REPORT OF INURA 93 CONFERENCE

DE-INDUSTRIALISATION

UK 93 . . .

94 ITALIA!
## INURA CONFERENCE PROGRAMME

**Title**

AFTER DE-INDUSTRIALISATION - NEW CITIES, NEW REGIONS

### Monday 24th May

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Edited by Louanne Tranchell, Bob Colenutt, Fred Robinson, Michael Edwards.

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The theme of our Conference this year was De-industrialisation and responses to it. The North East region of England where our meeting was held in Beamish Hall, is a by-word for industrial decline suffered by shipyards, coal-mines and engineering companies. And, as we were to learn, the much heralded renaissance of a post-industrial North East has yet to materialise.

The atmosphere of the North East and Beamish Hall, combined with the unique INURA blend of experience and personalities acted as a catalyst and constant refreshment. We may have left tired but we were all energised. Five days of discussions, debate and listening to experiences as diverse as Finland, Poland, Holland, Canada, Germany and London did not provide any over arching theory or action plan but there was a lot of common ground, not forgetting a healthy sense of humour.

The Conference in fact began 200 miles from Beamish Hall in Kings Cross London and In London Docklands. Delegates met in London for two study tours where property-capital mega regeneration projects for these two parts of Inner London were examined, walked and talked around, aided by discussions with community activists. These projects have arguably failed in their own terms, both knocked sideways by the recession. Alternative plans drawn up by the local community now seem much closer to living in the real world.

The North East Experience
It did not take too much time before we were immersed in the economic and political atmosphere of the region. Fred Robinson and Dave Byrne who are deeply involved in the political life of the region spelled out the scale of de-industrialisation, and analysed the political divides about how to understand it, and how to respond to it. Dave Byrne was in no doubt that the economic policy of the Thatcher years were a “class revenge” against the power of trade unions and communities in the core industrial areas of regions like the North East.
A presentation by the City Challenge team operating in the deprived West End of Newcastle served to remind us that the Government’s inner city initiatives, of which City Challenge is one, have a hard task to turn around de-industrialisation on this scale.

The industrial base has shrunk but it has not yet disappeared. What is left is often highly technical and highly skilled. We are no longer talking about smoke stack industries in much of Europe. Yet this too is under threat. A sharp reminder of this was an announcement by the Government during the week we were in Beamish that the Swan Hunter Shipyard on the Tyne was to close with a loss of 2000 jobs. “Save Swans” banners hung across the streets in the shipyard community.

The question then for everyone is what is the alternative? To fight, yes, to save jobs and communities. But if that fails, what then? This is the prospect facing hundreds of thousands in the industrial areas of Silesia in Poland. We were given a graphic account of the dilemmas facing communities there and the resultant ethnic conflicts. A similar story came from the coal and steel areas of Belgium.

Responses to De-industrialisation

By an ironic twist, next door to Beamish Hall was one kind of response to industrial shutdown - and open air industrial museum of the North East - a sort of industrial history theme park. A major tourist attraction, the open air museum invites visitors to return to 1913, a “golden age” of the region complete with “workers” and “residents” in costumes of the time.

Almost all of the 25 people who stayed at Beamish made presentations, sometimes in the form of slides, or short talks or informal discussions.

A common response by the State and Capital to industrial crisis has been to boost the service sector, particularly channelling funds into city centre mega property projects and into office development, tourism and the private housing market, amply backed up by huge state investment in road and rail infrastructure.

From cities as diverse as Genoa, Zurich, Rostock, Toronto, Los Angeles and Berlin came a message of community struggle and initiatives against these global/national forces placed now in a further context of global environmental crisis. In some countries, the economic context was interwoven with a highly politicised state attack on trade union organisation and collectivist provision. In Britain, in particular, the demonisation of the Left has left a gaping vacuum. All of these issues and more came out of our discussions and informal talks, and pre- and post-dinner drinks.

As usual, our friends from Florence, where INURA will meet next year, gave us some rest from the Left/Right dialectic (which naturally we all enjoy so much); they focussed on the qualities of place as both a planning and political concept, a web of values, design factors and planning principles to protect and enhance urban communities.

Bob Colenutt
DCC East Thames Corridor Unit
Town Hall, London Borough of Barking

RESTRUCTURING

RESTRUCTURING IN UPPER SILESIA
Kazimiera & Jacek Wodz

Old districts of industrial cities of Upper Silesia are a fascinating subject of sociological research. Located usually in the vicinity of coal mines or iron works, barrack-type buildings make up almost half of the housing in the most industrialised part of Katowice district, in towns like Chorzow, Bytom, Ruda Slaska and Swietochlowice. These mid 19thC workers settlements today are enclaves of accumulated poverty, poor standard housing and environment, and lack green areas. There is low material status and take-up of education, as well as a dominance of the elderly and marginal groups.

After 1945, the municipal housing policy concentrated investment in new housing estate for the immigrant population, at the expense of the old districts. This strengthened the process of socio-spatial segregation in an area which already had, for centuries, a complex clash of Polish, German and Czech-Moravian Influences. The working class local communities were relatively independent and self-sufficient. There specific culture
was strongly marked with folk elements being expressed in the
local dialect, rich religious and secular rites, and in many customs
and traditions originating from the old peasant cultures.
(B.Baziellich 1990) The middle class, the owners,
administrators, clerks, and intellectuals came almost exclusively
from the migrant German population. The two classes were
separated by cultural, linguistic and economic barriers, as well as
by the districts and the housing stock in which they lived.

Until 1918, this area was the border-line of the Russian/Prussian
Partition; some of these towns were at one time in Germany, and
at another, in Poland. This tended to emphasise a very local
sense of identity, and a feeling of separateness towards
newcomers from other parts of Poland. Silesians, brought up in
the German culture, felt pride in their love of work and order. In
contrast to "other" Polish workers. This specific positive
discrimination of the members of one's own regional-ethnic group
is sometimes connected with openly manifested hostility towards
"the strangers" on whom the blame is laid for the present
civilisation-cultural decline of Upper Silesia.

