



The Canada-UK Colloquia

Cities and National Success

Rapporteur's Report

Stephen Shaw

*Canada United Kingdom Colloquium
24-26 November 2005 Cardiff, Wales*

*School of Policies Studies, Queens University
British Committee, Canada-UK Colloquia*

The Canada-UK Colloquia

The Canada-UK Colloquia are annual conferences that aim to increase knowledge and to educate the public about the advantages of a close and dynamic relationship between Canada and the United Kingdom. These conferences take place alternatively in each country, bringing together British and Canadian parliamentarians, public officials, academics, representatives from the private sector, graduate students, and others. The organizers focus on issues of immediate concern to both countries. One of the main endeavours is to stimulate and publish research in each subject under discussion. The publications listed at the end of the book demonstrate the wide range of topics covered by recent colloquia. The colloquia are supported by the Department of Foreign Affairs in Canada and by the Foreign and Commonwealth Office in the United Kingdom. The conferences are organized by the School of Policy Studies at Queen's University on the Canadian side; and by the Canada-UK Colloquia Committee on the British side, from which an executive board, the Council of Management, is elected annually.

The first colloquium, attended by some sixty distinguished participants from both countries was held at Cumberland Lodge in Windsor Great Park in 1971 to examine the bilateral relationship. This theme figured in the colloquium held at Leeds University in 1979, at Dalhousie University in 1984, and again at Queen's University in 1996. A British steering committee, later to become the British Committee, was launched in 1986. The School of Policy Studies assumed responsibility on the Canadian side in 1996, succeeding the Institute for Research on Public Policy. At the Denver Summit in June 1997, Prime Ministers Blair and Chrétien issued a Joint Declaration to mark a program of modernization in the bilateral relationship which included a role for the Canada-United Kingdom Colloquia. The program was reaffirmed during Mr. Chrétien's visit to the UK in 1998.

Reports on past colloquia may be found at www.Canada-UK.net.

Stephen Shaw

Stephen Shaw BA (Hons), PG DpTP, MRTPI, FCILT, FRGS is Senior Lecturer and Director of Transport Research and Consultancy (TRaC) at the Cities Institute, London Metropolitan University. As a Chartered Town Planner, he has worked in local government, specializing in transport and regeneration (London Boroughs of Hillingdon and Brent, Surrey County Council). He also chaired one of the United Kingdom's leading urban tourism initiatives: Islington Tourism Development Action Programme.

Steve has published a wide range of books and articles on the sustainable development of visitor economies in disadvantaged areas, urban landscapes and cultural tourism in “cosmopolitan” cities. Recent research projects include Air Travel and International Students (ESRC Mobile Network); Measuring the Social Contribution of Historic Environments (National Trust); Success Factors in the Regeneration of Canadian Cities (Canadian Studies Foundation & High Commission). His current work includes Accessibility and User Needs in Transport for Sustainable Urban Environments (EPSRC); Sustainable Cities: Policy and Practice (Canadian Studies Foundation & High Commission); Inclusive and Sustainable Infrastructure for Tourism and Urban Regeneration (EPSRC).

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Preface

This Rapporteur's Report summarizes the discussions at the recent Canada-UK Colloquium on Cities and National Success. The aim for this year's colloquium was to assess the contribution cities make to national success, economically, culturally, and politically to develop an agenda for greater cooperation between Canada and the UK on these themes.

It is a pleasure to thank Stephen Shaw, who served as Rapporteur and subsequently prepared this thoughtful and comprehensive report. We are especially grateful to Sir Michael Lyons for chairing two days of lively debate among a distinguished group of participants. The greatest credit must go to our advisors who helped devise the program, Greg Clark on the UK side and on the Canadian side, Professor Betsy Donald.

Each colloquium is special and unique, but this year's is more so than usual, for we met for the first time in Wales, in its capital city of Cardiff which is celebrating its centenary as a city and its half-century as capital of Wales. Showcase Wales was added to the program for the Canadian guests and the First Minister of the Welsh Assembly, Rhodri Morgan, spoke at the gala dinner at Cardiff Castle and also Minister of Finance, Sue Essex, opened our proceedings.

