

## SHANGHAI EXPO 2010

Session on

« The World in 2050 and the Cities of Tomorrow »

15 June 2010

# THE CITY OF TOMORROW – A PLANNER'S VIEW

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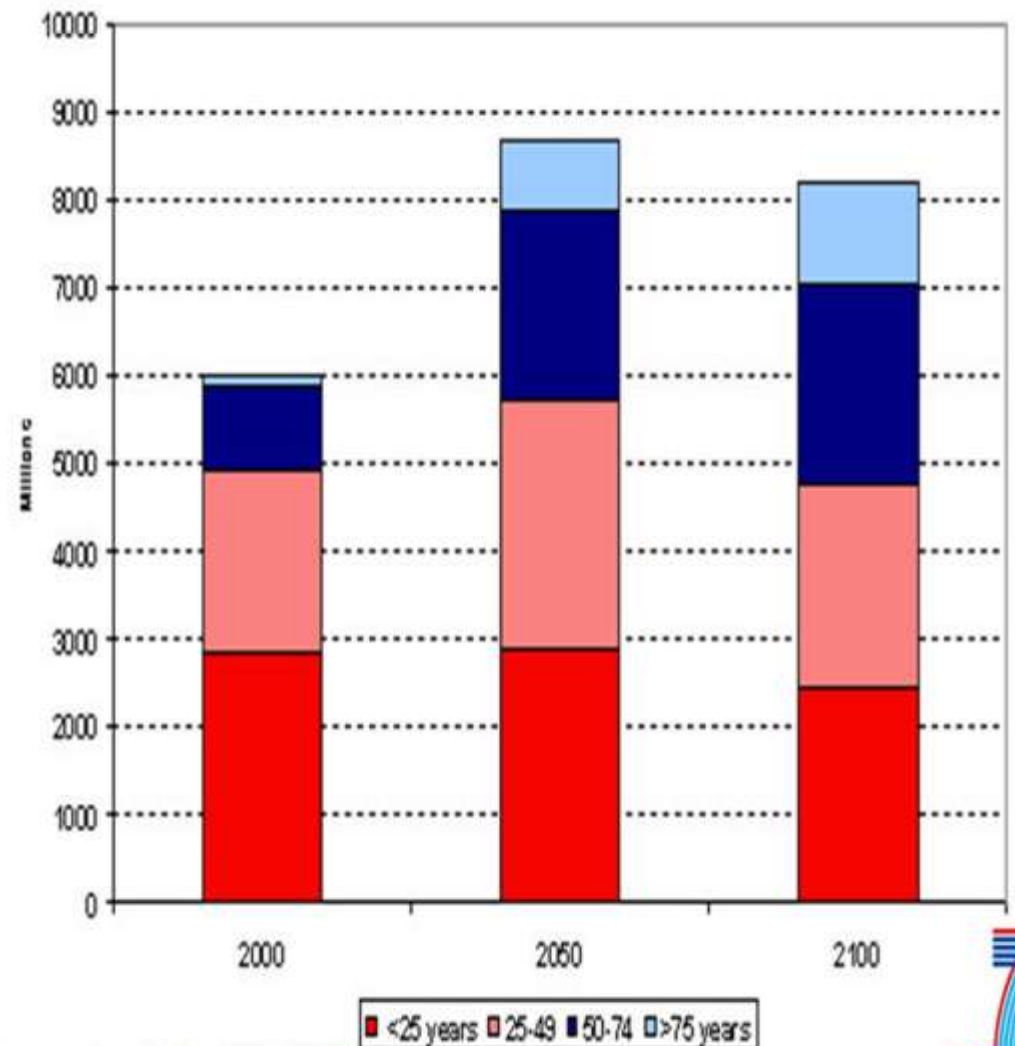
President, Foundation for the Urban Environment,

Past-president, International Society of City and Regional Planners.

# Trends - World (ageing) population

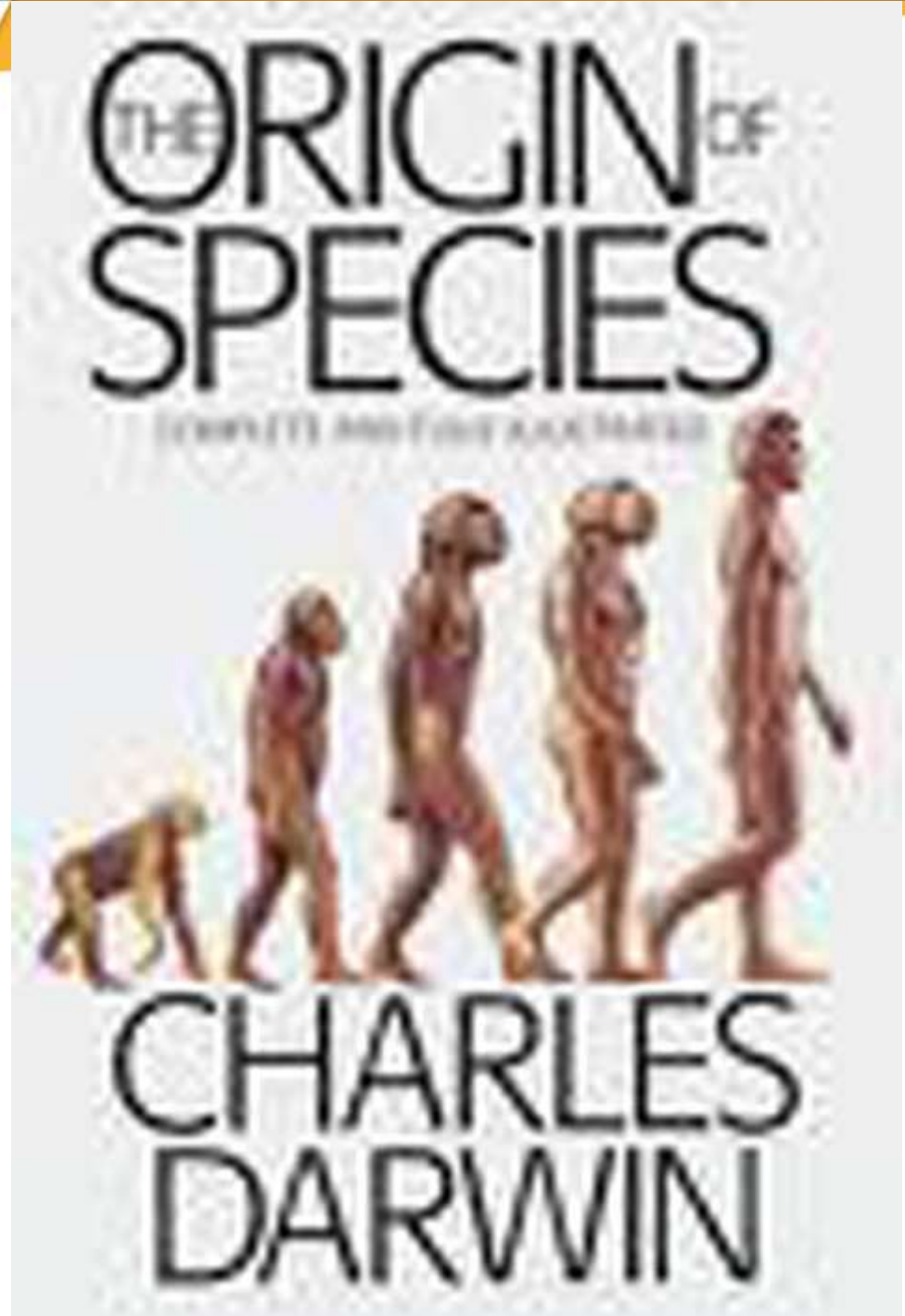
## I. FRAMEWORK

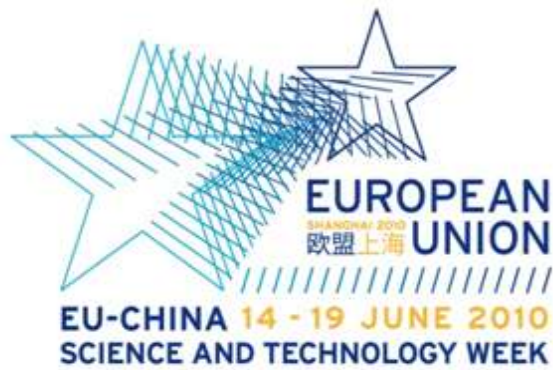
Demography is the global framework of future cities. 70 million more people per year are the equivalent of another 10 megacities or of some 20 millions new families requiring shelter. EU has a specific ageing concern.



