LSE Cities has created a new focus of excellence in the study of cities which adds to the LSE's global reputation. It has attracted new students, research and teaching staff. Significantly, the Centre has brought in new and substantial funding streams. Apart from student fee income from its masters and executive programmes, the Centre has raised significant funding from foundations, trusts and organisations – such as the Alfred Herrhausen Gesellschaft, Andrew W. Mellon Foundation and Bloomberg Philanthropies – which would typically not have been targeted by the host institution.

Through its outreach activities, the Centre has bolstered the School's presence internationally; its public lecture programme and exhibitions have enlivened the culture of the LSE on and off campus. It has created strong interdisciplinary partnerships between economists, geographers, lawyers, sociologists, planners and architects through collaborations with other LSE research clusters (such as the International Growth Centre, the Middle East Centre and the Grantham Research Institute on Climate Change and the Environment). Centre staff contribute to teaching in graduate programmes across school departments and collaborate in interdisciplinary research bids.

IMPACT BEYOND THE INSTITUTION

The Urban Age

Started in 2005 as an experimental investigation of the dynamics of urban change in six world cities, the Urban Age project, jointly organised with Deutsche Bank's Alfred Herrhausen Gesellschaft, has completed its twelfth year and sixteenth global conference. Host cities for high-profile two-day conferences have included Mexico City, São Paulo and Rio de Janeiro in Latin America; Hong Kong, Shanghai, Mumbai and Delhi in Asia; Johannesburg in South Africa; New York and Chicago in the USA; London and Berlin in Europe; and Istanbul straddling two continents. In

total the conferences have brought together over 6,500 people representing cities from across the globe, many of whom remain in contact through newsletters and social media.

In parallel to the conferences, the Urban Age has shaped a distinctive evidence-based research and policy-making agenda which has demonstrably affected local developments and debate in some of the host cities. This is due in part to the high-level representation of national and city policymakers who participate in the conferences, and in part due to the value ascribed to original research data produced by the Centre, which receives substantial press and media coverage.

Examples of impact include the Urban Age's contribution to raising awareness of the benefits (and challenges) of Bus Rapid Transit systems that were subsequently implemented in Istanbul, New Delhi and Mexico City. In London, the 2012 conference was used as a platform by senior politicians (Prime Minister and Mayor) to launch a new initiative on technology innovation in the capital, and in Mexico City the incoming Mayor was inspired by other city leaders to develop a more integrated approach to urban infrastructure and housing policy. The Mayor of Chicago noted that his economic policy had been influenced by the discussions held at the 2010 Global Metro Summit organised by the Urban Age and the Brookings Institute. In Delhi, the 2014 conference became the venue for community activists to voice their objection to government plans for new developments and the Smart Cities Mission.

As the former Mayor of Washington, D.C. Anthony Williams, observed: "The need to share, and importantly, incorporate new insights, consider thoughtful analysis, and implement best practices has never been greater. As a platform for these conversations, the Urban Age enables cities to improve the public realm in concrete, tangible ways." Similarly, Pritzker Prize-winning architect Alejandro Aravena noted in 2015 that "Urban Age gave [him] a different language to engage in dialogue with decision makers to get them to understand how important it was to deal with urban [housing] challenges."

To bring the impact closer to the ground, the Urban Age worked closely with its partner, Alfred Herrhausen Gesellschaft, to support an award for excellence among community projects to promote social inclusion through good design. Since 2007, community groups in seven cities – Mumbai, São Paulo, Istanbul, Mexico City, Cape Town, Rio de Janeiro and Delhi – have been recognised for their work. In this way the award has leveraged the power of local action and explored ways of scaling up the impact of these modest but significant initiatives which bring direct benefit to the people who live in difficult urban conditions. Examples include a slum dwellers’ association involved in building a safe community toilet and educational facilities in Mumbai, and the ‘Mothers Unite’ project to provide basic shelter, education and food to pre-school children who live in the slums of Cape Town.

The Urban Age project continues to have beneficial outcomes for different actors in urban societies. It provides a valuable platform for knowledge exchange between key decision-makers at an international level. It generates objective and original data that can be used to influence and contextualise major planning decisions that affect urban residents. Its showcasing of best practice raises the level of aspiration amongst community leaders. And, through its Urban Age Award, it recognises and enables local groups an opportunity to implement even the most modest projects. These smaller-scale interventions are capable of having a large impact on the city through the examples they present to others and the physical improvements they generate.

The Urban Age project is being extended to sub-Saharan African cities over the next two years. By comparing the experiences of different cities like Kampala, Nairobi, Addis Ababa, Lagos and Accra, the Urban Age is documenting how African cities are responding to questions of productivity and urbanisation; urban development and inequality; and the way in which digital technology is being developed to respond to local mobility needs. The next major Urban Age conference will be held in one of these cities in late 2018.

Other initiatives

Other impacts and benefits to a range of institutions and organisations – in cities of the developed and developing world – have come from a series of research, advisory and outreach projects. As a close collaborator of the Centre over the last decade, Henk Ovink, the Netherlands’ Special Envoy for International Water Affairs, noted in 2012: “LSE Cities’ research results are not only of high-quality, but also prove to be able to be part of the actual political dynamics because they are so clearly communicated.” A selection of relevant projects that combine original research with evolving policy outcomes is briefly described below.