In the recent programmes of restructuring the mining industry
prepared by the State Agency of Coal, it has been anticipated
that the closing down of unprofitable coal mines will cause a
reduction of almost half of the present number employed.
Threatened with this mass unemployment, local communities are
completely unprepared for the changes awaiting them. They will
require essential revaluations and changes in life styles. It will be
difficult for the miners and their families to accept the loss of
material and social prestige that this group had in the not so
distant times of real socialism. This favours feelings of
frustration and is a potent medium for the growth of xenophobic
tendencies, consciously aroused by some regional movements.
(M.G.Gerlich 1992)

This regional community needs to take up the modernising
challenges, not lock itself in. A lot depends on the speed of
restructuring and whether it will be accompanied by sensible
social, educational, revitalisation programmes There have been
no effective programmes so far (M.Minrega 1992). Without them,
low qualifications and educational skills will turn these
communities into the social category identified as "underclass"
(W.J.Wilson 1987/92). This will occur directly as a result of
changes in the job market. The "underclass" applies not only to
American cities. If the process of economic restructuring is left
to the free market forces, this will be the result in the working
class areas of the Upper Silesian cities.

THE CLOSING DOWN OF THE CAMPINE COAL
MINEs IN BELGIUM

Arie van Wijngaarden

The coal-basin in the Campine region in the Flemish part of
Belgium was only discovered around 1900. Between 1917 and
1939 seven pits were opened in the region around the village of
Genk, East of the Dutch city of Maastricht. From the beginning
there were many immigrants among the miners. Poles and
Ukrainians arrived in the thirties; Italians in the thirties and fifties;
Moroccans and Turkish in the sixties. The immigrants accounted
for 30-50% of the population.

Even if the pits were relatively modern, the coal crisis did hit hard:
the mines started operating with a loss from 1956 on. In 1966 the
coal mine of Zwartberg ("Black Mountain") was closed.
Demonstrations of miners against the closure ended in violent
debacles with the police force. In 1967 and 1968 the remaining
mines closed. Of the 17000 employed 10000 accepted the
$20 000 premium that was affixed to an early and voluntary
resignation. The rest was employed in the actual closing down of
the pits. Some miners could find a job at the nearby Ford factory,
founded in the sixties as a subsidiary of Ford-Cologne. Most
went on the dole.

The heavily subsidised investment company owning the mine site
launched initiatives in the service sector: a film studio, an
amusement park and a huge shopping centre. Not a single one of
these projects has been realised.

Life has changed in the miner's garden cities. From the dirty,
hard but well-paid job in the coal-mines to the less-paid job at the
assembly line of the car factory or even unemployment. From the
shift underground, where in the shifts there was solidarity
between the many different nationalities to individual employment
in a factory. From low rents or cheap mortgages to housing at
market prices.
URBAN RESTRUCTURING AND ENVIRONMENTAL POLICY
Gene Destor
York University Toronto

The presentation to the INURA 93 Conference focused on summarising an intended research project which Roger Kell and I hope will be funded by the Spring of 1994. Although the project is intended to examine the Toronto area, it also has an international dimension and we hope to involve a number of INURA members. A brief summary of this research project follows.

Globally induced restructuring of urban areas has recently received considerable attention among scholars. Features of the restructuring process include centralisation and concentration of capital ownership, linking of production in a global system through technological innovations which integrate manufacturing and services, involvement of finance capital at a global scale, increasing global mobility of capital and labour, decreasing control of mobile capital by local and national governments, and a deeper segmentation and fragmentation of labour markets. But little work has been done on the interaction of urban environmental policies and the conflicting but often complementary dynamics of growth and decline.

The aim of this programme of research is to investigate ways in which environmental policy in Toronto (which can be understood both as the country's only world city and the capital of its "rustbelt") articulates these dynamics. The proposed research devotes particular attention to older industrial areas, generally in the core of the city, and ex-urban growth zones on the periphery. We believe that in these areas the intertwining of environmental policy with growth and decline can be identified most clearly.

The approach in the proposed research is based on the recognition that Toronto - in addition to being caught between dynamics of growth and decline - also occupies a peculiar position between the European and the North American experience. A large part of the research, therefore, situates Toronto against findings from comparable European and United States cities. Results from field research in selected European cities which resemble Toronto in one or more ways will be used to further the understanding of environmental policy in that Canadian city.

While globalisation created new challenges for local political actors, we believe that local initiatives - political, environmental, economic and social - continue to play a major role in urban development processes, and the interplay between global forces and these responses will be addressed in a comprehensive manner. Struggles which are conceived as pitting the centre against the periphery, environmentalists against developers, neighbourhoods against multinational corporations, and "machines of growth" against "management of decline" are a focus of the proposed research.

DEVELOPMENT
WATERFRONT REDEVELOPMENT AND GENTRIFICATION IN GENOA 1985-92
Rossana E Russo

Genoa, one of the most important industrial towns in Italy, during the last twenty-five years has gone through a severe period of decline, resulting in the quasi total disappearance of the industry and in the discouraging image of an empty harbour.

During the last ten years, the Municipal Government has made some attempts to solve the crisis. Its strategy has followed two different directions, both aimed at attracting new business and high-income residents. The first focussed on the development of a science park. This plan is called "Utopia" and, for now at least, that seems to reflect its destiny. The second strategy has relied on a waterfront redevelopment scheme for the oldest part of the harbour with the clear intention of triggering the gentrification of the historic city centre.