Source: European Commission, DG RTD (VLEEM)

In contrast to Maltus' wishes of a population restraint Darwin suggested that the homo sapiens has shown his ability to conquer the planet through his intelligence and greed but not to restrain his own growth, leading to an over consumption of natural resources.





Later researchers suggest that his very greed makes the individual human being give a preference to individual progress above the survival of the species. A heavy genetic heritage indeed.

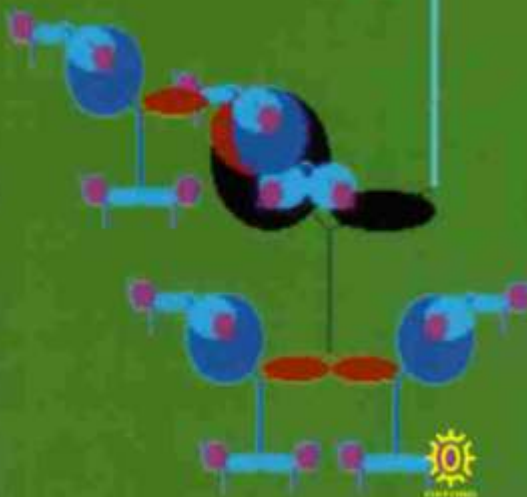
# RICHARD DAWKINS

## The Selfish Gene

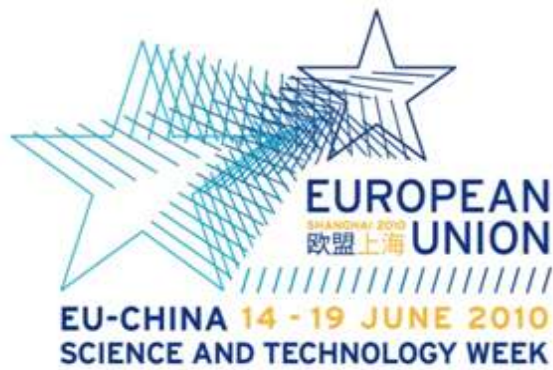
**new  
edition**

‘the sort of  
popular science  
writing that  
makes the reader  
feel like a genius.’

NEW YORK TIMES







Individual values have been steadily growing in Western culture, leading to « mass individualism » and individual consumption, but manipulated by suppliers & mass media. These individual values are the target of the consumption goods industry.



The automobile  
indeed enhances  
the individual's  
image.

MAN'S LAST GREAT  
CHALLENGES: THE NORTH  
FACE OF THE EIGER,  
K2, THE IDITAROD AND THE  
PORSCHE 928 GT.





In addition it enhances individual freedom within a protected space.





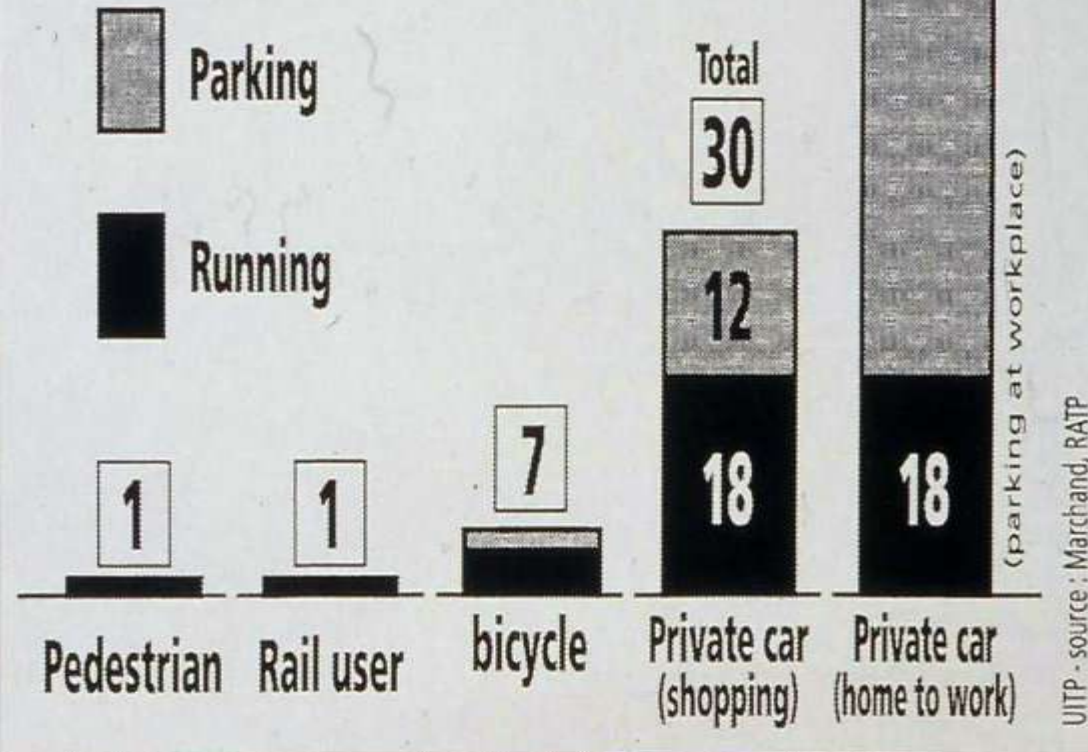
➤ The domination of the automobile on the city was larger due to the conviction talent of Henry Ford. He succeeded in having the public sector paying the automobile infrastructure while PT had to pay for for its track, with no right-of-way.





Considering the fact that the automobiles consume space when they run and when they are parked, urban sprawl became a direct consequence of their successful proliferation.

## Area x time consumption





Soon the standard urban model became the one of unbridled expansion of urbanised space, first in America (e.g. in Phenix, Arizona), later in all continents. Urban sprawl in the EU has been the subject of EEA reports.





## Urban sprawl in Europe

The ignored challenge

ISSN 1725-9177



The EEA showed the amount of urban sprawl taking place in Europe, and also its long-term unsustainability and menace to the quality of life in cities.

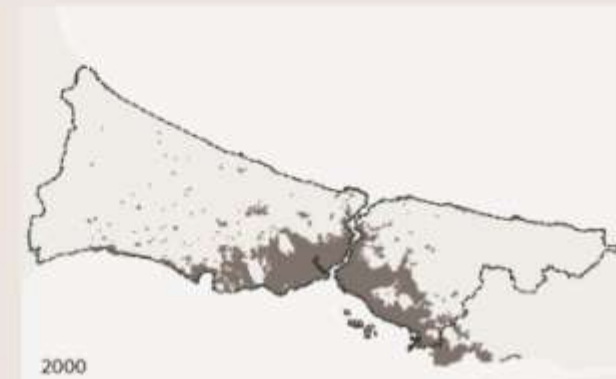
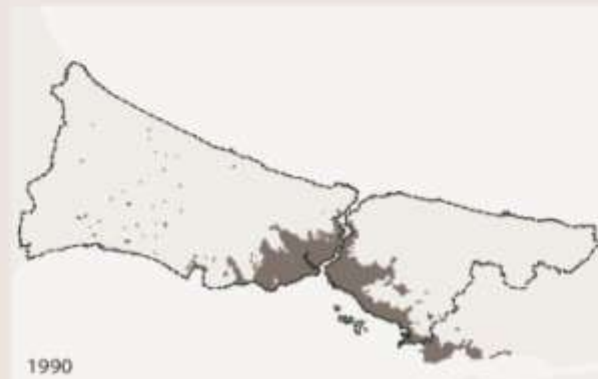
[www.eea.europa.eu](http://www.eea.europa.eu)

Istanbul is a case in point. It grew from a coastal city served by PT, mainly ships, to a predominantly automobile city as a result of two automobile bridges on the Bosphorus.

