bs\_bs\_banner

Volume 37.6 November 2013 1934–48 *International Journal of Urban and Regional Research*

DOI:10.1111/1468-2427.12050

© 2013

Urban Political Ecology and the Everyday

Reconfiguration of Urban Infrastructure

VANESA CASTÁN BROTO and HARRIET BULKELEY

Abstract

*Climate change governance is increasingly being conducted through urban climate change experiments, purposive interventions that seek to reconfigure urban sociotechnical systems to achieve low-carbon and resilient cities. In examining how experiments take effect, we suggest that we need to understand not only how they are made and assembled, but also how they are maintained within specific urban contexts. Drawing on literatures from urban political ecology and the specific debate on urban repair and maintenance, this article examines maintenance in two case studies of climate change experiments in housing in Bangalore (India) and Monterrey (Mexico). We find that maintenance is a crucial process through which not only urban obduracy is preserved, but also the novel and innovative character of the experiment is asserted and reproduced. The process of ‘maintaining’ experiments is a precarious one, which requires a continuous external input in terms of remaking the experiment materially and discursively.This process causes further reconfigurations beyond the experiment, changing the patterns of responsibility attribution and acceptability that configure the urban fabric.*

*International Journal of Urban and Regional Research*

DOI:10.1111/1468-2427.12194

**581**

© 2015 urban research publications limited

**— DEBATES & DEVELOPMENTS**

**— THE POLITICS OF POST-SUBURBAN**

**DENSIFICATION IN CANADA AND FRANCE**

Eric Charmes and Roger Keil

**Abstract**

*This debate specifically focuses on densification as a particular dimension of (post-) suburbanization. In the introduction, we discuss densification, along with ‘compactness’ and ‘intensification’, conceptual terms that have become buzzwords within urban planning. Objectives associated with these tend to be presented in the literature within a normative framework, structured by a critique of the negative effects attributed to sprawl. The perspective here is different. It is not normative but critical, and articulated around the analysis of political and social issues, related to the transformation of wider metropolitan space. Three main themes are developed: (1) the politics of densification (the environmental arguments favouring densification are highly plastic, and are thus often used to defend projects or initiatives which are actually determined by other agendas); (2) why morphology matters (a similar number of houses or square metres can be established in many different ways, and those different ways have political and social meaning); (3) the diversity of suburban densification regimes (it is not only the landscapes of the suburbs that are diverse, but also the local bodies governing them––between the small residential*

*municipalities*

Volume 37.5 September 2013 1654–74 *International Journal of Urban and Regional Research*

DOI:10.1111/1468-2427.12009

Towards an Agenda for Post-carbon

Cities: Lessons from Lilac, the UK’s

First Ecological, Affordable

Cohousing Community

PAUL CHATTERTON

Abstract

This article explores an agenda towards post-carbon cities, extending and deepening established debates around low-carbon, sustainable cities in the process. The label post-carbon builds upon issues beyond those of greenhouse gas (GHG) emissions, energy conservation and climate change, adding a broader set of concerns, including economic justice, behaviour change, wellbeing, land ownership, the role of capital and the state, and community self-management. The article draws upon a case study of an embryonic post-carbon initiative completed in early 2013 called Lilac. Based in Leeds, Lilac stands for Low Impact Living Affordable Community and is the first attempt to build an affordable, ecological cohousing project in the UK. Its three aspects each respond to significant challenges: low-impact living and the challenge of postcarbon value change; affordability and the challenge of mutualism and equality; and community and the challenge of self-governance. I conclude the article by exploring six lessons from Lilac that tentatively outline a roadmap towards post-carbon cities: the need for holistic approaches that deal with complex challenges, prioritizing self-determination rather than just participation, engaging with productive political tensions, adopting a process rather than an outcomes-based approach, developing strategy for replicability, and finally, embracing a non-parochial approach to localities.

Volume 36.6 November 2012 1242–67 *International Journal of Urban and Regional Research*

DOI:10.1111/j.1468-2427.2011.01083.x

A Tale of Two Cities: Climate Change

Policies in Vancouver and Melbourne —

Barometers of Cooperative Federalism?

STEPHEN JONES

Abstractijur\_1083 1242..1267

The failure of the United Nations negotiations on climate change in Copenhagen presents governments with an opportunity to consider new approaches to implementing climate change policy. Developed nations like Canada and Australia continue to fall short of their commitments to Kyoto targets and predict that their greenhouse gas emissions will continue to rise. The planning and development of metropolitan areas continues to promote high levels of consumption and increased dependence on fossil fuel-based energy. City governments in Vancouver and Melbourne have strong commitments to both mitigation and adaptation policy action against the impact of global warming. Both argue they are constrained in their efforts by federal institutional arrangements and require improved cooperation from other levels of government. This article uses the conceptual framework developed by the OECD to support greater levels of cooperation between governments in multilevel systems when implementing climate change policies. The article examines the contextual factors inherent in the institutional arrangements and uses the experiences of Vancouver and Melbourne to explore the factors that encourage or discourage cooperation in climate change policy.

International Journal of Urban Sciences

Vol. 15, No. 3, December 2011, 187–199

**Evaluating integrated land use and transport strategies in the urban regeneration projects toward sustainable urban structure: case studies of Hafen City in Germany and Shinagawa Station in Tokyo**

Yoon Jeung Janga\*, Joo Yeon Gob and Seungil Leea

Due to the emergence of urban regeneration, there have been many case studies on urban regeneration projects. However, there has been little research on a successful project that may be helpful for the execution of a sustainable urban structure policy. This study analyses the strategies and characteristics of two successful representative urban regeneration projects that aimed toward a sustainable urban structure, from the viewpoint of land-use transport interaction. For this purpose, we conducted a literature review on the theory of sustainable urban structures and land-use transport interaction and analysed the major strategies and planning characteristics of HafenCity and Shinagawa Station area. In this study, we found that two cases considered an integrated approach of land use and transport to achieve sustainable urban structures that also emphasized regional characteristics and planning factors based on the goal of the projects. As a result, we concluded that a sustainable urban regeneration project should be based on integrated consideration in local context, transport systems and regional characteristics.