The study which I have undertaken is aimed at finding out whether the implementation of the waterfront redevelopment scheme has actually started the gentrification process. Through a considerable collection of data I have established that the first stages of gentrification have been present for some years. However, it is also immediately clear that the waterfront redevelopment scheme has made only a minor contribution towards the gentrification. Other factors are the existence of the rent gap, the changes in life style, and the increased presence of women in the labour market.
LONDON DOCKLANDS
John Barnes & Bob Colenutt

What are the lessons and policy implications of the state involvement in the London Docklands, which has amounted to as many as 25 various interventions? There has been a 200 year struggle between capital and labour; between central and local government in a traditionally Labour stronghold.

Why has this struggle been so important? The location is close to the City, the financial district of London. The docks have closed and moved to Tilbury because of technological changes. This created an opportunity for a property sector boom, a chance to expand to the East across 2000 acres. There is also an element of revenge against the longstanding political significance and achievements of the Trade Unions.

There needed to be a plan: 
1) to safeguard and direct investment, b) the local authorities and community hoped that it would safeguard their interests, their need for housing, gardens, jobs. Private consultants drew up a plan for the area from the West End to the East. This was rejected by the Local Authorities and the GLC. It was replaced by a plan from the Local Authorities and Community Action/Culture which tried to meet local needs. The sentiments were in the right place but they could not control the wider economic forces. It was difficult to bring manufacturing into the area and UK finance was in crisis leading to cutbacks. State agencies like the PLA wanted to sit on any land that they owned, with a view to eventually making money out of it.

The LDDC is overtly ideological. It has been vested with wide ranging powers in planning and "without compensation". It is not operating in a "free market", but with the instruments of intervention and subsidy. The result is multimillions of square feet of built space which is both empty and inaccessible. There is now a move back to public/private partnership as developers like Olympia & York are brought to their knees. Developers are looking for a more stable relationship; Local Authorities are saying it has "got to work". In the "bailing out" the lessons to be drawn are not being acknowledged.

The ALTERNATIVE needs a local strategy; a land debate; money for social objectives; community empowerment with democratic mechanisms and enterprise; a progressive programme of green initiatives.

URBAN REGENERATION
Jussi Jauhiainen
Finland/Milan

1 Why does Urban Regeneration happen?
2 Why does it take place as it does now?
3 What can we do about that?

1 There has been a driving postwar logic of economic restructuring and market expansion, linked with changes in manufacturing and the job market. There is a global economic crisis for international finance capital. As capital shifts it changes the equilibrium of urban areas. This has been encouraged by Reagan/Thatcher policies, but as David Harvey cites: "within the circuits of capital... after exploitation there is an everlasting inequilibrium" the public and private sectors develop separate roles.

2 Decisions are lead by "investment for profit" by a small elite. National and Local Government are caught up in promotion policies, also using their investment for the "most profitable, global schemes". This distorts decision-making with willful action, often based on "fashion" rather than best-practice models. It accounts for the new, very expensive dereliction of buildings that have been constructed and remain unused. There are examples in the "Festival Market Place" and the "Office Business Park". It is not really possible to transfer the success of one capitalist development to some other part of the world.

3 Economy and development policy are not separable, they are not abstract from the local, regional, national, global context, but we must not lose local decision making. We need to mobilise a counter-movement of political actors to fight Urban Regeneration if it is global, trapped in the search for higher profits. We need to shift the decision-making back to local people.

In Sustainable Development the scale will be local. It will involve an environmental/community partnership. There will be a spirit and sense of place and cultural variety. The starting point will consider the costs and benefits.
HB SUDWEST (MAIN STATION SOUTHWEST),
ZURICH - 25 years of futile planning?
Richard Wolff

Like most other places, Zurich is located in the middle of the world. In fact, main transport arteries from North to South (Oslo - Palermo) and from West to East (Paris - Istanbul) cross in Zurich. But nowadays, Geography is not any longer the main condition of locational advantage. Zurich can build on a long tradition of political and economic stability and dispose of first-class manpower and infrastructure. Considering its role as an important centre of global control and (financial) management, there is every reason to assume that Zurich will continue to be a boomtown right through the current recession. Last year's huge profits of the banking sector underline this assessment.

Main Station Southwest is the largest office development ever projected in Switzerland: between 200 000 and 300 000 m² of floor space on stilts above the railway line right in the heart of the city. While in many other cities similar schemes have been realised, it is interesting to investigate the reasons why this has (still) not been the case in Zurich. Launched in the late sixties by the local authority, big business and Swiss Federal Railways, Main Station Southwest promised something for everyone: first-class office space in the "best location in central Europe with first-class accessibility and only 10 minutes from Zurich airport"; cheap family housing; schools; an entire new railway station; restaurants, shops, plazas and so on.

Millions and millions of Swiss francs were poured into PR campaigns to support the "building of the century". Forces opposing the "foolish above the rails" (Unged über den Gleisen) were entangled in a seemingly hopeless fight against a Hydra. In the course of 25 years of resistance, oppositional arguments were constantly refined and eventually succeeded in affecting peoples' awareness. Ecological issues (increase of traffic and pollution), social considerations (transformation of neighbourhoods as a consequence of rising land prices), political implications (a further push to Zurich's national prominence) had a strong impact on the public debate, still intensified by two referendums held on the desirability of the station development. Even though defeated by votes, oppositional forces nevertheless succeeded by impressing politicians and investors with their strength and possibly more important - in delaying the development.

In 1986, Mrs Koch, an overt opponent of the scheme, was elected new chief of the municipal building department. Four years later, in the next elections, she was not only reconfirmed but further strengthened by the election of a red-green majority in both the municipal government and parliament.