<http://www.urban-age.net/>

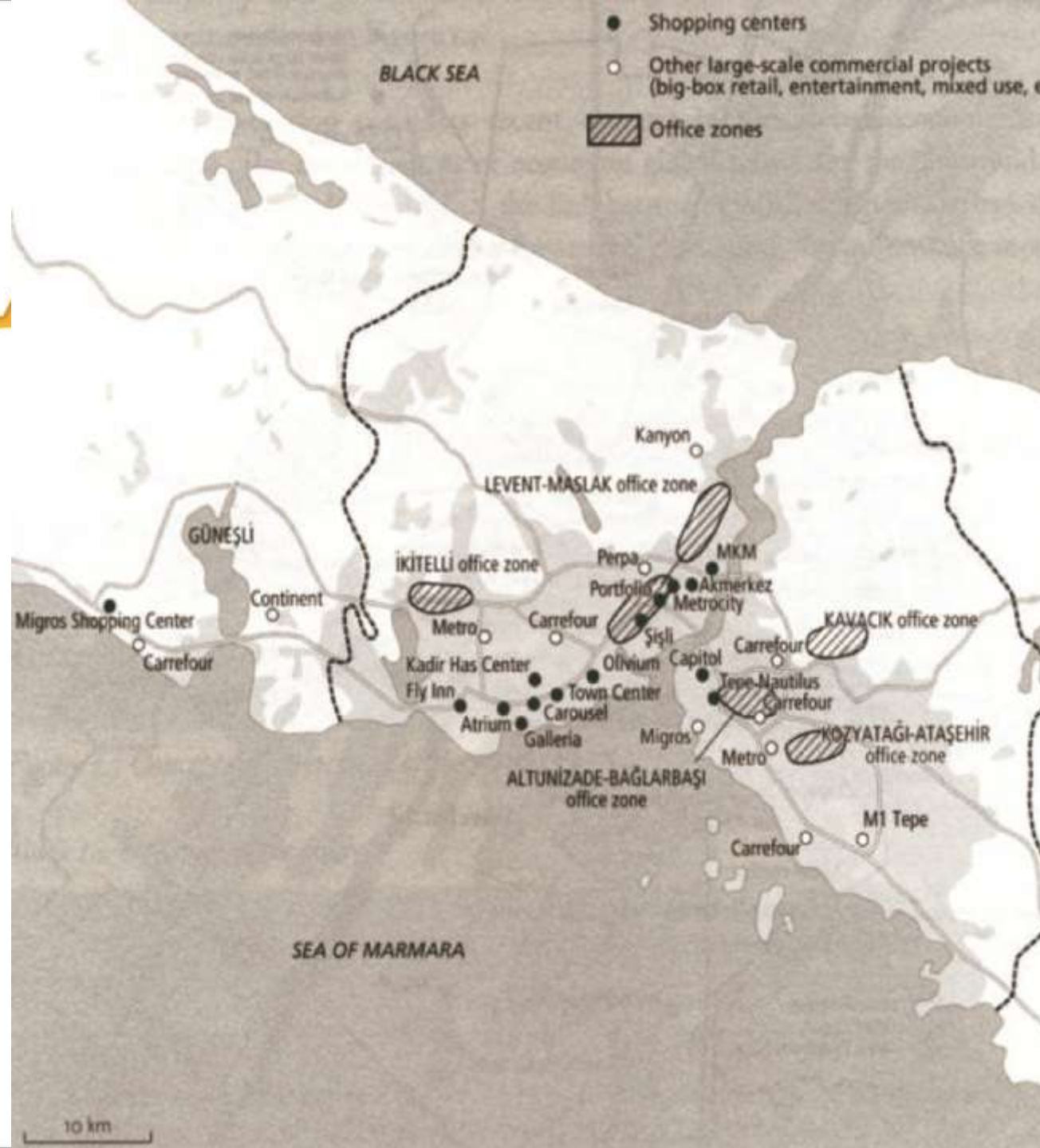
## HISTORICAL EVOLUTION OF ISTANBUL'S URBAN FOOTPRINT

■ Built-up area    --- Istanbul provincial boundary





The unbuilt space, often water reserves, has been occupied by new, unconnected office and other developments, while existing areas became redundant. The third bridge will further exacerbate the process.



Ref.: P. Laconte, 2008.

[www.ffue.org](http://www.ffue.org) 2008

## MEXICO CITY METROPOLITAN AREA

19,239,910 people

## MEXICO CITY

8,815,319 people



# MEXICO CITY

- Mexico City's Metropolitan area is characterised by a governance conflict between the Federal District and the Estado de Mexico, resulting in opposite urban policies and outright conflict (e.g. on water).

[www.urban-age.net](http://www.urban-age.net)

