GLOBAL CITY INNOVATION REPORT

GLOBAL CITY INNOVATION REPORT

midt
regionmidtjylland

INTRODUCTION

Urbanisation is a global trend leading to growing environmental and societal challenges, and with a deep impact on the economics and liveability of cities. Cities need to transform themselves into 'smart', sustainable, resilient societies - in other words they need to innovate. Many cities around the world are now involved in this process, which has lead to a growing demand for knowledge, services and products that can support this transition. Therefore Central Denmark Region has decided to focus on city innovation and the opportunities that lie in these emerging city markets.

Digitalisation, creativity and sustainability are some of the main levers of city innovation that can solve the challenges of today and beyond, and at the same time create jobs, knowledge, partnerships and businesses. Regional platforms within these topics are already working on the combination of urbanisation, innovation and business development. Examples of this are 'Smart City', 'Rethink 2017', 'More Creative' and 'Circular Economy', and it is an emerging theme in regional development concerning health care and social innovation. Collaboration across these platforms contains a strong potential to empower both innovative regional city development and to support international business opportunities.

Central Denmark Region has established an expert group to further investigate this agenda and help identify barriers and possibilities in terms of fulfilling potentials and meeting needs on the global city markets. A major part of the group's task is clarifying how partnerships across the public, private and educational sectors on the home market can help both to develop Danish society and underpin the story of Denmark and Danish competences worldwide.

Photo: Gehl and DOT (Department of Transportation, NY)

GLOBAL CHANGES

URBANISATION

The United Nations/WHO[1] states that in 2014 urban populations accounted for 54% of the total global population - up from 34% in 1960 and still growing. It is estimated that by 2017, a majority of people will be living in urban areas and that by 2050 about 64% of the developing world and 86% of the developed world will be urbanized. The United Nations expects that 40-50% of the world's population will be living in cities with ½ to 1 million inhabitants.

GLOBALISATION

A more globalised world means a greater flow of people, money and knowledge across borders and continents. For cities, this provides an opportunity to create strong clusters across sectors and knowledge communities. Migrants are likely to find themselves ever more in demand, and developed countries will go on turning to immigrants to provide skills and expertise in areas like technology and healthcare, but also in low-income service positions. Migration brings challenges, too. In many societies, not all newcomers have managed to integrate successfully, and find themselves socially marginalised in relation to education, health, and jobs. Today, around 2.9% of people on the planet, around 190 million, are migrants.[2]

CLIMATE CHANGE

Although climate change will bring about gradual changes over time in terms of some parameters (mean annual temperatures, mean sea levels), it will also produce changes in the form of extreme events (cyclones, heat waves, and flooding) in many areas. In 2003, more than 70,000 people died in Europe from a severe heat wave and China alone has more than 78 million people living in vulnerable low elevation cities. Fifteen of the world's 20 megacities are at risk from rising sea levels and coastal surges.[3]

---

[1] WHO Global Health Observatory (GHO) data http://www.who.int/gho/urban_health/situation_trends/urban_population_growth_text/en/
[2] OECD. (2009). International Migration, The Human Face of Globalisation.
[3] World Bank. (2010). Cities and Climate Change: An Urgent Agenda.

CLIMATE CHANGE IS ALREADY A REALITY

MAJOR CHALLENGES FOR CITIES

Cities are growing, becoming more vast and diverse but also more vulnerable – due both to the growing demands for supplies (water, food, energy), and to the risks of social unrest, crime, pollution and disease. The changing climate also stresses the cities – flooding, storms, drought, torrential rain, and fires.

The cities are therefore facing many interconnected challenges resulting from the global changes highlighted in the text boxes. The challenges mentioned in this report are grouped under the following headings:

TRANSPORTATION
Infrastructure, congestion.

ENVIRONMENT
Climate change, pollution, scarcity of resources, energy, waste.

HEALTH
Obesity, ageing population.

SOCIAL INCLUSION
Crime, inequality, affordable housing.