While it remains uncertain whether developers would have waged the political fight, they were definitely defeated by the surge of economic recession. None of the members of the investors group is willing to finance a one-billion Swiss franc project at a time when 1 million m² of office space stand empty and economic perspectives are gloomy. While the spectre of "Main Station Southwest" has been banished for the time being, economic recovery, in five or ten years time, and a further rollback of neo-liberal politics might well bring "The Return of Main Station Southwest".

In view of the possible come-back of this mega-project, the time should be used to
1 reconsider the pros and the contras
2 formulate conditions to be met by future projects
3 develop alternative visions for the use of the railway land adjacent to the Main Station

UK "CITY CHALLENGE"

North Kensington City Challenge Co.Ltd
Louanne Tranchell Hammersmith Community Trust

The "City Challenge" initiative is one of numerous attempts by UK Government to deal with present inner city problems and regeneration. The Department of the Environment (DoE) and the Home Office have launched a string of programmes aimed at reducing crime, improving housing, employment and training opportunities, amenities and environment. There is even mention of "improvement to education and to health" as goals of these programmes, while the general perception is of the central government undermining these services by unprecedented reorganisation and cuts in public spending. This contradiction is a hallmark of this administration: local authorities and public agencies are under siege and enormous resources are being withdrawn or 'privatised'; meanwhile there are "invitations"
to bid and compete for the money that remains in the system. Those who "win" are reasonably amazed, difficult to compare, and expected to notch up good marks on their "indicators".

There were 7 successful bids in London City Challenge. Each will have access to £37 Million across a 5 year programme. The public investment is intended to pump-prime the economy and enterprise, to improve security and quality of life. Considerably more private investment is expected to be attracted by this package leading to a partnership: public-private-local.

North Kensington City Challenge area is in one of the most wealthy of the London Boroughs (the one that Princess Charles has his London home in). The area is full of character and extends either side of the "spine" of Ladbroke Grove, famous as the route of the Notting Hill Carnival, including Portobello market and the (neighbourhood)"hood under the flyover, which has been gradually redeveloped for local uses by the Development Trust. NKAT (North Kensington Amenity Trust). There has been "Partnership" here for years; NKAT and the Notting Hill Social Council must now make themselves "heard" in an annual bidding round.

There is a strange echo sounding through the aims, and the approach of this initiative. "Action For Change" - "the First Successful Multicultural Community" - "Communicating with the Community" with a Community Development Officer, Community Forums, brightly illustrated people-images, local NEWS bulletin. Someone was around through the GLC Community Areas Policy, and it seems to be filtering and seeping into the "practice" that the London City Challenges are "adopting". No "new money" - but the CAP was a model of good practice. So why did they abolish it?

The "Rich Mix" in this area includes Moroccans in the NE who generate mostly male discussion circles on the streets and cafes and the Moroccan government have sent over a magnificent hand carved door for the local adult education college; longstanding Irish tenants and residents near the hospital and Catholic church and the canal; Filipino migrant workers and Mediterranean house keepers and caterers in the smarter end of Holland Park; Caribbeans from all the islands, with crisp rivalry between Trinidad and Jamaica when it comes to the carnival. It is a wonderful area, "down at heat" in comparison with south of the borough, but well blessed in comparison to many impoverished areas in the UK.

The Government intend to set up 10 regional offices in UK in 1994 to administer a single regeneration budget which will bring together the 19 inner city initiatives they have introduced.

WEST END CITY CHALLENGE, NEWCASTLE, 
Jonathan Blackie and George Kelly

The West End City Challenge director, Jonathan Blackie and his colleague George Kelly introduced their project as one of the largest of the 31 UK initiatives in the City Challenge programme: 560 hectares with a population of 35,200.

The greatest "challenge" is to create jobs in an area which has been severely de-industrialised and driven into decline. There is a target of 600 jobs for the area. There is no real indication of the sectors in which this employment will be generated, but it is intended to be a mix. The schedules of uses for the development of a number of schemes has a high office content, (687 000 sf) even in these days of recession. 40 000sf of factory space is also planned.

City Challenge is the latest political initiative which follows on from a "patchwork" of other programmes that have run out of steam or become too fragmented. (They are known by "TLA's - Three Letter Acronyms - such as TECs and CATs from the DTI and EABs or HATs from the DoE - . . . )

They have concentrated on setting up an effective partnership, which is roughly one third local authority, private sector, local community. The partnership is involved in drawing up the mission statement, the action plan, identifying the uniqueness of the area, and prioritising the finance.

High priority is given to tackling the problems of excessive vandalism and low levels of educational achievement in the area. Some of the statistics are very disturbing when taken together: 18% stay in education beyond 16; 50% of 16-24 are unemployed; 2-4% pass 5 GCSEs; 25% truancy. New approaches are being developed, assisted by the Newcastle College, to improve educational and training take-up.

There are plans for neighbourhood renewal, including the renovation of 400 empty houses. These have suffered from "can't sell - so burn" for insurance, or they have been stripped for materials to sell. The shopping centre needs total redevelopment and the plan is to include a new health centre, as well as centres for play, music and the arts, and community care with a training centre for MIND.

Some elements have been proposed and planned for "visitor attractions", including a Newcastle Discovery Museum, a Theatre
Village linked to “China Town” on the part of the site nearest to the city centre.

The DoE has set core indicators eg “effective participatory management arrangements”. These will be monitored by Durham University. The whole role, nature and effect of the indicators in these programmes led to a full discussion. It is obvious that very different pictures of progress can be constructed through the process of setting and monitoring the indicators.

SOCIAL CHANGES

Raffaele Paloscia
Universita di Firenze

As members of the Laboratory of the Ecological Transformation of Settlements Projects at Florence University, we consider that the concept of territory is key to the understanding of the process of ecological transformation.