The colloquium is only possible because of the generous support of our sponsors, the Canadian Department of Foreign Affairs and the UK Foreign and Commonwealth Office. This year we also received substantial support from the Welsh Assembly, Wales Trade, The Welsh

Development Agency, Cardiff County Council, The Office of the Deputy Prime Minister, The British Council, and General Dynamics (Wales).

The colloquium depends on the heroic efforts of small numbers of people. Special thanks go to Joan Knox at Queen's University, who helped get the Canadian team to Cardiff, and most of all to George Edmonds-Brown, Executive Secretary of the Canada-UK British Committee, whose superb arrangements ensured a successful colloquium. We are also grateful to the Canadian and British High Commissions for their continued assistance.

Robert Wolfe
School of Policy Studies
Queen's University

Philip J. Peacock
Chairman
British Committee

Cities and National Success

Stephen Shaw

EXECUTIVE SUMMARY

In both Canada and the United Kingdom, the future development of cities and revitalization of neglected urban areas will have profound implications for the national economy, for the well-being of society, and, most fundamentally, for the stability of global ecosystems. Clearly, there can be no simple “blueprint” or formula for success; each city must play to its strengths and formulate a strategy appropriate to its circumstances. In both countries there is, however, considerable debate as to how, and how far, powers, resources, and responsibilities should be devolved to urban authorities within a benign framework of governance to deliver the desired urban renaissance. The participants at the colloquium compared policy and practice, focusing on the following themes: cities and national success, productive cities, infrastructure and

connected cities, attractive and liveable cities, diverse and cohesive cities. The colloquium confirmed that practitioners in Canada and the UK would benefit greatly from more structured and systematic dialogue between counterparts: in national and city governments, business, not-for-profit organizations, and research communities. To facilitate such links and maximize opportunities for mutual learning and reflection, the participants agreed to the *Agenda for Collaboration* that is appended to this report.

URBAN RENAISSANCE: MUTUAL LEARNING

Cities have not always been seen in a positive light. From the late nineteenth century, social reformers in both Canada and the United Kingdom urged policymakers to address diverse urban problems, if not *the* urban problem, while more affluent citizens voted with their feet and later with their automobiles. In the post-war era, wealth de-camped even further into new suburbia and exurbia. However, in neither Canada nor the UK did city centres experience the large-scale disinvestment, social polarization, and “white flight” characteristic of their US counterparts. Furthermore, in the last ten years or so, a remarkable paradigm shift has reaffirmed the importance of cities and urbanity in the life of both nations. Public policy has encouraged re-population of inner city areas which are now regarded as desirable places to live, work, and play, especially by those who are young, highly-educated, and mobile — the “new service class.” This trend has reversed many decades of out-migration and decline.

Our respective systems of urban governance have common origins; there are shared traditions of civic intervention and improvement. Marni Cappe observed that the foundations of urban planning in Canada were built on British blocks, but over the years practitioners have created Canadian methods and solutions. For some time, UK urban policy and practice have been influenced by developments in the US and the European Union (EU). But, in recent years there has been a growing recognition that, in many respects, Canada offers relevant and useful comparisons for UK

practitioners and vice versa. Participants from both countries thus commented on the timeliness of a thought-provoking colloquium that identified some promising opportunities for mutual learning and reflection. The Rapporteur hopes that the colloquium will provide a catalyst to stimulate future developments in collaboration, as set out in the recommendations appended to this report.