CITY STRATEGIES

These challenges call for new strategies for city development. The new strategies involve rethinking transport, supply chains, production, building, health, social inclusion, planning and education. These are all matters that are complex and often involve cross-sectoral and cross-disciplinary co-operation, the creation of content in collaboration with users, the use of digital tools and holistic thinking. These matters are to be evaluated within liveability parameters.

Cities are first of all complicated and messy systems. Each urban problem is part of an intricate system of interactions. Given the complexity of urban problems, an approach to resolving them considers a city's multiple systems simultaneously, rather than focusing on how to fix a particular element. A city systems approach is just this; it considers the city as a system and designs solutions to have maximum positive impacts, while minimising negative unintended consequences. This approach requires:

- designers with sufficient understanding of the urban system;
- diverse stakeholders to be engaged in implementation;
- governance silos to be broken down to create a more integrated approach.

The following strategies are short introductions to various ways of approaching urban problems in a more systemic way.

SMART CITY: Smart Cities are cities that optimise the different flows by combining the physical and social layers with the digital. With the data generated available through mobile phones, networked sensor nodes in transportation, automotive, industrial, utilities and retail sectors globally, city governments are able to use data to help plan and manage their cities more effectively to become 'smart cities'. Popular city-based apps have proved efficient in tackling city challenges like transportation and waste management with civic engagement.

RESILIENT CITIES: Resilience is the capacity of individuals, communities, institutions, businesses and systems within a city to survive, adapt and grow, no matter what kinds of chronic stresses and acute shocks they experience. This can be related to New York's strategy after hurricane Sandy flooded the city causing huge damage. The approach is best known in relation to The Rockefeller Foundation's initiative, '100 resilient cities', where a 100 cities worldwide have been selected to develop and implement a resilient strategy.[4]

SHAREABLE CITY: Shareable City is a concept connected to the idea of collaborative economy/consumption. Collaborative consumption describes the shift in consumer values from ownership to access. This means that cities use network technologies to do more with less by renting, lending, swapping, bartering, gifting and sharing products on a large scale. This strategy often emerges from the grassroots upwards, to solve challenges which top-down institutions are not seen as being capable to address efficiently. The maker movement, collaborative consumption, the solidarity economy, open source software, transition towns, open government, and social enterprise exemplify the thinking contained in this approach.

SUSTAINABLE CITY: This strategy has its core focus on environmental issues, concerned with the development and implementation of solutions with a minimum negative, or even positive impact on the environment. This approach can also be seen as connected to the concept of circular economy and such notions as the end of waste, CO_2 neutrality, clean energy, etc.

CITY REGION: On an administrative and political level, the term 'City Region' is becoming a way for cities and their surrounding areas to redefine themselves. 80% of the world's GNP is produced within urban areas and the large majority of people are living in, or will move to, these areas. This means that the majority of investments will be within city regions, with consequences both for the distribution of power and the flow of capital. The notion of City Regions is therefore not a 'single city' strategy, but the development and organisation of a common base for a larger urban area to promote, attract and develop itself nationally and globally .

NEW BUSINESS OPPORTUNITIES

Cities are going to experience and generate huge demands from a wide variety of sources.
Demands are mainly generated from different but interconnected sources: public spending in infrastructural (physical and digital) projects; and private investments and private consumption due to a growing middle class. It is estimated that the market for integrated city solutions will be more than $400 billion annually by 2030.[5]

- By 2025, cities are expected to need to build floor spacing for urban residential and commercial building stock equivalent to 85% of today's building stock — an area the size of Austria.[6]

- Urban municipal water demand is expected to rise by almost 80 billion cubic meters, equivalent to more than 20 times the water consumption of New York today and 40% above today's urban global level. [7]

In order to compete on a global scale and to be able to offer the product and service solutions demanded by the global cities, a cross-sector and cross-business approach is needed to present more holistic solutions.

Denmark and Central Denmark Region have the potential to deliver solutions to these emerging global city markets. Denmark is recognised as a leading nation within the field of sustainable development, design and architecture. Combined with a high level of digitalisation, welfare, trust and cohesion, Denmark boasts world-leading companies in project management, engineering, architecture, energy, transport and water systems, creative digital companies, finance, law and insurance companies.