Our definition of territory is not that of the regional sciences, the theories of localisation. Nor is it the traditional planning term which considers territory as a container of activity and function; a neutral support, undifferentiated, distant from any connotation that returns to the idea of specificity, to difference, to identity. Territory, in our terms of reference, is something different. It is a concept that absorbs input from many different spheres:

- from what has emerged, convincingly, as the central element of Italian development in a multitude of small industrial areas - “the Third Italy model”. The corresponding local dimension of the manufacturing process, made up of conflicts and agreements, of socialisation, of politics, of work culture, essentially linked to the history and identity of the locality.

Therefore our definition of territory includes the unity of social and economic relations, defined and determined locally.

- from the idea of territory as a result of the historical-evolutionary process of the relation between an existing society and the morphology of settlements and landscapes as the basis of identification. An idea that gives us elements to identify, to interpret, to project the constructed part of territory. Therefore our definition of territory includes constructed, concrete and visible elements.

- from the whole elaboration of an ecological approach to the reading of the relationship between natural and anthropic features - the territory as a unique physical resource to safeguard and reproduce. This incorporates the eco-social approach centred on self-reliance, basic needs and eco-development.

Our concept of territory, therefore, includes the physical environment, considered within a wider framework, of the equilibrium between individuals, society and nature.

On the basis of all these elements, territory manifests itself as an interlacing of the anthropic, constructed, and physical environments, that has been historically produced. These three spheres indicate that it is a living organism, endowed with a complex ability to conserve and reproduce.

A NEW APPROACH IN ZURICH
Andreas Hofer

After having analysed and discussed our subject of research “Das Industriequartier” in Zurich for 3 years, we decided to make a proposal for an alternative way of development. We (a writer, an artist and an architect) published the book Kraftwerk 1, which summarises our research and proposes a community project for 700 persons.

The crisis in the real estate market that followed the speculative boom of the eighties led to 1,000,000 m2 of vacant office space in the Zurich region. This reduced the pressure to build office blocks on the inner-city industrial space. We try to take the economic crisis as an opportunity to discuss fundamentally the relations between housing, production and recreation and the spatial expression of these aspects. We propose to re-link these parts and to abolish the modernist scheme of functional separation.

We notice a certain exhaustion of many groups who opposed speculative urban developments and, due to the current recession, a loss of perspective on both sides (the investors often don’t know how to carry on, either).

Our book is a test. After having fought many years against the projects of “the others” (sometimes with success), we try to find out whether concrete constructive proposals can be made from “our” side, whether the political discussion could be broadened and focused on a more relevant search for the social and ecological problems we are facing in our cities.
We summarise the key points of the book as follows:
Kraftwerk 1 is the name of a community project to be realised on the site of the Escher-Wyss factories in Kreis 5 in Zurich. 700 persons will live and work together according to their cultural life styles. Through direct exchange with farms in the region, partial self-sufficiency in providing food will be achieved. Communal facilities like workshops, cafes and a swimming pool will be available for all inhabitants. The members of Kraftwerk 1 will govern themselves, with equal rights for men and women.

The book Kraftwerk 1 is available from Andreas Hofer, Seebahnstrasse 109, CH 8003 Zurich

UNIFICATION AND THE OLDER POPULATION
Karl Otto Richter, Rostock

UCEF had been working with interview material from sessions with the older population in Rostock on their experiences since unification. The aim was to get people to talk to each other and to make some record of their perception at this stage.

The most severe expressions were around the feeling that “they came and took away all we had”. That their life-work had been devalued, “a lot of the GDR has gone” including the industry; that they were “intimidated”, that East Germany was now a colony of West Germany.

“Choice” had improved, especially in options for travel eg Paris, Majorca. Buying books, even bananas was now possible, although expensive. “Price” was a constant worry in everyday life; public transport and public housing, old clubs were all much more expensive. State security was more relaxed but personal security, after dark, was increasingly an issue. New bureaucracy was flowering. In all, there was a perception of increased power as a voter, and and roughly one third thought unification had brought benefits, and one third felt cheated.

In Karl Otto Richter’s presentation, he referred to the underlying violence in the urban experience, fuelled by racism at its most serious, but affected by many other dynamics. He was keen to see more INURA research into this aspect of the future of cities.

NEW TELECOMMUNICATION TECHNOLOGIES and SOCIETY
Philipp Klaus

You hear a lot about New Telecommunication Technologies but the future effect of them is difficult to envisage. They influence our daily life as a part of urban culture. They are a key factor in production and they carry urban lifestyles to the peripheries making them dependent on the centres (as I argued in INURA Bulletin 4). Of all the different possible effects, two are anonymity and social inequality.

Anonymity
The common image about telecommunications and anonymity is the picture of the homeworker sitting, isolated, in front of his or her personal computer. But homeworkers with telecommunication facilities are only a small fraction of all employees. The contribution of telecommunication to anonymity lies in a retreat from public life to the private life. Many public functions of our daily life are going to be managed at home. With a terminal at home you can manage all your bank transactions. When planning your holidays, you can get information about places, hotels and leisure on your PC and book with a reservation system. It is not necessary to go to a library if you need a book; you can order it from home and it will be delivered by mail. If there is telemetry installed in your home, no meter-reader will wake you up in the morning to read the meters. More and more public functions of people acting in public space disappear and are replaced by Telecommunication applications. This process is part of a general retreat to the private. Artificial neighbourhoods, formless communities, new kinds of relationships are the signs of the telecom age.

Social inequality
Telecommunication technologies support the general trend and support capital. So in an indirect way they advance social disparities. But what effects do they have in a direct way? In our research we investigated the equality of access to telecommunication technologies today. People were asked about their knowledge of different telecommunication services and how much they use them. The results are the following:

We found significant differences in knowledge and use of services between social groups, namely between men and women; young/middle aged/elder people; between educational levels; employed and unemployed; people who work with computers and people who do not.