An impressive feature of the colloquium was the extent to which speakers moved beyond the policy rhetoric to engage in a very practical way with the agenda that Lord Rogers, chair of the UK Urban Task Force (2005), has described as the “urban renaissance.” This includes action to make cities more accessible and safer for everyone, more attractive, and environmentally sustainable. It embraces action to improve urban design and to make cities more inclusive, as well as prosperous. In the Showcase Wales tour that set the scene, and in the presentation by Welsh Assembly Government Minister Sue Essex, our hosts amply demonstrated their passion and commitment to this agenda. In Wales, the urban renaissance is seen as an unfinished revolution. It must reach the poorest neighbourhoods, the most marginalized settlements, including the former mining communities of the South Wales Valleys.

FACILITATING URBAN COMPETITIVENESS AND NATIONAL SUCCESS

In *People, Places, Futures: The Wales Spatial Plan*, a close association is made between regeneration and the expression of cultural identity. Devolution is seen as a key driver of change: an opportunity “to shape distinctively Welsh answers to Welsh questions” (Wales Assembly Government 2004, 3). Much later in the proceedings, Anne-Marie Jean brought the discussion back to the significance of cultural identity in her review of the success of Montreal. She illustrated the development of the city as a cultural metropolis with particular reference to the film industry; its French-language movies locate Montreal in Quebec and North America. Thus, “we

tell our own stories about ourselves.” This is a good metaphor for a key theme that emerged: formulaic, one-size-fits-all solutions are irrelevant to the (re-)positioning of a city in the life of a nation and in international markets. Cities should build upon their unique qualities to work out their particular urban strategies; they should dare to be different! In doing so, they must take account of a wide range of exogenous factors. Cities seize upon opportunities; some are successful in gaining sustainable competitive advantage, but few do so in circumstances of their own choosing.

First, geography and global trading patterns are key facts of life that influence urban competitiveness. As Joe Berridge emphasized, Canada is a very large country with four large urban concentrations which are separated by vast distances. London, a city whose financial and cultural power reflects its world-city status, dominates the urban hierarchy of a relatively small and densely settled country. To some extent, freer, faster, cheaper movement — of people, goods, and capital — diminishes the “tyranny of distance.” Nevertheless, location and perceptions of place still matter a great deal. Cardiff, once a major world seaport, is now Europe’s Youngest Capital, with a thriving service economy, an international airport, and excellent connections with London by road and rail. Nevertheless, it may be perceived as a city that is distant from the golden triangle of the enlarged EU, whose centre of gravity is shifting eastwards. In the context of the North American Free Trade Agreement (NAFTA), cities such as Halifax and Quebec may seem remote from the sunbelt of the United States, Canada’s major trading partner.

History also counts. Canadian cities have comparatively modern infrastructure. For example, the first section of Toronto’s subway was built in the 1950s, Montreal’s metro began in the 1960s, whereas London Underground struggles with a backlog of repairs to a system whose oldest route dates back to the 1860s. Canadian cities must manage car-dependency and unbelievable urban sprawl, long-distance travel that is manifestly unsustainable. In the UK’s former manufacturing regions, settlements may be relatively compact, but some have been blighted by abandoned and derelict

housing stock. The re-use of brownfield sites contaminated by the waste of older industries has also been a challenge. Mark Kleinman pointed out that two-thirds of the poorest 10 percent of England's neighbourhoods are in the north and west. Tackling urban deprivation and aging infrastructure thus makes an important contribution to the solution of national problems; cities are significant in the achievement of government objectives relating to education, health, the environment, and crime.

It is of major concern to national governments if particular cities under-perform. The *vicious* circle of a declining urban economy, social discord, weak governance, and a degraded environment must be arrested. However, competitiveness is a slippery concept (Buck *et al.* 2005), and as Michael Porter (1990) freely admitted, "sustainable competitive advantage" is problematic when applied to nations and cities, as opposed to enterprises. In the nineteenth century, expanding cities in the US and Canada were more-than-keen to attract railroads, settlers and industries; federal and state/provincial governments gave free rein to "civic boosterism" that included tax incentives, sites, subsidies, and crude financial inducements. In the early twenty-first century, cities have adopted more sophisticated place-marketing strategies, but the nature and degree of autonomy that should be conferred on city authorities continues to provide the subject for considerable debate.