---

[4] 100 Resilient Cities. www.100resilientcities.org
[5] Arup. Future Cities: UK Capabilities for Urban Innovation, p. 2
[6] McKinsey Global Institute. (2012). Urban World: Cities and the rise of the consuming class, p. 3.
[7] Ibid. p. 8

TRANS-
POR-
TATION

TRANSPORTATION

With the population growth in cities, there is an increasing demand for efficient mobility within the physical infrastructure of cities in the light of present limited capacity.

- Citizens demand a more efficient and sustainable transport with less congestion and travel frustration, and more streamlined and cost effective systems are needed to provide affordable transportation. Mobility is no longer only about vehicles or infrastructures, but more about providing seamless movement from one place to another. Smart solutions are becoming widely adopted to meet the demand for efficient and cost-effective mass transportation. Apps like CityMapper and Moovit offer real time journey information and offer the potential to improve the travelling experience[8]. Smart payment across multi-modal mass transit systems, for example the Octopus card in Hong Kong or mobile payment via smartphones in Beijing, also help to increase the adoption rate of public transportation in many cities[9].

- Population growth, demographic change and a changing urban landscape lead to an increasing demand for travel in city centres, in suburbs and between the two. In established cities, the main challenges are spatial constraints and budgetary limitations on physical infrastructure maintenance and renewal. Sharing services, such as cars and bikes, are proving to be a successful way of meeting increasing transportation requirements, while helping to decrease car ownership and the use of private cars[10].

- Concerns about negative health and environmental consequences call for energy efficient vehicles and infrastructures to reduce greenhouse gas emissions and improve local air quality. For example, Shenzhen has introduced a new energy vehicle with zero emissions to meet these requirements. In Rio de Janeiro, the city is trying to dramatically increase its public transportation adoption rate with its new rapid transit infrastructure, while reducing the use of cars.[11]

---

[8] Arup. Urban Mobility in Smart Age, p.15
[9] Ibid., p.17
[10] Ibid.
[11] Arup & C40. Working Together:
Global Aggregation of City Climate Commitments, p.6

CROSS-SECTOR COLLABORATIONS

In order to compete on a global scale and to be able to offer the product and service solutions demanded by the global cities, a cross-sector and cross-business approach is needed to present more holistic solutions.

In this report, the chosen cases are highlighted to indicate how they each represent collaborations across the sectors

PUBLIC - PRIVATE - EDUCATION - CIVIL
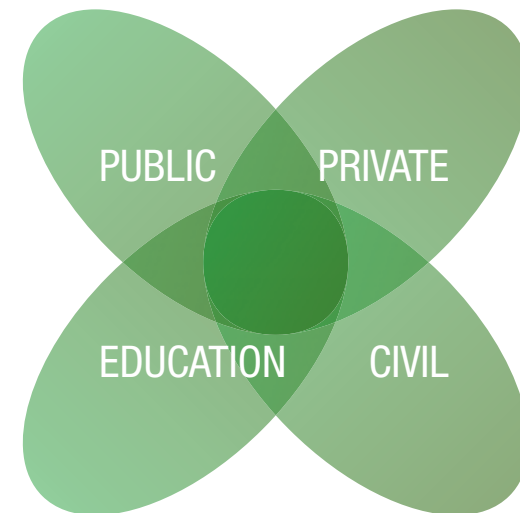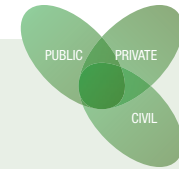
CASE