What is the significance of this? We have to suppose that telecommunication technologies will find more and more applications. They will pierce our daily life. The more we have to live with computers and telecommunication technologies, the more life gets difficult for people who are not able to handle them. The skills of using these technologies will get more and more important.

Those people and social groups which emerge as having bad dispositions are at the same time less interested and their attitude to the technologies is less positive. The likely problem is that the applications will become unavoidable, that they will become of a "compulsory character".
URBANISM and URBAN IMAGES

Ute Lehre

What do people think a city has to look like? Which people and which vision will be dominant and produce the eventual IMAGE of that city?

In a study visit to the newly renamed St Petersburg it is notable that the scale of the waterways north of the city is that of "Docklands" yet that is not at all the "image". In this important northern port with complex waterways there are more than 18 bridges, many of which are raised each night at 2am to allow large ships down river. The influence of the historic central area of the city south of the river Neva gives a strong character, and a mix of tenants, visitors and workers. This balance contributes to an image which is authentic, practical, rich in cityscape and urban functions.

The image of the "instant" London Docklands, in contrast, is more like a huge film set. Very few were involved in its development across a brief time. The mature process of discussion and decision-making, of wide based, incremental development reflects in the eventual image of a city, even if larger scale, critical mass development is involved.

THE LOCAL ECONOMY AS A SOURCE OF EMPLOYMENT

Claudia Schwartz

Claudia Schwartz introduced the following diagram resulting from a four year research programme undertaken by the Technical University in Berlin to identify the local processes and assess the potential for job creation from this sector. The University hosted an international Symposium, "trade" Fair and Conference, for nearly 100 local groups operating in Europe and other continents.
PROSPECTS AND ADMINISTRATION
Richard Wolff, Christian Schmid, Hansreudi Hitz, Karlheinz Davenport

Richard introduced the achievements 92/93.
Publication Frankfurt/Zurich: Roger, Ute, Richard
Publication Ecopolis report: Raffaele
Conference Urban Theories: Switzerland
Conference Local Econ Strat.: Berlin
Media Rostock C4 TV: Spectacle, London
Networking Urban/Environ: Toronto/ Europe
Exchange Marvi to Toronto: Ute to LA, USA

Discussion of INURA 94 themes:
Topics to include Southern Europe, unemployment, racism
Participants should submit titles to Raffaele
research and action
include more slides?
Heritage - impacts, culture, tourism
Urbanism - ecology, social justice, culture
Nature of Society and Cities

Discussion Future of INURA
Need to plan for some development and finance for research projects; travel costs to bring people to INURA conferences who are not employed by University; improve the bulletins, maybe produce a magazine; pay for mailing and administration costs, possibly an administrator?

Proposal from Zurich to set up a Foundation to support:
a development worker/co-ordinator; exchange of students; conference arrangements; travel expenses; publications;
campaign exhibition

Discussion of this proposal led to the agreement that Richard, Christian and Hansreudi should look first at founding an Association to support further action and expenses; that there should be incremental expansion, directed by a steering group. They should look into which country it should be based in, and look at some models eg Greenpeace.

Looking at where we are so far participants thought it was a good idea of Fred's to invite people relevant to the area - good to have more non-academic members; we should think about joint research projects; INURA Good Practice v Failure of the System. Get farther down to political roots; expand geographical area?

Hand-over from UK to Italia
INURA '93 AT BEAMISH HALL
(Why did we get to host this, but fail to get the Olympic Games in 2000?)

I don't think INURA has ever collectively taken a conscious decision to hold the annual meeting in a different place every year. It just happened like that; it's become a tradition. Perhaps it's just because many INURA members are geographers and love travelling...maybe it's a fascination with the differences between places- and the similarities- which binds us together. Certainly many INURA members have an acute sense of place, are well travelled... and know how to order a beer (and how to pay for it), in many different cultures (perhaps this is what Urban Research & Action is all about!).

But I am sure that having our meeting in a different place every year is one of the best things about INURA. Of course, it's a nightmare for the organisers (we Brits never did understand how we volunteered to host the 1993 event!). But it adds so much to the experience for everyone. It becomes not just a group of old and new friends discussing all the things that interest them; it also engages with a place and, we take back a fuller appreciation of that place, its people- its ways of life. For the organisers too, there's much to be gained from seeing our own regions through the eyes of our visitors- that goes some way to compensate for not going somewhere exotic ourselves!

This year we followed the now established tradition of starting with the big city experience (London Docklands), and then going on to an `obscure' region (North East England). I think that worked well. In fact it worked remarkably well in that, not only did no-one (we think), get lost, but also the trains ran on time. Actually, the train from London to Durham arrived an hour earlier than British Rail told me it would- which gave me a pretty nasty shock when Bob rang to tell me you'd all arrived!

We were very keen to give you a complete picture of what the North East is like, and I think we succeeded. Durham was splendid - and the sun shone for us as we walked round on that peaceful Sunday. Then on to Beamish Hall which gave a sense of life in a country mansion, complete with an English park landscape. Magnificent wasn't it? - and (to the surprise of many of you), the food was remarkably good! Not far away was the oldest railway bridge in the world- a reminder of the industrial revolution and, of course, down the road the Beamish Museum. No doubt some of you, like me, are still puzzling over the
contradictions, absurdities and serious nostalgia of the heritage industry.

Maybe some for you wondered whether the North East really is a
problem region. Dave and I, at the start of the week, told you
about its problems, but it wasn't until we went to Newcastle that
you could really see for yourselves. Places like Durham City and
Beamish Hall are curious historic islands in a region severely
damaged by 'deindustrialisation' (the theme we stayed with
throughout the INURA meeting). This is very apparent in
Newcastle. Even the city centre has problems of decay and
empty office blocks, but the clearest manifestation of
deindustrialisation - and its destructive consequences - is the
'West End' of the city. The two staff from the West End City
Challenge team who gave us a presentation about the area on our
day out revealed the grim reality very powerfully, though the
social destruction is in fact much more disturbing than the visible
physical destruction and dereliction.