Richard McCarthy did not regard UK cities as competing entities. They have an essential role to play in changing things for the better within city-regions and in the national context. André Juneau confirmed the rising importance of cities in public policy. Canada will do better if cities work better, not least because 51 percent of the population lives within the four largest metropolitan areas. Investment in sustainable municipal infrastructure will be critical to national success. He emphasized the key challenge of facilitating agreements between the different tiers of government — federal, provincial and municipal — to provide communities with a seat at the table. To make this work and manage tripartite, sometimes four-way negotiations, significant tensions must be overcome. As yet, however, there is a dearth of evidence,

an inadequate knowledge base to inform decision-making. Given the evolving structures needed to deliver urban policies and programs in the UK, especially through devolved governments and regional development agencies, here was a fruitful area for comparison, where practitioners could learn from each other's experience.

Cities and civic leaders can play a critical role in national success where they can facilitate a *virtuous* circle of productivity, social cohesion, and (hopefully) environmental sustainability, especially to address climate change. Small to medium-sized, as well as large cities have encouraged synergies within knowledge clusters, research and development, high technology, and high-level business services. Productivity was closely linked to innovation and the development of human capital in city-regions where the "new creative economy" must be nurtured. In England, examples include Manchester, Bristol, and Cambridge; in Ontario, Toronto, Ottawa-Hull, and Kingston have achieved notable success. Roger Blitz highlighted successful collaboration between cities, universities, and development agencies. He stressed the need for strong and benign civic leadership, but cities are not free-standing entities. Any pretence that they can operate independently of the wider national economy and "blast off into self-sufficiency" would be misplaced and likely to falter. How, then, should the balance be struck?

As Don Drummond noted, "cities are where the economic action is going to be." In Canada, steps must be taken now to ensure that they are equipped with political and policy structures needed to address the economic challenges and to exploit opportunities. The same could be said of the UK. In the debate that followed, some compelling arguments were made for devolving *powers*, *resources*, and *responsibilities* to cities, to give them more policy levers to pull. As several speakers stressed, a strong economy — national, regional, and local — is fundamental to the achievement of all other goals. Perhaps cities could make a more effective contribution to national success if they were given more fiscal flexibility and accountability. However, some were skeptical. In practice,

governments might be reluctant to loosen the reins. And, some cities might find it politically expedient to continue their dependence on grants and subsidies, rather than accept greater autonomy, especially tax-raising powers.

The evidence presented by speakers from both countries suggested that revitalization of urban life has been somewhat uneven; there is clearly a long way to go. In post-industrial cities such as Leeds, West Yorkshire, the local economy is diversified and relatively buoyant. Nevertheless, disturbing levels of deprivation persist in neighbourhoods less than 15 minutes walk from the city centre. There is thus a strong imperative to close the gap. Other UK cities have been less successful in replacing older industries and their problems are more widespread. Mary Richard highlighted the significance of civic engagement with reference to Winnipeg and other Canadian cities where Aboriginal people are, in effect, disenfranchised and dependent on charities that are given public subsidy on their behalf. A more enlightened governance system would allow them to manage housing and other services for themselves. Thus, there are arguments for devolving powers, resources, and responsibilities still further: to local neighbourhoods and communities.

CONNECTIVITY, DESIGN, DIVERSITY, AND COHESION

Well-connected “gateway” cities have harnessed developments in information and communication technology and transport to become significant hubs of intercontinental trade and social networks. Toronto, Montreal, and Vancouver are notable examples. Connectivity and accessibility are equally important across the city-region, right down to the neighbourhood level. George Hazel and Larry Frank both discussed the success of permeable, walkable cities that value the space between buildings. Some have created inter-linked pedestrian environments by closing, restricting or narrowing the road-space available to motorized vehicles. Well-known European examples of city-centre schemes which have increased pedestrian circulation and urban prosperity include the

Stroget (strolling streets), Copenhagen, and the Royal Mile, Edinburgh. Echoing previous commentary on spatial planning in Wales, both speakers emphasized the importance of extending the vision of these showpiece projects to the local and neighbourhood level through investment, inspired planning, and design.