London Plan and London Olympics: The Centre’s association with the UK Government’s Urban Task Force (1999) and support for ‘the compact and well-connected city’, was founded on the ‘Density and Urban Neighbourhoods in London’ research study which contributed to the Mayor’s London Plan (2004) and the legacy masterplan for the London Olympics of 2012. Tessa Jowell, former Minister for the Olympics, stated in May 2013 that the input from the Centre was “able to help shape the conceptual approach to the [Olympics] masterplan in addition to giving practical effect to the proposals from reports of the Urban Task Force and London Plan ... an excellent example of the way that distinguished and rigorous academic work can inform and underpin the success of practical implementation.” The Mayor of London has recently commissioned a new project from LSE Cities to understand how residents experience living in the new generation of higher-density developments across the capital.

New Urban Mobility: LSE Cities’ comparative study on ‘New Urban Mobility’, supported by the German Federal Ministry for Transport, Building and Urban Development, was based on an in-depth survey of 1,000 residents in London and Berlin. The research produced a number of specific policy recommendations, including free testing of electric cars, flexible car sharing schemes, promotion of cycling, the use of new technology in travel, and affordable public transport. Both cities have since recognised the importance of incorporating changing mobility attitudes and new technologies into their policymaking. For

example, Berlin's Urban Transportation Development Plan 2025 argues for greater leveraging of technology (e.g. mapping tools and mobile applications for public transport) and for the public transport network "to be better integrated with cycling and pedestrian traffic, as well as car sharing."

Integrated City Making: The research behind LSE Cities' report on four Indian cities – Mumbai, Kolkata, Delhi and Bangalore – was designed to understand how they were responding to challenges of growth. The Centre recommended the creation of urban transport authorities integrated with land-use planning; incentives for better policy integration through funding and political systems; and the use of urban design to improve urban infrastructure. Several Indian cities have since invested in improving urban transport. Delhi has expanded its metro system with new connections; Mumbai has opened its first metro line and is planning to extend it in the future; and Bangalore has approved the development of a 42km Light Rail Transit System (LRTS) project to ease congestion in the city.

Indian Smart Cities: LSE Cities has supported India's Smart Cities Mission, providing India's Ministry of Urban Development with in-depth profiles of competing cities and contributing to a capacity building event held in Delhi in 2015, attended by State Governments, Mayors and Municipal Commissioners. The Centre was involved in evaluating the first round of 20 competing cities which will receive a total of US\$150m from India's federal and state governments to implement the first stage of proposals.

United Nations Habitat III: LSE Cities provided expertise and advice to co-lead a policy unit on "Urban Governance, Capacity and Institutional Development" as part of the preparatory process for the United Nations Conference on Housing and Sustainable Urban Development (Habitat III) held in Quito, Ecuador, in October 2016. Its contribution is now fully integrated in the New Urban Agenda adopted by 186 nations and being implemented through UN-Habitat and United Nations affiliated agencies.

Resource Urbanisms: Over two years this LSE Cities project, co-funded by LSE Kuwait Programme/LSE Middle East Centre, researched how natural resources, urban form and infrastructure affect each other and potentially lead to Asia's divergent city models of Kuwait, Abu Dhabi, Singapore and Hong Kong. The research highlighted how policymaking decisions related to urban form and infrastructure in cities such as Kuwait, Abu Dhabi, Singapore and Hong Kong will play a critical role in shaping urban futures and global sustainability goals, of particular importance given the steps taken towards sustainability by Gulf cities as they respond to oil price shocks.

Recognition and awards

Centre staff have been recognised for leadership in the field. Professor Ricky Burdett was appointed CBE in 2017 for services to urban design and planning, and has acted as a member of the Airports Commission and Advisor to the Mayor of London and the London Olympics; Dr Philipp Rode has given evidence to the Greater London Authority Planning Committee, advised the German Federal Ministry for Urban Development, the German Association of Cities, India's National Institute for Urban Affairs and Ministry for Urban Development, and the city governments of Tirana, Cali, Stockholm and Copenhagen; Dr Suzanne Hall has provided evidence to the Greater London Assembly, sits on editorial boards of journals and was awarded a teaching prize at the host institution and the prestigious Philip Leverhulme Prize for the international recognition her outstanding research has already attracted. Dr Savvas Verdis has received recognition for innovative teaching at the LSE Student Union Teaching Excellence Awards; Dr Nuno Ferreira da Cruz has advised Transparency International, Associação Cívica and the European Investment Bank.

LSE Cities

LSE Cities is an international centre at the London School of Economics and Political Science that carries out research, graduate and executive education and outreach activities in London and abroad. Its mission is to study how people and cities interact in a rapidly urbanising world, focusing on how the design of cities impacts on society, culture and the environment. Through research, conferences, teaching and projects, the centre aims to shape new thinking and practice on how to make cities fairer and more sustainable for the next generation of urban dwellers, who will make up some 70 per cent of the global population by 2050.

LSE Cities is one of a small number of research centres that contribute to LSE's reputation as one of the foremost social science universities in the world. With the support of Deutsche Bank's Alfred Herrhausen Society, the centre builds on the interdisciplinary work of the Urban Age Programme, an international investigation of cities around the world that since 2005 has studied the social and spatial dynamics of metropolitan areas such as Istanbul, São Paulo, Mumbai, Johannesburg, New York City and London.

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