All that we saw emphasised, by pointing to the contrasts, just
how divided British society has become. Making those divisions
deeper, more intractable and more dangerous, is the lasting
legacy Thatcher has left us. I hope that future INURA meetings
will stay with this theme of division (by economic position, class,
gender, race, region...) because it is of crucial importance, not
just in Britain, but everywhere. Likewise, I hope we can discuss
once again, the issue of the 'underclass', the 'other',
the excluded, the dispossessed. That is surely, a central concern
for all of us.

I have, I think, said enough! I've enjoyed thinking back to our
time together at INURA '93. Now I'd like to thank all of you for
coming to Beamish, and Bob, Louanne and Dave for helping with
the organisation. Finally, of course, we all wish Raffaele and his
colleagues lots of luck with their preparation for next year in
Florence. See you there!

FRED ROBINSON

DURHAM COUNTY COUNCIL
BEAMISH HALL COLLEGE, STANLEY, CO. DARLINGTON, DURHAM

Backings from experts

By JULIE BRADFORD

THE message to Save Our Swans
has been flashed all around the
world by concerned industrial experts.

International delegates visited
Beamish and saw for themselves how
dreadfully the region needed the shipyard.

They were so impressed with the
idea that they took home posters,
which are now posted up in offices in
Cameras and New York.

Fred Robinson of Durham
University, who helped them
around the North East, said Swans
plight is shared with eastern German
industries. The area of the
Shipyard had suffered
same pattern of
class reduction.

Others from Canada,
America, Japan, Poland
and Holland were also
familiar with high
employment and de-
colouring industry, he
said.

Get Impact
The government and
local government
workers in the
region for a confer-
ence on disappearing
industries and Des
Hunter was one of the

Participants in INURA 1993

Resident at Beamish
Richard Wolf, Zürich
Karlin Kher, Hamburg
Philip Klaus, Zürich
Jussi Jauhelainen, Milan/Helsinki
Andreas Hofer, Zürich
Roger Keil, Toronto
Gene Desfor, Toronto
Annemarie Dekker, Amsterdam
Hansruedi Hitz, Zürich
Britta Müller, Rostock
Christian Schmid, Zürich
Fred Robinson, Durham
Louanne Tranchell, London
Bob Colenutt, London
Arie von Wijngaarden, Amsterdam
Ute Lehrer, Zürich
Kari Otto Richten, Rostock
Raffaele Paloschi, Florence
Claudia Schwartz, Berlin
Daniela Polli, Florence
Rosanna Russo, Genoa
Kazimiera Wodz, Katowice
Jacek Wodz, Katowice
Geraint Ellis, London
John Barnes, London
Betrix Garcia Peralta, Mexico

Day visitors (Beamish and London)
Dave Byrne, Durham
Mick Catmull, Sunderland
Jonathan Blackie, Newcastle
George Kelly, Newcastle
Keith Shaw, Newcastle
Michael Edward, London
Phil Jefferies, London
Collin McDonald, London
John Beeson, London
Sarah Newton, London
Visit by Mick Catmull from A19 Film and Video Sunderland

Talking about DECLINE AND FOLLY: a four-part series about the modernisation of European Regions affected by industrial decline.

"I want to develop a series of four documentaries about the modernisation of Europe's traditional, formerly coal-based, industrial regions, and its social and cultural consequences. The series will concentrate on four of those regions: the Ruhrgebiet, North East England, Limberg and Saxony.

I've become interested in this subject whilst producing for Channel 4 two 52 minute documentaries about industrial regeneration in Sunderland. These programmes chronicled the lives of three families over a three year period against a backdrop of attempts to bring new industry to Wearside, in the wake of the shutdown of Sunderland's 600 year old shipbuilding industry.

The series I now want to develop will tell a lively and continuous story that starts and finishes with the British in Germany, civil servants in post-war West Germany designing the regional, consensusalist political system that served the Ruhrgebiet's modernisation so well. We shall then come to Britain, where our government, ignoring the part it had played in the German success story, looked instead across the Atlantic for the Docklands-style regeneration model it was to use for the modernisation of old industrial areas like the north-east. Next we go to Limberg in the Netherlands, where an interventionist provincial government modernised its region within a "Europe of the Regions" strategy, seeing the location of the European conference at Maastricht, Limberg's main city, as being that strategy's vindication. Then finally to Saxony, where the British are now "helping out" by sending private business men and consultants across to show the East Germans how to "successfully establish a free enterprise market economy"."
THE TRUTH LIES IN ROSTOCK

THURSDAY 10.35pm 22nd JULY 1993
CHANNEL 4

August 1992. Lichtenhagen estate, Rostock, former East Germany. Police withdraw as fascists petrol bomb a refugee centre and the home of Vietnamese guest workers while 3000 spectators stood by and clapped.

Using material filmed from inside the attacked houses and interviews with anti-fascists, the Vietnamese guest workers, police, bureaucrats, neo-nazis and residents, a story of political collusion and fear unfolds.

PRODUCTION TEAM – JAKO VIDEO COOPERATIVE ROSTOCK
PRODUCED AND DIRECTED BY Siobhan Cleary and Mark Saunders
A SPECTACLE PRODUCTION
TEL 071 628 0094
FAX 071 628 1361

RACISM IN ROSTOCK
Mark and Siobhan who were with us at our first two INURA conferences were unable to make Beamish because they were in Rostock making this TV film documentary. It was made in close collaboration with anti-racist and community groups in Rostock and was shown on Channel 4 TV in UK in September 1993.