CITYMAPPER

CityMapper, a transportation app, uses transport data released by the government, integrates multiple sources of transport data, and provides the users with real-time travel solutions. It combines different transport modes (bus, metro, taxi, walking and cycling) and factors (prices, journey duration, delays, weather, and calorie burn) to offer users the possibility to choose their preferred travel methods. First launched in London, the app has now covered 17 of the world's most complicated cities, such as New York, Paris and Rome[12].
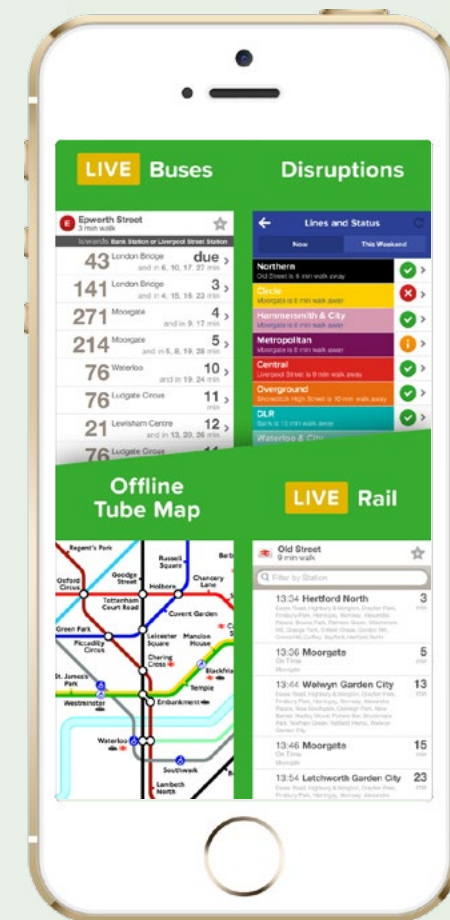
The fact that the UK was one of the first countries to release open, real-time public transport data made London the launch city for CityMapper. The cost of CityMapper for city governments is the cost of providing transport data to the public. CityMapper has helped to increase transport capacity at a fraction of the cost of building new physical transport infrastructure[13].

With its high adoption rate and high satisfaction level among users, CityMapper has had a new injection of venture capital with a view to launching the service in new cities and expanding. New cities were picked through crowdsourcing on CityMapper website and app.[14]
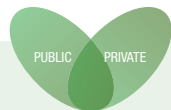
[12] CityMapper. https://citymapper.com/roma/apps. Accessed 17.03.2015
[13] Arup. Future Cities: UK Capabilities for Urban Innovation, p.23
[14] TechCrunch. http://techcrunch.com/2014/04/17/citymapper-10m/. Accessed 17.03.2015

**source:** http://www.urbanmums.net/2013/11/citymapper-favourite-london-transport.html

CASE
SFPARK

SFPark, a smart parking management system in San Francisco uses demand responsive pricing and mobile phone apps with real-time information about available spots. This has helped towards achieving the right level of parking availability in the city. Sensors embedded in the pavement allow the transportation department to know whenever a parking spot becomes free.

Demand-responsive pricing introduces an incentive for drivers to leave or abstain from parking when the demand for parking is greatest, while the mobile phone app directs drivers to available parking spots and allows them to refill meters remotely.

source: http://www.sfexaminer.com/imager/the-meter-rates-arent-changing-as-much-which-is-proof-that-were-zeroing/b/slideshow/2321439/9fe8/sf.parking02_0.jpg
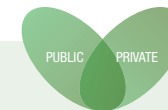
CASE
SKYBUS

Skybus, first launched in Lavasa, India, is a smart 'à la carte' microbus service that can be booked through apps and phone calls. It offers an alternative transportation for citizens to travel through cities by sharing the trip with others taking a similar route. It is personalised, convenient and low-cost, and can be deployed within weeks with minimal upfront investment. Skybus works with cities, bus companies and enterprises to create new, smart forms of urban and metropolitan transport.[15]

[15] The Climate Group. http://www.theclimategroup.org/what-we-do/news-and-blogs/sustainable-innovation-in-cities-part-3-the-challenge-of-transportation/. Accessed 17.03.2015

source: http://skybus.es/en/concept.html

ENVIRONMENT

CHALLENGES
ENVIRONMENT

Cities are facing major environmental challenges both from climate change and from the rising consumption of it's population. Effective solutions are needed to mitigate environmental damage to the urban ecosystem