George Hazel stressed the importance of urban spaces that facilitate safe and inclusive human interaction, as opposed to spaces that are designed to ease the flow of vehicles. This can be demonstrated through welcoming, attractively designed and memorable entry points. Larry Frank pointed to examples of success that could be measured with respect to quality of life and to critical features of the natural and/or built environment: improvements to the fitness and health of the urban population, conservation of fossil fuels, and reduction in carbon emissions. Participants nevertheless argued that we should not underestimate the institutional and other barriers that must be overcome. Much-acclaimed projects such as Vancouver's False Creek demonstrate the need for insight, long-term commitment and dedication to ensure that good intentions are implemented "on the ground."

The goals of twenty-first century cities in both Canada and the UK are explicitly broad-based: economic, social, and environmental. Nevertheless, there seems to be a lack of engagement between the discourses of economic success and the very big issues of social cohesion and urban sustainability. Gentrification of inner-city neighbourhoods may displace the very people who are supposed to benefit from regeneration. Cities make enormous demands on energy consumption and their environmental footprints dominate the surrounding region. Some argued that sustainable urban growth is something of a contradiction in terms, especially when applied to the growth of city-regions in Canada. And, with particular reference to experience in the UK over the last five years or so, Lord Rogers has recently highlighted the massive inequalities that persist in our cities. He has also criticized a general failure to keep up with the challenge of climate change that threatens enduring environmental degradation (UK Urban Task Force 2005, 2-3).

This debate then progressed to a closer examination of the interrelationships between enlightened governance, urban design, and creativity in the “liveable city,” as it is sometimes termed in Canada. John Sorrell stressed the importance of neighbourhoods. The homes, schools, surgeries, streets, and parks that form an urban district can be described as the physical capital of a place and two-thirds of the factors that determine quality of life can be predicted by the quality of an area’s physical capital. On opening the *London Design Festival 2005*, Chancellor of the Exchequer Gordon Brown argued that design is not incidental to modern economies but integral; not a part of success but the heart of success; and not a sideshow but the centrepiece. A high-quality built environment is an important factor in attracting and retaining creative clusters and creative people who have played such a pivotal role in the revitalization of run-down districts, as demonstrated in the case of London.

Anne-Marie Jean discussed the significance of place-identity, enhancing a city’s distinctiveness and sense of place. As demonstrated in the case of Montreal, the municipal government has a key role to play in nurturing the cultural metropolis, to create the right conditions so that the city remains attractive, affordable, and well-equipped with cultural infrastructure. Success should be measured, not only in the city’s ability to draw in the creative individuals that make such a critical contribution to economic regeneration, but also in terms of democratic cultural production and consumption; the ability of all citizens to contribute to and enjoy rich and varied cultural experiences. This theme was further developed in the session on “diverse and cohesive cities” that followed. In major gateway cities, such as Montreal and Toronto, London and Birmingham, recently settled immigrants make a particular contribution to the creative as well as economic life of the metropolis; they offer different perspectives, different solutions (Bianchini and Landry 1995).

The 2002 Canada-UK Colloquium discussed the accommodation of diversity, and it was argued by a government minister that

there were direct links between effective and fair asylum and immigration policies, active citizenship of newcomers and a sense of social cohesion tying together “new” and “old” citizens (Hiebert 2002, 2). As Gus John observed, recent events in UK and French cities have cast something of a shadow, rekindling debates about the extent to which diversity promotes or hinders community cohesion. It has become conventional wisdom to argue that *tolerance* is critical to national success, but tolerance of minorities as outsiders is not enough, especially where it is defined by those who have the power to marginalize and exclude; cohesion requires the pursuit of social justice, racial justice, and human rights.