OTHER INURA ACTION

In June 1993, a group of community activists from housing, transport, and environmental campaigns, including several UK INURA members occupied County Hall, the former home of the Greater London Council. (GLC)

The GLC was abolished in 1986 and the Government has since then been trying to sell the prestige riverside property off to developers as a hotel, offices and luxury flats. A Japanese company now has an option to convert County Hall into a hotel.

The protesters stayed in the building for 24 hours, hanging giant banners from the windows proclaiming that “London’s Town Hall” had been reclaimed for Londoners.
TRANSGRESSIONS
Alastair Bonnett

I recently stumbled onto INURA in mid-drift through London’s Docklands. Curious, and encouraged by a friend from the locally formed London Psychogeographical Association, I tagged along. It was an instructive day out: a guided tour accompanied by a critical history of local planning outrages. And, thankfully, the assembled INURAlites were a friendly and disparate crowd, unencumbered by too many academics or too much jargon.

How civilised. These people, I mused, are exactly the kind of people I want to get involved with: critical, accessible, international and transgressive. And it is for precisely that reason that I want to introduce you all to “Transgressions; A Journal of Urban Exploration”. This new journal is being launched next Spring. It will be open to all writers and researchers, academics and activists, with something innovative and challenging to say about urban society and space.

More specifically “Transgressions” will be devoted to the discussion and debate of the boundaries and barriers that are so much part of contemporary urban life. Thus, for example, the journal will be publishing material on the themes of community resistance, the gendered racialised sexualised nature of urban space, utopian and libertarian theories and practices of urban transgression and change.

As the editor of “Transgressions” I’d like to invite INURA members to consider submitting something to the journal. Do get in touch to discuss your ideas. Articles can be as short as 500 words or as long as 5000.

And why not think about subscribing, or getting your local library to subscribe as well? It’s worth mentioning that “Transgressions” is not funded by any of the major publishers or professional bodies, so your support is very much appreciated. A year’s subscription (two issues) costs £5 for the unwaged and £12 for other individuals; £35 for institutions. Cheques/IOCs to “Transgressions”.

Write to me, Alastair Bonnett, at “Transgressions”, Department of Geography, University of Newcastle-upon-Tyne, Newcastle, NE1 7RU, UK.
Office for Metropolitan and Industrial Research
701 Melody Centre 159 Meyer Street Germiston 1401
P.O. Box 5373 Troyeville 2139 South Africa
Phone (011)8255205/6 Fax (011)8255206

Fred Robinson
Department of Sociology and Social Policy
University of Durham
Durham City DH1 4AU
UK
FAX: 0944-91-374743
20 May 1993

Dear Fred,

As we discussed the other day, here follows a brief description of the research project I’m working on:

The East Rand, 3,000 square kilometers, 2,500,000 people, 22 local authorities, is South Africa’s industrial heart. It is an integral part of the Witwatersrand conurbation. The gold mines which originated in the East Rand’s economy are now mostly mine out, a process which started in the 1930s. Still, there are many mines left — and also lots of smokestacks, because from early in the century the gold mines were complemented by metal production, engineering, and metalworking firms (many of them of British origin), which serviced their needs. In the immediate postwar era, this metal complex expanded, and effectively played this servicing role for the entire South African economy. It was joined in the region by mass production consumer goods plants (many of them multinational), and a variety of intermediate input providers (chemicals, glass) as the country industrialised on an import-substitution model.

The story of the East Rand’s industrialisation and urbanisation is the emblematic tale of South Africa’s limited rise — and sharp decline — as an industrial power. In 1985, the East Rand had 2,800 manufacturing establishments, 224,000 employees, and a gross manufacturing output of nearly R14 billion. About 50% of its Gross Geographic Product (regional GDP) came from manufacturing.

After limited growth in the 1970s, this manufacturing base has eroded significantly in the 1980s and 1990s, owing to the South African circumstances of lack of growth, and the accelerated decline of the mining industry — but also in line with the decline of such metals sectors worldwide. Since the beginning of 1989 some 120,000 jobs have been lost in the metal industries nationally. In 1981 and 1982 at a rate of nearly 3,000 jobs a month. A significant proportion of these losses have occurred on the East Rand. This seriousness of this decline is underlined by an estimate that this agglomeration of heavy industry — basic iron and steel and non-ferrous metals, and fabricated metal products, machinery, and electrical machinery — still accounts for 53% of East Rand manufacturing employment, 65% of this from the metalworking component.

Anyway, enough statistics. The research project I’m working on aims to try and understand this economic situation, to ask if deindustrialisation is actually occurring, and then to look at what kind of planning alternatives exist for doing something about all of it. The main planning emphasis are economic development — regenerating the local economy, notably its metals heart — and physical — rehabilitating both land and buildings. Of course, there are a lot of other social/political ramifications to this, which cannot be detailed here.

There’s interest in this project from business, labour, communities, and local government in the region. There’s much, I’m certain, that could be learned from similar experiences elsewhere, notably from mining/metallurgy-based industrial regions which have undergone decline, and tried to do something about it.

That’s why I wanted to come to the INURA meeting. But I can’t make it. If anyone is interested in getting a South African perspective on the decline topic (by early July there’ll be a full account of the East Rand’s economy and an outline of future research), and in networking/collaborating in any way on this, please don’t hesitate to communicate at the fax number or postal address above.

Thank you.

Robin Bloch

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THE TOTAL REFERENCE POINT FOR WATERFRONT DEVELOPMENT

WORLD-WIDE LIST OF WATERFRONT DEVELOPMENTS HELD BY
Codirector: Ann Breen
The Waterfront Centre
1536 44th Street N.W.
Washington D.C. 20007
USA

DOCKLANDS CONSULTATIVE COMMITTEE

081 592 4500

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Kulturzentrum Rote Fabrik
Universität der Künste Berlin

Hammersmith Community Trust

University of Durham

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