CLIMATE CHANGE

- Although many cities are already committed to reducing Greenhouse Gas (GHG) emission globally, we are still facing great environmental challenges. Cities around the world are making commitments to reduce GHG emissions and are collaboratively working to reach their goals. In a report from Arup and C40, 144 of the 228 cities have set short-term targets by 2020. A further 27 cities have set targets ending between 2021 and 2030. (See here below)

[16] WWF. (2013). Tackling the Climate Reality: A Framework for Establishing an International Mechanism to Address Loss and Damage at COP19, p.7
[17] Ibid.
[17a] http://www.waste-management-world.com/articles/print/volume-8/issue-5/recycling-special/3r-practice-in-east-and-south-east-asia.html

- In the World Bank's 4°C Turn Down the Heat report, an estimated 2-4°C increase in global warming could cause more frequent, unusual and unpredicted heat extremes, a dramatic decline in water availability, significant crop yield impacts, ecosystem shift, and sea-level rise[16]. Cities around the world have already experienced the consequences of climate change: flood, drought, extreme heat and cold, etc. These situations largely influence the future sustainable development of cities. Many of the world's most vulnerable cities are situated in Africa, South Asia and Southeast Asia.[17]

- Driven by consumption and with the new rising consumer classes, the waste produced by cities is ever increasing. This puts a lot of pressure on cities to manage waste in a more sustainable manner. In the United States, food is the third largest discarded item by weight and as a nation approximately $1 billion annually is spent on its disposal. It is estimated by the Asian Development Bank (ADB) that urban authorities in Asia spend 50%-70% of their total revenues on waste management.[17a] In tackling the waste challenge, cities need to develop innovative, cost-effective and responsible strategies to reduce landfilling and increase the recycling rate on the one hand, while reducing the waste generated on the other.
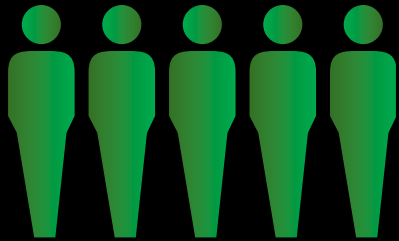
REPRESENTATIVE SAMPLE OF EMISSIONS REDUCTION TARGETS BY CITY
(% PLANNED REDUCTION)
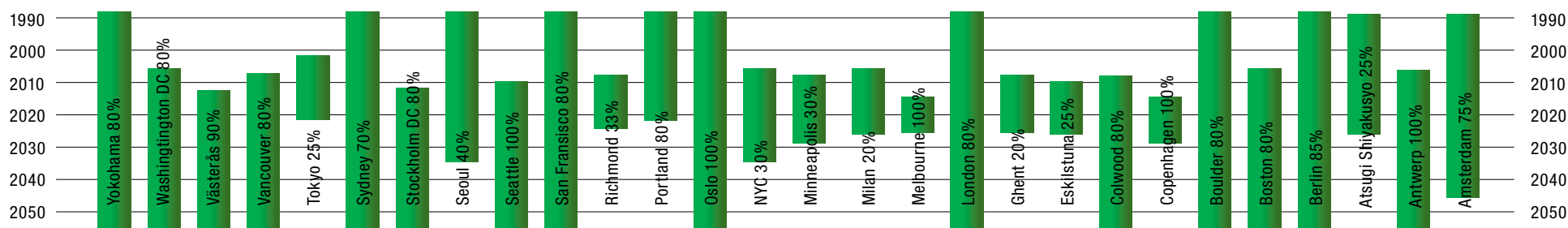
GHG emission:

Cities
228

People
436 mio
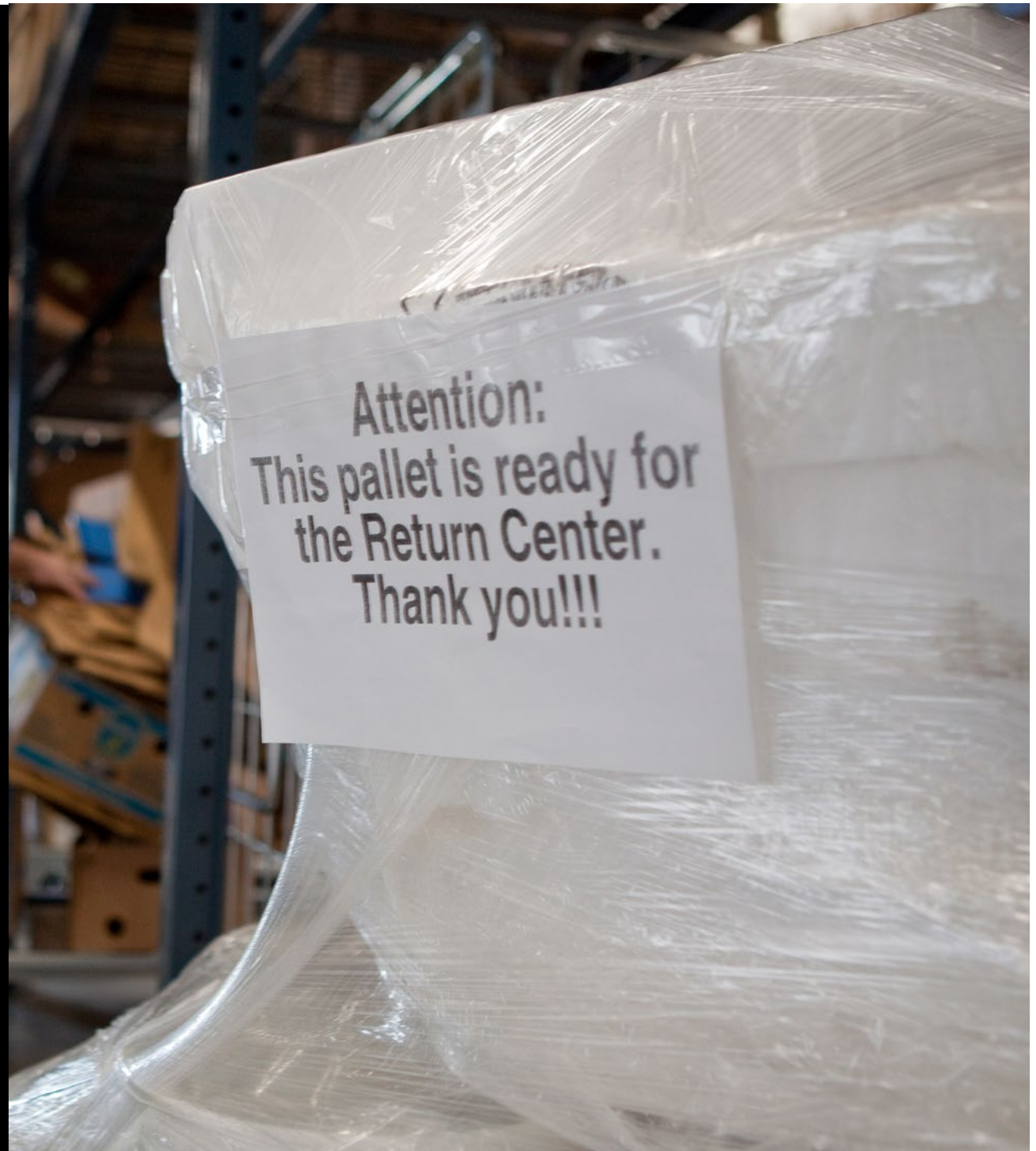
GHG Savings
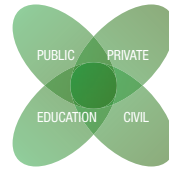(curmulative)

2020
2.8 $GtCO_2$

2030
6.1 $GtCO_2$

2050
13.0 $GtCO_2$

Attention:
This pallet is ready for
the Return Center.
Thank you!!!!