Ratna Omidvar discussed the impact of Canada’s official policy of multiculturalism and the *Charter of Rights and Freedoms* as a foundation for protection and participation since the 1970s. Nowhere is the full scale and scope of diversity better demonstrated than in Toronto, where 49 percent of residents were born outside Canada and 43 percent were visible minorities by 2001. Nevertheless, national and local policy lacks integration. The interaction of diverse communities has made a very positive contribution to Canadian society. Nevertheless, there was evidence of a sad waste of human capital, such as the underemployment of recent immigrants with excellent skills and qualifications. In order for diversity to work, the different levels of government must work together with business and civil society to create policy coherence, thus enabling local communities to develop their own solutions.

WHAT NEXT?

There is little doubt that well-connected, well-designed, and inclusive cities will be critical assets, key factors in national success. They will be essential to developing a strong economy, to creating the right conditions for social cohesion, democratic civic engagement, and a sustainable ecosystem. There was thus firm agreement on the need to nurture the emerging urban renaissance through the early decades of the twenty-first century. The colloquium, nevertheless, raised important questions that have

yet to be resolved. It is anticipated that these will be key issues for debate in both Canada and the UK in the years to come.

What factors will be critical to successful and sustainable urban development: economic, social, environmental, and political (systems of governance)? Are these entirely complementary and mutually compatible?

How to measure and critically assess “success,” or indeed “failure,” along and across these various dimensions? How to assemble and distil the evidence that will be needed to inform policymakers and practitioners?

How to deliver the urban renaissance holistically and imaginatively? How to break down the barriers in professional practice to facilitate creative solutions?

How to facilitate benign and workable *vertical* relationships between national governments and urban authorities? How to facilitate successful *horizontal* relationships between cities, business, and civil society?

What conditions will enable cities to develop and celebrate their cultural distinctiveness, their unique qualities of people and place? Who will champion and mobilize these critical features of urban competitiveness?

How can cities that are major gateways to immigration develop a cosmopolitan ethos based on firm principles of social justice and equality, as opposed to vague, somewhat suspect notions of tolerance? How can this be integrated and delivered from national levels down to city and neighbourhood levels?

Throughout the proceedings, participants stressed fundamental differences between Canada and the UK: in their respective urban geographies and histories, in their structures and agencies of governance. Quite rightly, they urged caution in presuming easy transfer of “oven-ready” solutions in either direction. Nevertheless, in the light of the promising opportunities for mutual learning and reflection identified above, it will be important to share and adapt whatever works well. A number of collaborative initia-

tives are already in place, but there is a need to bring the strands together. A more integrated framework is needed to consider the issues in a systematic way, to carry forward the debate and to disseminate the outcomes. In the final session, Marni Cappe (Canada) and Greg Clark (UK) outlined an initial *Agenda for Collaboration* that is summarized in the Appendix. The colloquium wholeheartedly endorsed their proposals, and agreed that they should be widely circulated to policymakers and practitioners in both countries.

REFERENCES

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AGENDA FOR COLLABORATION

Reflecting on the broad sweep of the debate, Marni Cappe mused that perhaps it is our differences that make collaboration so appealing and interesting. In Canada, cities operate within a feder-

Appendix

ated structure and enjoy greater autonomy than their UK counterparts; the major metropolitan centres are all growing, some very rapidly. In contrast, some post-industrial cities in the UK have been struggling to reverse long-term stagnation or decline. Collaboration will enable us to learn good practice from each other. Equally important, we must learn from our mistakes, we must know what *not* to try at home. The colloquium had also highlighted the need for professionals to break out of the constraints of “silo” thinking in order to work collaboratively: architects, planners, landscape architects, engineers, and others. Both countries will have to work out how to train and develop multi-disciplinarians. She then outlined her proposals for the *what* of collaboration: the suggested scope and content.





indicates that Canada has a relative strength





indicates that the UK has a relative strength

1. Governance issues for cities and city regions:





- fostering leadership in urban governance: from government(s), business, and civil society;
- lifting the role of local governments to become partners with other levels of government on issues of common concern, facilitating a “seat at the table”;
- improving effectiveness, “joined-up” government;
- delivering public services and projects effectively while maintaining *accountability*, the role of special purpose bodies/ government/ privatization ; and

- forging partnerships between governments and all other sectors: business, non-governmental organizations, public agencies, community organizations .