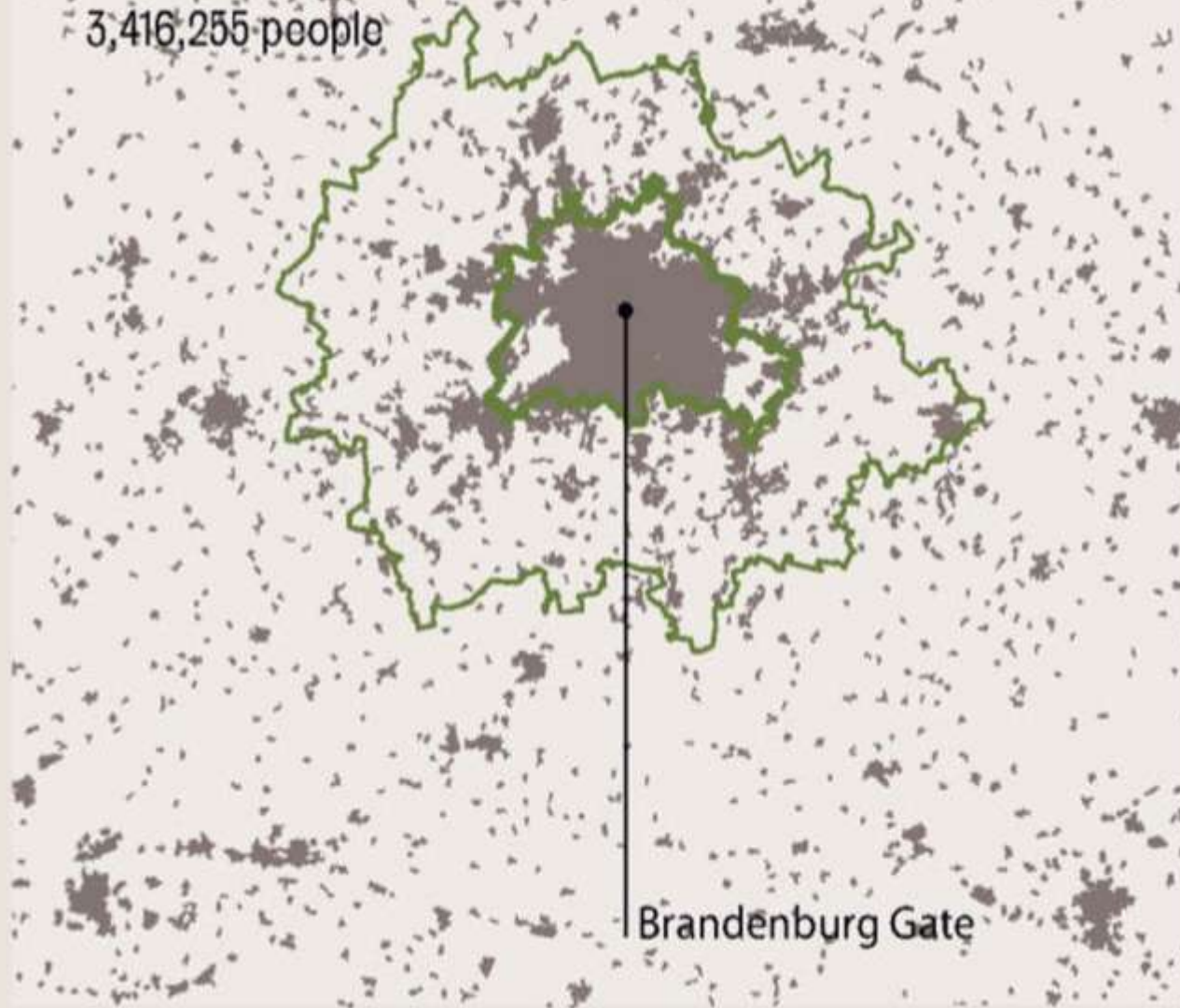


## BERLIN METROPOLITAN REGION

4,300,000 people

## BERLIN

3,416,255 people



➤ By contrast to fast developing Asian and American conurbations the Berlin Metropolitan Region and the New Länder experience a population decline and a surplus of urbanised space.

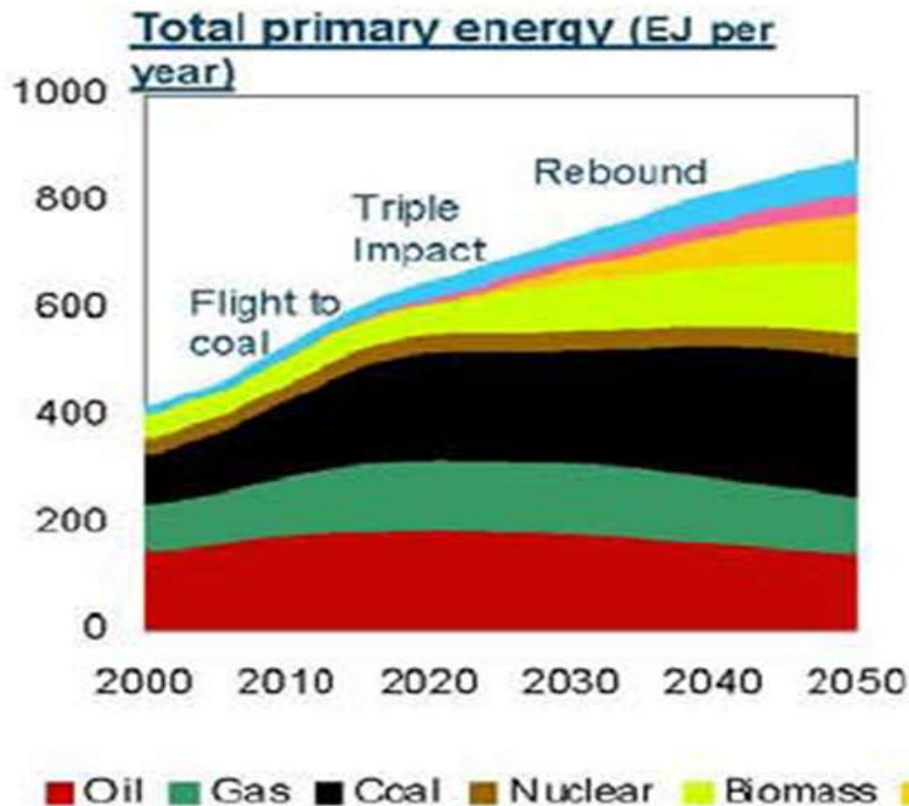
[www.urban-age.net](http://www.urban-age.net)

- A number of long-term projects aim at taking advantage of this surplus for agriculture, wind farms or leisure, creating new water spaces (IBA SEE project, to be filled by 2015).
- Photo : P. Laconte, 2009.



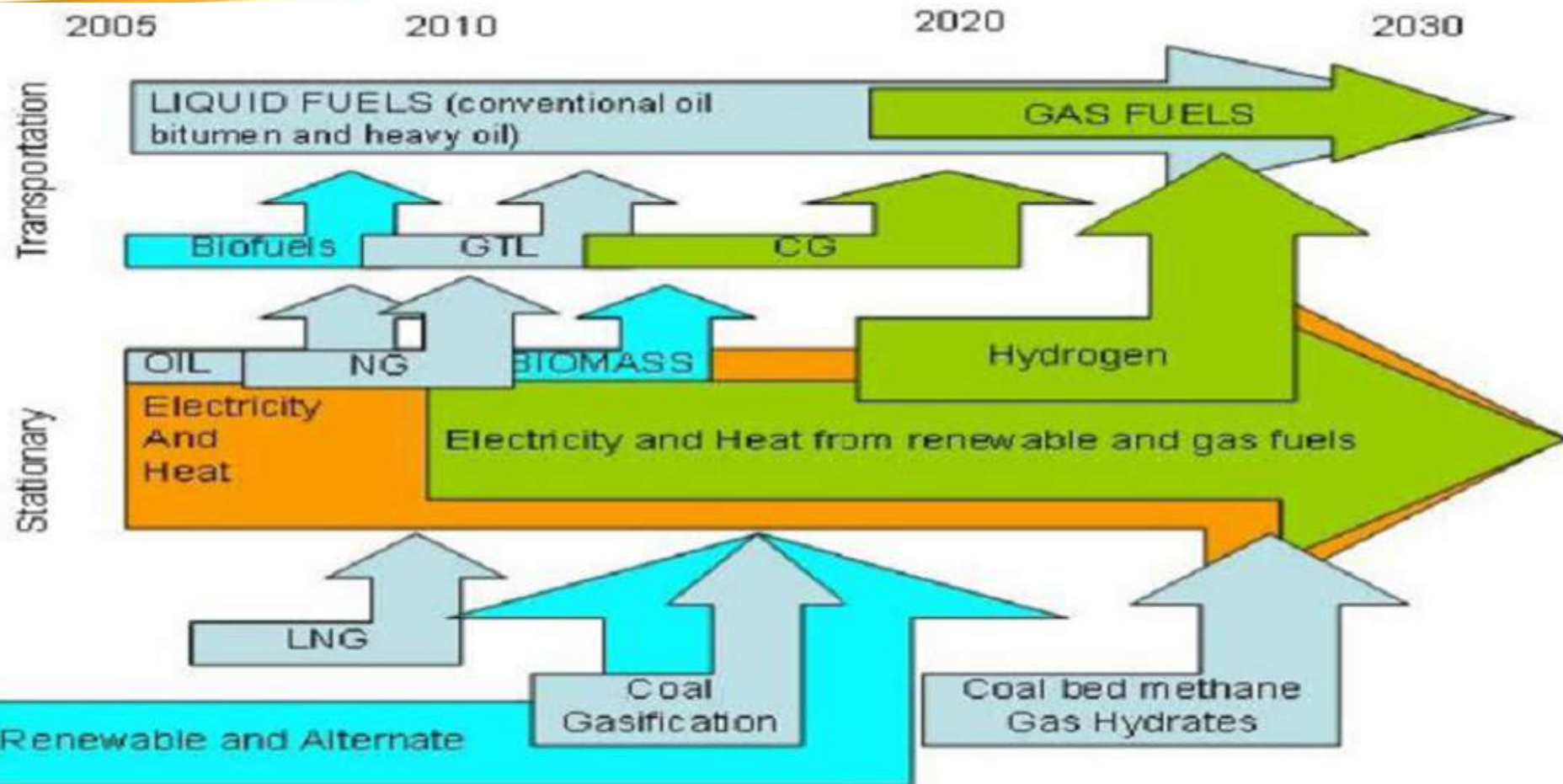


- Besides population growth the forecasted available resources and the impact of unforeseeable events will be a key constraint of the future urban development, namely:



- Focus on existing infrastructure
- Sequential responses to hard truths
- Volatile energy prices
- Knee-jerk reactions to climate events
  - No effective carbon pricing
  - Adaptation
- Flight to coal, then biofuels
- Renewables forced in by mandates
- Patchwork of national standards

- Energy resources needed for urban development will per force be diversified as the fossile fuel resources scarcity increases.
- (Source: Domenico Rossetti)



**Possible Integration of Future Fuel Technologies**



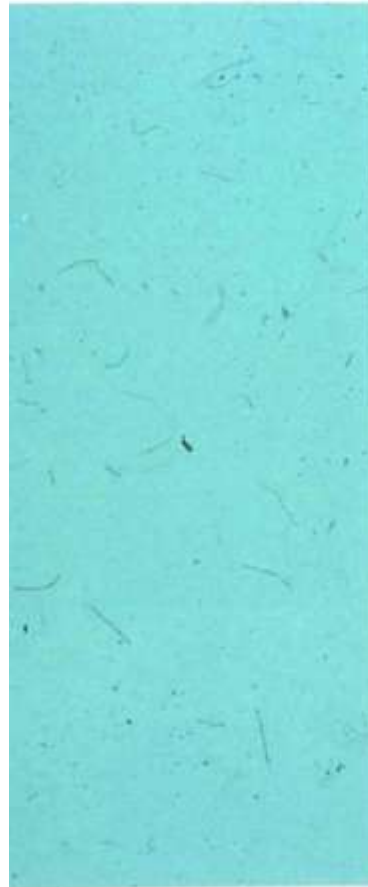
# TRUNK ROADS AND THE GENERATION OF TRAFFIC

The Standing Advisory Committee  
on Trunk Road Assessment

Chairman : Mr D A Wood QC

## II. FROM FORESIGHT TO POLICIES & PRACTICES

Seminal reports have paved the way for sustainable planning. UK's SACTRA Report of 1995 showed that new roads attract more new drivers than the capacity they provide, adding to congestion and fuel consumption.



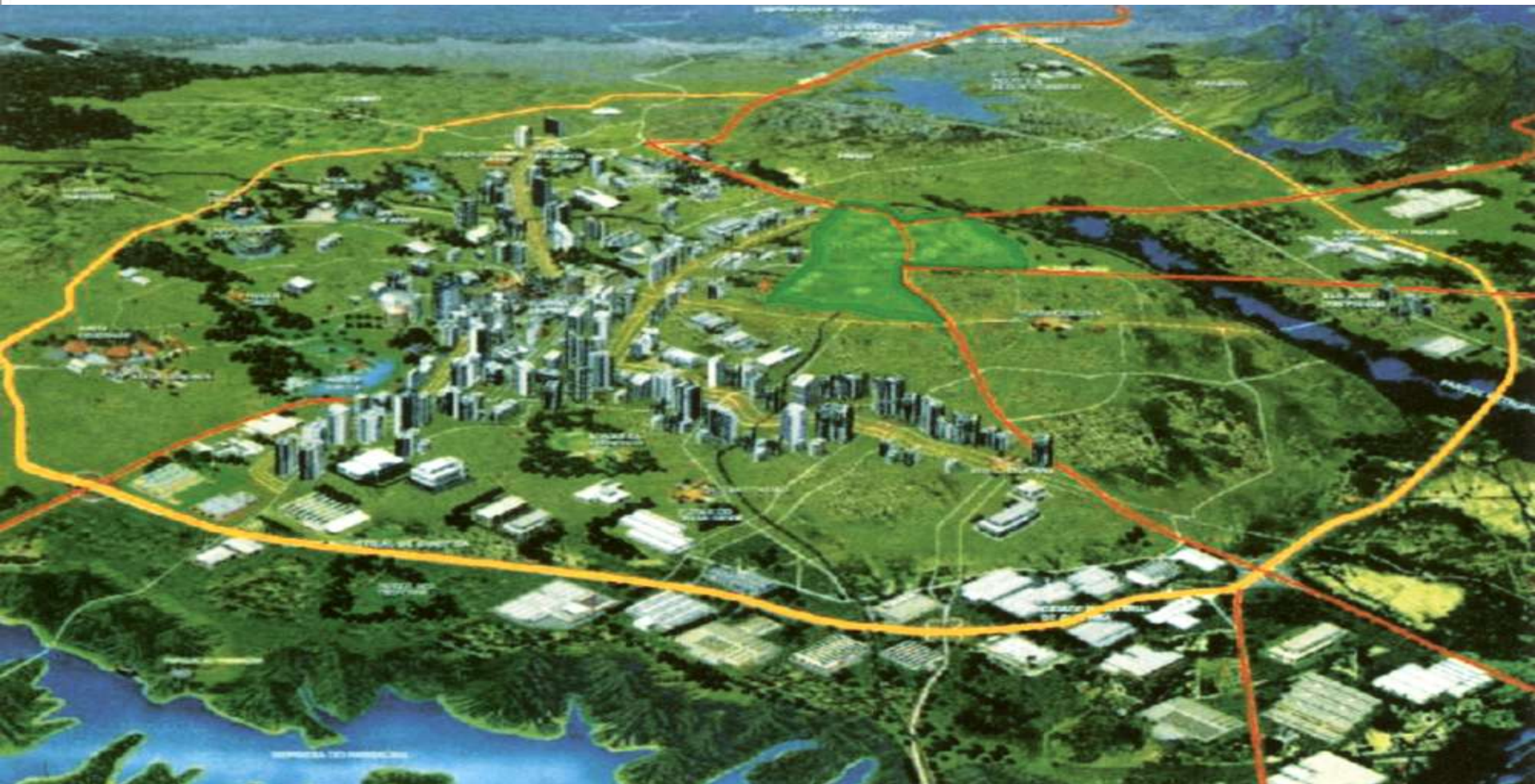


- A few time-tested examples might show the way to cities of the future.
- Curitiba's low cost bus rapid transit has been the model for Bogota, Mexico, Jakarta and other cities.