ZERO WASTE

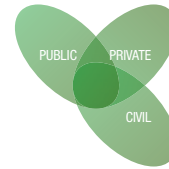# GROW STOCKHOLM

WASTEWATER MANAGEMENT

In order to achieve the goal of zero waste by 2020, the San Francisco Department of the Environment and the San Francisco Department of Public Works collaborate closely with Recology, the city's hauler. Recology offers programmes and services to help residents and businesses recycle and compost in a more accurate and efficient way[18]. San Francisco City Departments oversee the process and enforce legislation to secure the Zero Waste programme. 10 times more jobs are created in comparison with sending materials to landfills[19] by implementing extensive, multilingual and door-to-door outreach to residents and businesses.

Teaching materials and resources and free school programmes are made available to public and private schools by the San Francisco Department of the Environment. School children are not only able to gain more knowledge about waste management, but about environmental impact and climate change as well[20].

RecycleWhere, an open source recycling database that provides information on how to recycle almost everything in San Francisco, is made available to both residents and businesses. Citizens and businesses are further engaged in the Zero Waste programme by being able, for example, to customise their own recycling, compost and landfill signs using the Signmaker tool.

The Zero Waste programme has helped San Francisco to reduce environmental impact significantly, conserve valuable resources and create green jobs through transforming the 'waste sector' into a 'materials management sector'.

Grow Stockholm is a project developed by the City of Stockholm to generate negative carbon emissions through a large-scale collaboration between local authorities and citizens on biochar generation. Biochar is a stable, solid charcoal product, rich in carbon, which can endure in soil for thousands of years, enhancing its capacity to retain water and nutrients. Residents can provide plant waste for the city to produce biochar, and an e-service allows citizens to calculate how much biochar they need to use in their soil to 'offset' their carbon footprint – impacting positively on behaviour. A municipal biochar facility will add to expanding waste and recycling capacity. Produced biochar is also used for its urban storm water purification.[21]
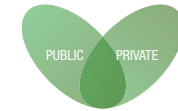
A public-private collaboration between New York city, the National Grid, and wastewater management was established to reduce the amount of organic waste sent to landfills, producing a reliable source of clean energy, as well as generating air quality improvements. Pre-processed organic food waste is added to wastewater sludge to increase the production of biogas and natural gas. In collaboration with the National Grid, biogas by-products provide quality renewable natural gas for residential and commercial use. These collaborations have the potential to produce enough energy to heat nearly 5,200 New York City homes and reduce annual greenhouse gas emissions by more than 90,000 metric tons[22].

In 2050 cities will need to meet the needs of future citizens with 1/10th of the carbon we generate today

source: Information Marketplaces: the New Economics of Cities, p.14

[18] Recology. http://www.recology.com/index.php/waste-zero-definition. Accessed 19.02.2015
[19] Tellus Institute with Sound Resource Management. More Jobs, Less Pollution: Growing the Recycling Economy in the U.S. p.26
[20] SFEnvironment. http://www.sfenvironment.org/education-equity/school-education-program. Accessed 19.02.2015
[21] LSE Cities. (2014). Innovation in Europe Cities, p.40
[22] The City of New York. http://www.nyc.gov/html/dep/html/press_releases/13-121pr.shtml#.VMEMVsaOW0s. Accessed 13.01.2015

HEALTH

The average global life expectancy has risen to **71** years

72% of Internet users said they looked online for health information

60% of e-patients say information they found online affected their treatment decisions

HEALTH

The combination of rising urbanisation and density, an ageing population and changes in consumption and living patterns are putting strains on cities' health systems and emphasis on the need to find new preventive strategies and outreach solutions.

- The world's population is ageing. Today, Yemen is the country with the youngest population and Japan with the oldest[23]. Over the next 40 years, older people in developing countries will come to outnumber people of all ages in developed countries.[24] By 2050, the number of older people in the world will exceed the number of young for the first time in history.[25] See figure page 23.