2. Local government funding:

- maturing of the concept from one of simply “more money” to “better money” (more own-source revenue) .
- partnerships between the public and private sectors  and
- innovative financing schemes and their transferability (e.g., London’s congestion charging scheme).

3. Planning and design issues, putting “people” at the centre:

- reining in urban sprawl, providing choices, and discouraging car-dependency;
- creating the capacity for integrated planning and investment on a regional (multi-jurisdictional) scale, particularly in: transportation, economic development, environmental infrastructure, social sustainability .
- regenerating urban centres (especially the UK partnership model) .
- optimizing the use of brownfield sites .
- ensuring high-quality urban design of buildings and public spaces; and
- managing urban growth in fast-growing regions .

4. Unleashing the potential of our cities and knowing when we have a successful city:

- becoming creative cities: leveraging arts and culture ;
- attracting and keeping “talent”; quality of life (affordable housing, well-functioning transport, and other infrastructure); and
- creating wealth in our cities while minimizing income disparities.

5. Managing diversity:

- town and country/rural and urban issues;
- populations; and
- creative alternatives to one-size-fits-all solutions.

Greg Clark set out his proposals concerning the *how* of collaboration, but first he expanded upon the *why*. There were, after all, a number of initiatives already in place which address particular aspects of the big questions that the colloquium had raised. Discussion of urban policy and practice is facilitated, through multi-lateral organizations, especially the Commonwealth and the Organisation for Economic Co-operation and Development. Bilateral talks take place between our respective government departments, for example, Infrastructure Canada/Office of the Deputy Prime Minister; between pairs of cities, such as Ottawa/Cambridge; between investors, business groups, non-governmental organizations, universities and research groups: the British Association of Canadian Studies.

From a broader perspective, however, current learning is somewhat patchy and inefficient. It is not articulated in a comprehensive way, nor is it well disseminated to urban policymakers and practitioners. In short, it needs orchestration to make an effective impact. The colloquium had identified opportunities to harvest what was already known: an observatory that would offer a case-study approach and longitudinal as well as comparative analysis

of outcomes, not only in the short term, but also in the medium and long run. The *World Urban Forum 2006* hosted by Vancouver, will provide an important vehicle, and it will be essential to keep up the momentum. Greg Clark, therefore, made two propositions, both of which received approval from the colloquium participants.

First, an annual paper on *the State of Canadian and UK Cities* to include an examination of trends and analysis of change, noteworthy initiatives and successes and the major challenges, as well as the major challenges faced.

Second a biannual symposium or retreat (20 cities plus others) on *City and Metropolitan Innovation* that will focus, in particular, upon leadership, investment, diversity and openness, and the role of cities in national success.

PROGRAMME

Thursday 24th November

“Showcase Cardiff-Wales” Day

This special day organised by the Cardiff County Council and the Welsh Government Assembly for the Canadian visitor involved a tour of sites connected with the regeneration of Cardiff, and two presentations by:

Paul Orders, Head of Policy and Economic Development, Cardiff County Council

John Lovering, Professor of Urban Development and Governance, Cardiff University

7.30 p.m. Civic Welcome Dinner Hilton Hotel
Rt Hon Lord Mayor of Cardiff Councillor Freda Salway

Friday 25th November

THE 2005 CANADA-UK COLLOQUIUM “CITIES AND NATIONAL SUCCESS”

Chairman:

Professor Sir Michael Lyons Chairman, English Cities Fund and Chair of the Lyons Review of Local Government Funding

Ballroom, Cardiff Hilton Hotel

8.45 a.m. Opening remarks:
Ms Sue Essex AM, Minister of Finance, Local Government and Public Services for Wales