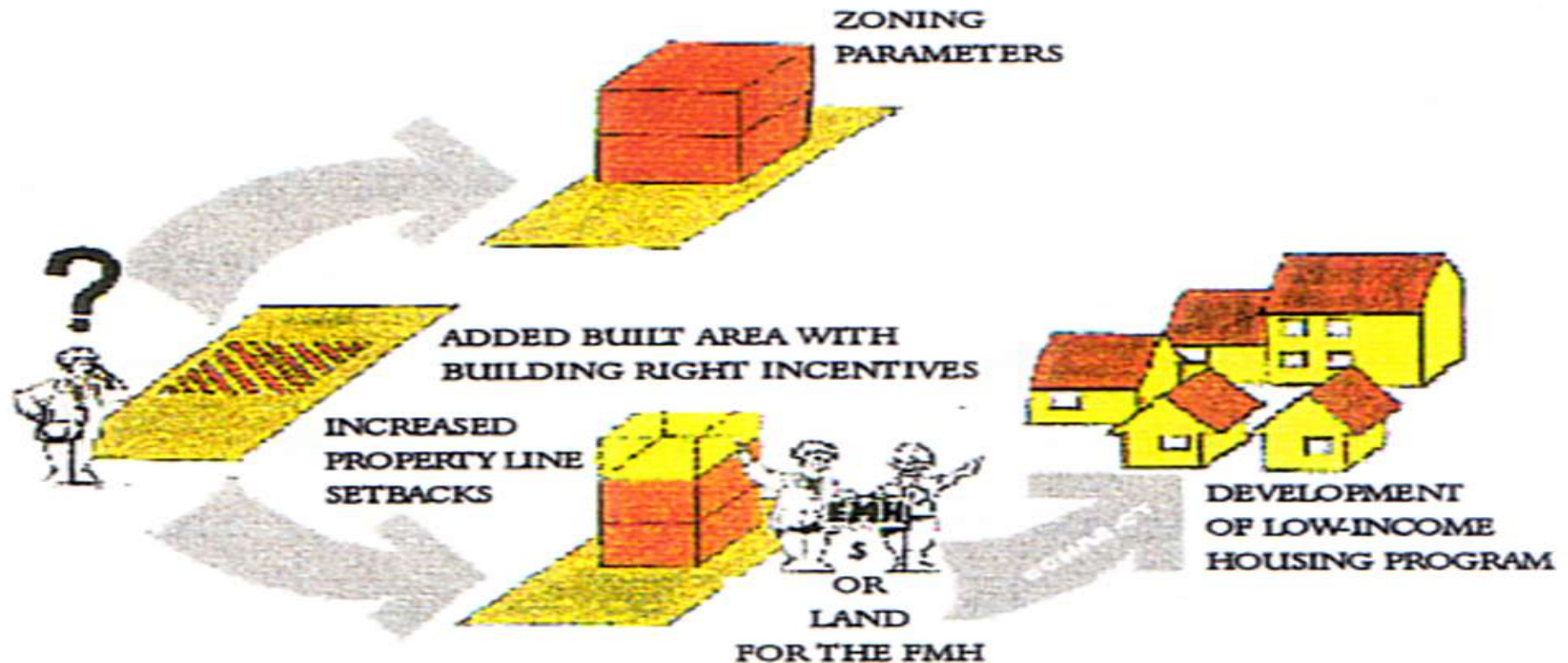


- More importantly, land owners along the high density boulevards are allowed to buy development rights from owners in areas reserved for nature, culture & recreation. This has been recognised as equitable for all land owners concerned.



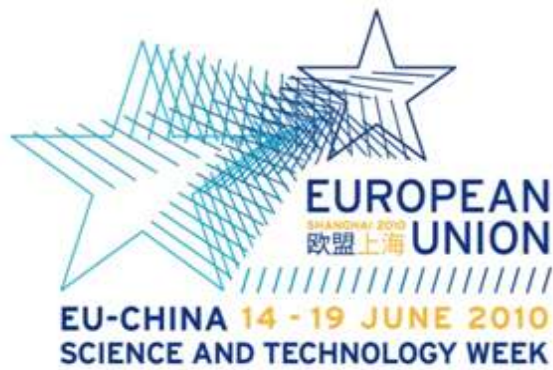


- The system has proven its long-term capacity to shape urban form and equalise land rent among owners - <http://www.ippuc.org.br>

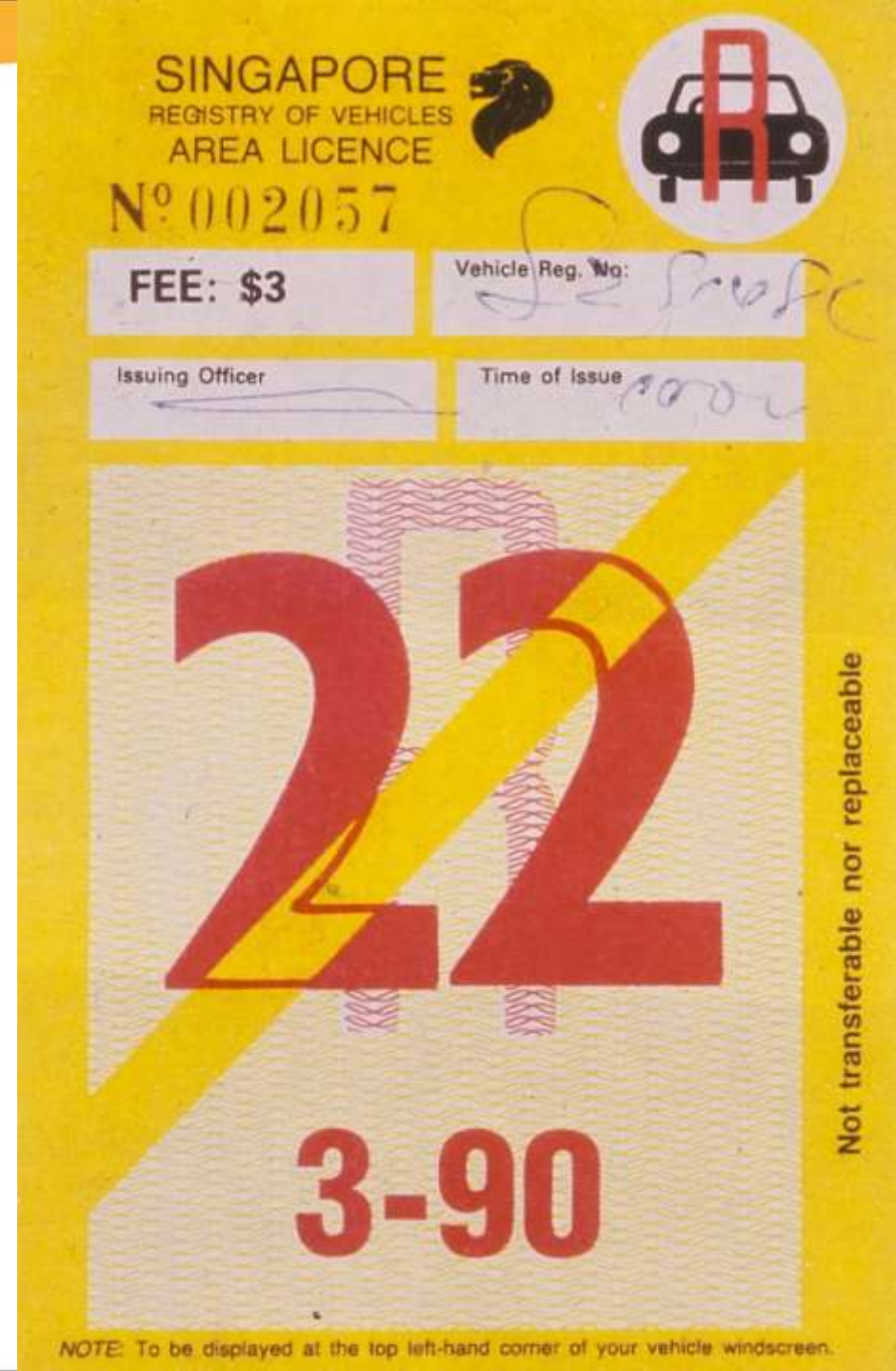


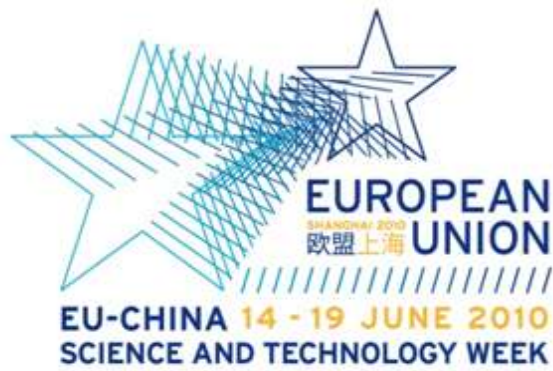
*Scheme of incentives for transfer of building rights - FMH*





- From 1975 Singapore has endeavoured to save scarce land and natural resources through market mechanisms such as auctioning of new car plates (taken over in Shanghai) & pricing of road access to the city, for solo drivers (no fee if 3 passengers). This was easily accepted as it gave drivers the choice to pay for solo driving or accepting 3 passengers.



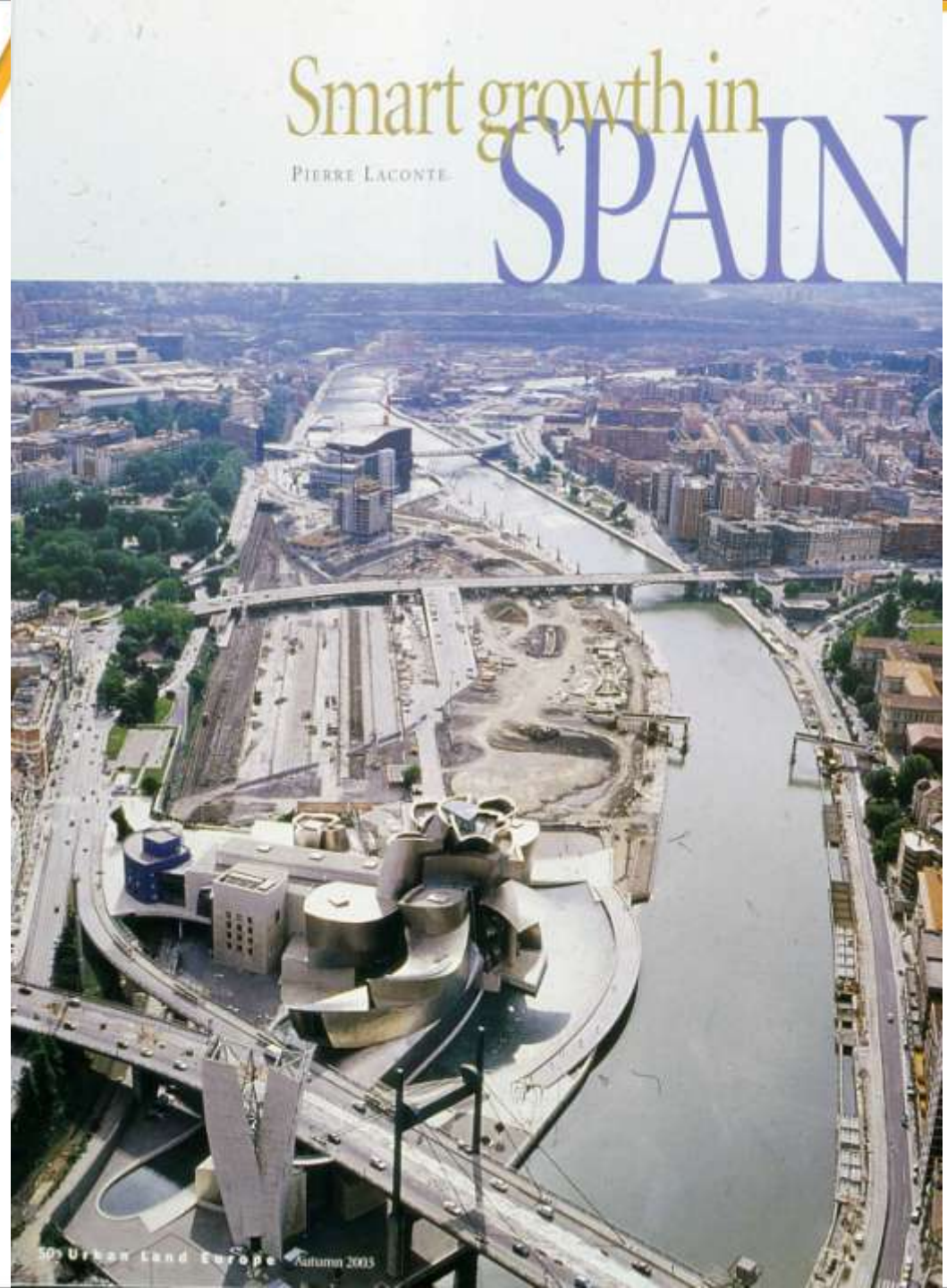


- Water resources conservation in the long-term includes protected reserves, reservoirs, recycling (« new water ») and desalination.
- Floating developments could further save land in coastal cities (as here in Rotterdam).
- Photo : P. Laconte, 2010.





- Another case of future-oriented long-term governance through urban change mastery is award-winning Bilbao. Its tool for the last 20 years has been the Public- Public Partnership, upstream of any private sector involvement.
- Ref.: P. Laconte, Urban Land Europe, ULI, 2003
- [www.ffue.org](http://www.ffue.org) 2003



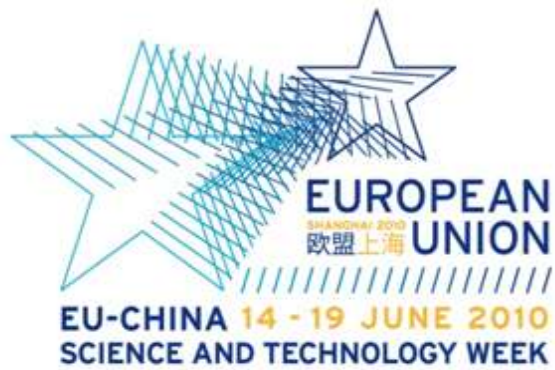




- A 35 ha area along the Rià Canal has been handed over to a public consortium ([www.bilbaoria2000.org](http://www.bilbaoria2000.org)) entrusted with its reconversion, all proceeds being devoted to new public infrastructure and urban rehabilitation.