9.00 p.m. Session 1: Building a National Framework to Help Cities Succeed
Baroness Andrews, Parliamentary Under Secretary of State, Office of the Deputy Prime Minister
Mr Richard McCarthy, Director General, Office of the Deputy Prime Minister
Mr André Juneau, Deputy Minister, Infrastructure Canada

9.45 a.m. Session 2: Cities and National Success: a new formula?
UK: Professor Mark Kleinman, Director of Urban Policy,
Office of the Deputy Prime Minister
Canada: Mr Joe Berridge, Senior Partner, Urban Strategies

11.30 a.m. Session 3: Productive Cities
UK: Mr Roger Blitz, Financial Times
Canada: Dr Don Drummond, Senior Vice President TD Bank
Financial Group

2.30 p.m. Session 4: Infrastructure and Connected Cities
UK: Professor George Hazel, OBE MRC
McLean Hazel Ltd
Canada: Professor Larry Frank, University of British
Columbia

4.15 p.m. Session 5: Attractive and Liveable Cities
UK: Mr John Sorrell CBE Chairman of the Commission
for Architecture and the Built Environment
Canada: Ms Anne-Marie Jean, Director General, Culture
Montréal

7.00 p.m. Reception at Cardiff Castle
Host: **HE Mr Mel Cappe**
Canadian High Commissioner

7.45 p.m. Gala Dinner: Cardiff Castle Speaker:
Rt Hon Mr Rhodri Morgan AM, First Minister for Wales

Saturday 26th November

9.00 a.m. Session 6: Diverse and Cohesive Cities
UK: Professor Gus John, Chair and Chief Executive of the
Gus John Partnership Ltd

Canada: Ms Ratna Omidvar, Executive Director, Maytree Foundation

10.45 a.m. Session 7: An Agenda for Collaboration

UK: Mr Greg Clark, Global Practice Advisor; London Development Agency, City and Regional Development Advisor, Office of the Deputy Prime Minister

Canada: Ms Marni Cappe Canadian Planning Consultant

2.00 p.m. Rapporteur's Report

Mr Stephen Shaw, FRGS
London Metropolitan University

3.00 p.m. The Chairman's closing remarks

7.00 p.m. Reception

St David's Hotel and Spa hosted by General Dynamics United Kingdom Ltd

7.45 p.m. Farewell Dinner
The St David's Hotel and Spa

LIST OF PARTICIPANTS

CHAIRMAN:

Professor Sir Michael Lyons

Chairman of the English Cities Fund and Chair of the Lyons Review of Local Government Funding

RAPPORTEUR:

Mr Stephen Shaw

London Metropolitan University

UK ADVISOR TO THE 2005 COLLOQUIUM

Mr Greg Clark

Global Practice Advisor; London Development Agency, City and Regional Development Advisor, Office of the Deputy Prime Minister

CANADIAN ADVISOR TO THE 2005 COLLOQUIUM

Professor Betsy Donald

Queen's University

OPENING OF THE COLLOQUIUM

Ms Sue Essex AM

Minister of Finance, Local Government and Public Services for Wales

SPECIAL SESSION

Speech on video by

Baroness Andrews

Mr Richard McCarthy

Director General, Office of the Deputy Prime Minister

Mr André Juneau

Deputy Minister, Infrastructure Canada

SPEAKER DINNER 24 NOVEMBER

The Rt Hon Lord Mayor of Cardiff Councillor Freda Salway

SPEAKER GALA DINNER 25 NOVEMBER

Rt Hon Mr Rhodri Morgan AM

First Minister for Wales

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Director of Urban Policy, Office of the Deputy Prime Minister

Mr Roger Blitz
Financial Times

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Managing Director, MRC McLean Hazel Ltd

Mr John Sorrell CBE
Chairman of the Commission for Architecture and the
Built Environment

Professor Gus John
Chair and Chief Executive of the Gus John Partnership Ltd

Mr Greg Clark
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