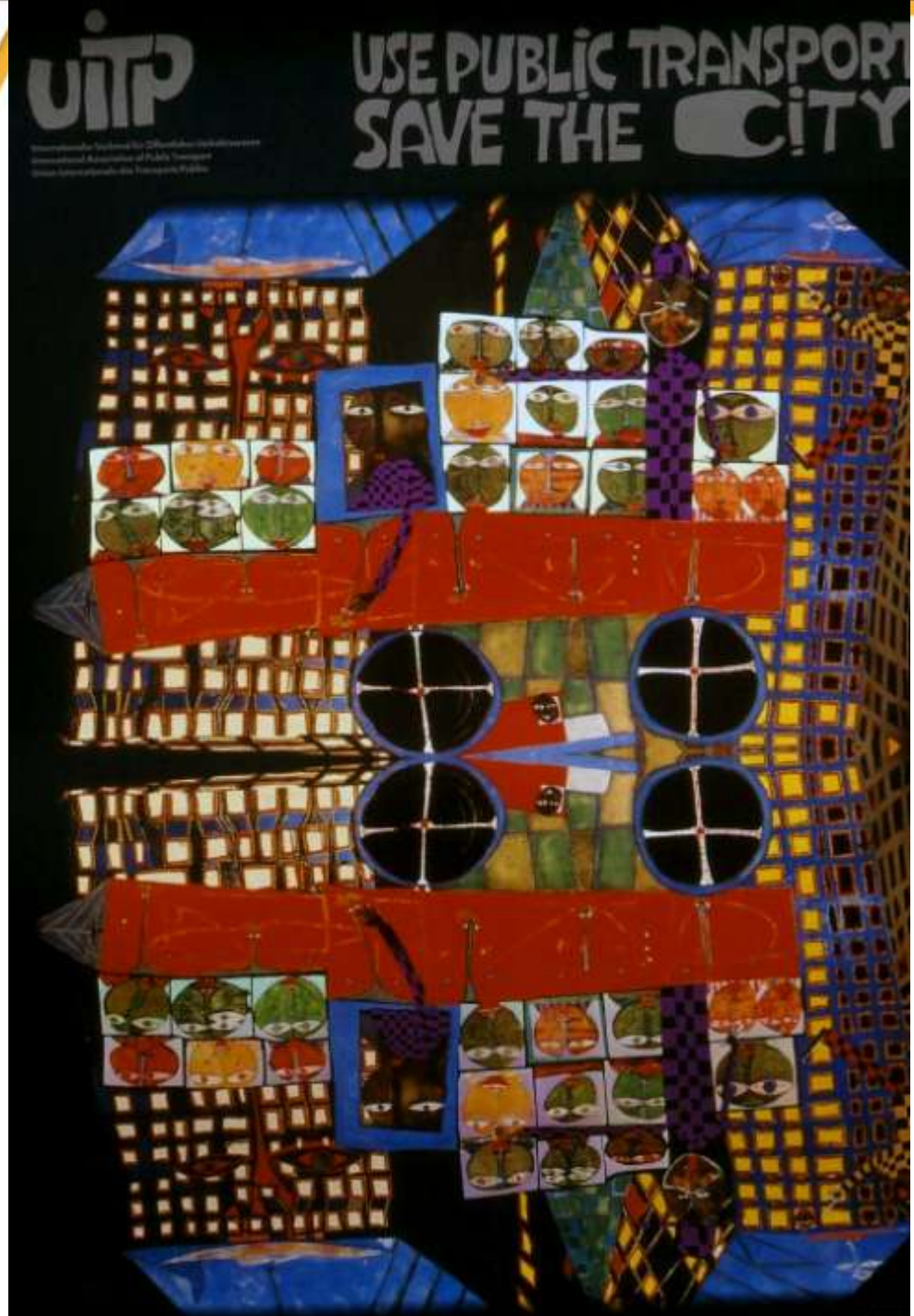




- The long-term regional mobility along the canal down to the sea coast and new port facilities is ensured through a new metro system, designed by Norman Foster.

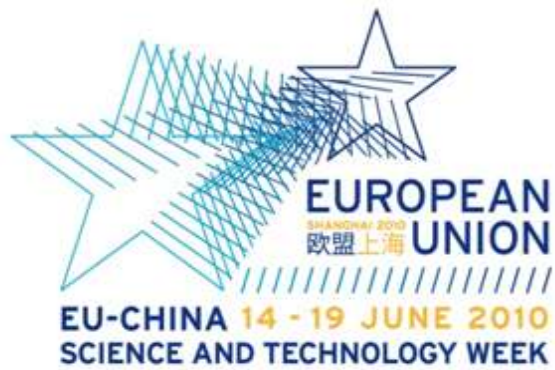




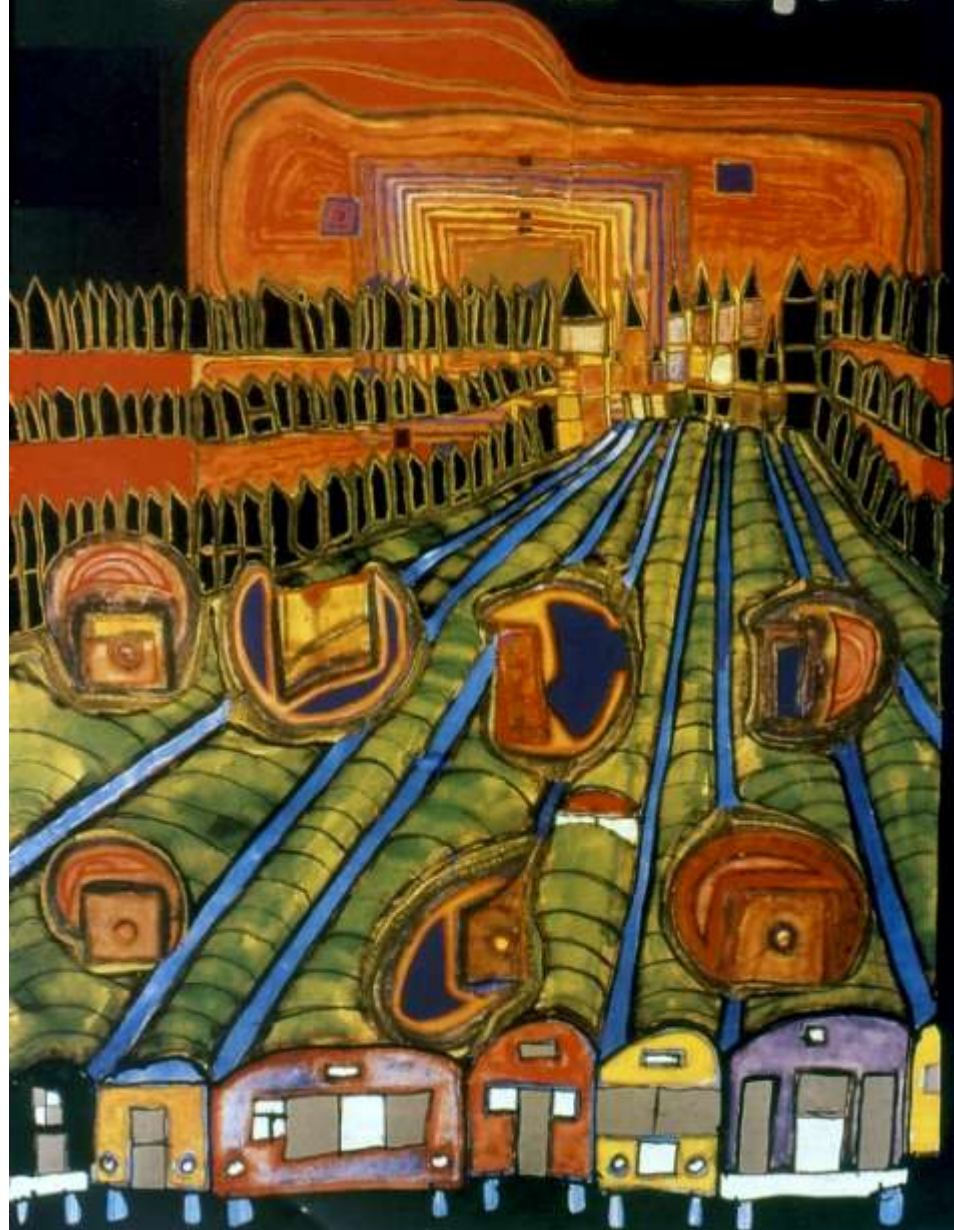


- To summarise the future city the planner might usefully refer to the artist, in this case Hundertwasser, painter and later architect.
- A first poster symbolises the high density, space-saving city of the future.



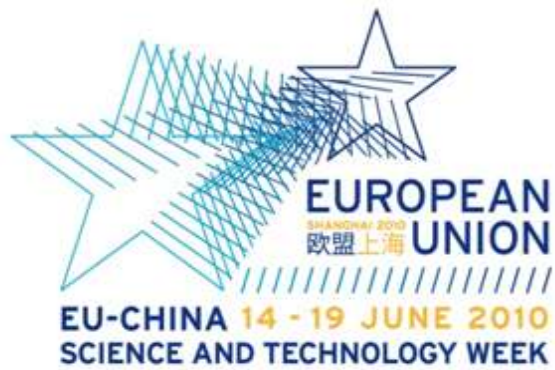


# USE PUBLIC TRANSPORT SAVE THE CITY



- The second poster symbolises urban mobility through mass transit corridors, possibly served by rail.





UMP **ENJOY YOUR CITY**  
**USE PUBLIC TRANSPORT**



Union Internationale  
des Transports Publics

**MOBILITY FOR ALL**

Internationaler Verband  
für Öffentliches Verkehrswesen

- The third poster symbolises the city of the future as a place for enjoyment rather than a functional machine.