- Obesity, once just a problem of wealthy nations, now impacts cities at all economic levels. Of all high income countries, the United States has the highest rates of overweight and obesity, with a rate projected to rise to around 50% by 2030. The poor have higher rates than those with a higher income. Those with less education have higher rates than those with more education. And certain minority groups have much higher rates than other groups. Europe, South and Central America, Western Pacific, and parts of Africa and Asia also have elevated obesity rates.[26]

- While obesity increases the risk of diseases of the circulatory system, diabetes has become the fourth most devastating killer disease in Europe. Roughly one in ten Europeans live with diabetes and the Continent has the highest prevalence in the world of Type-1 diabetes in children.[27] Asia, with its rapid economic development, urbanisation, and changes in nutritional patterns, has become the epidemic centre of diabetes, accounting for 60% of the world's diabetic population.

- While universal access to safe drinking water and adequate sanitation is a fundamental need and human right, more than 700 million people still lack ready access to improved sources of drinking water, more than one third of the global population do not use an improved sanitation facility, and of these 1 billion people still practice open defecation.[28] Drinking water and sanitation challenges in many of the world areas not only result in health issues and the spread of diseases, but also cause inequalities between social groups and between genders.

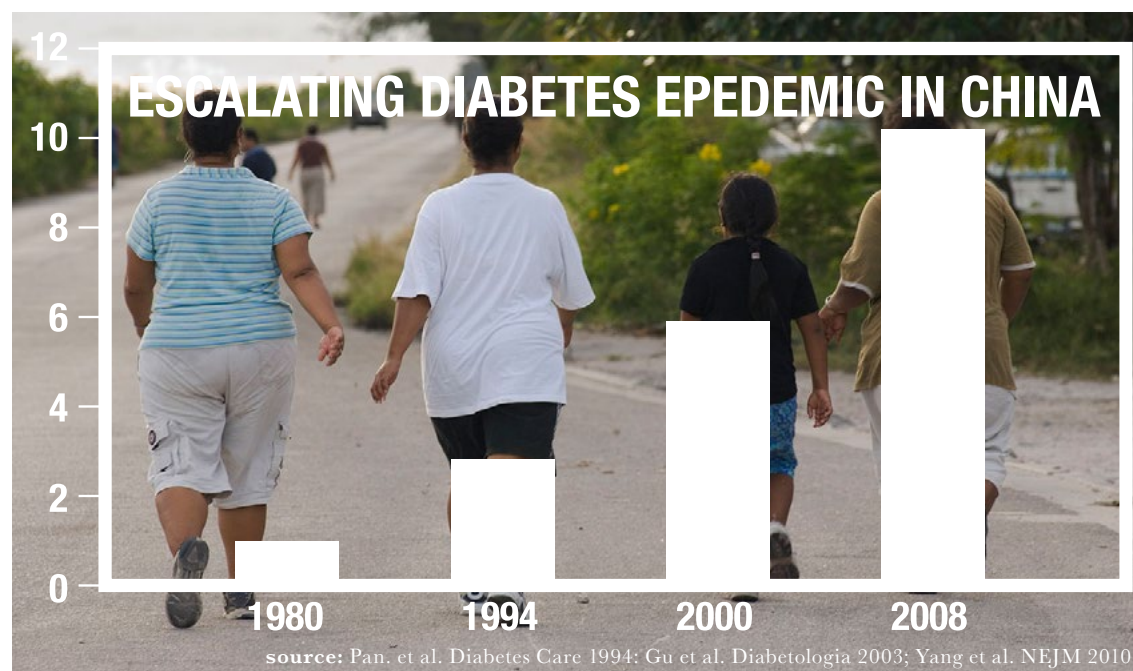[23] United Nation. (2001). World Population Ageing 1950-2050, p.xxix
[24] World Health Organization. (2013). WHO Global Forum on Innovations for Ageing Populations, p.6
[25] United Nation. (2001). World Population Ageing 1950-2050, p.xxviii
[26] Harvard T.H.Chan School of Public Health. http://www.hsph.harvard.edu/obesity-prevention-source/obesity-trends/. Accessed 17.03.2015
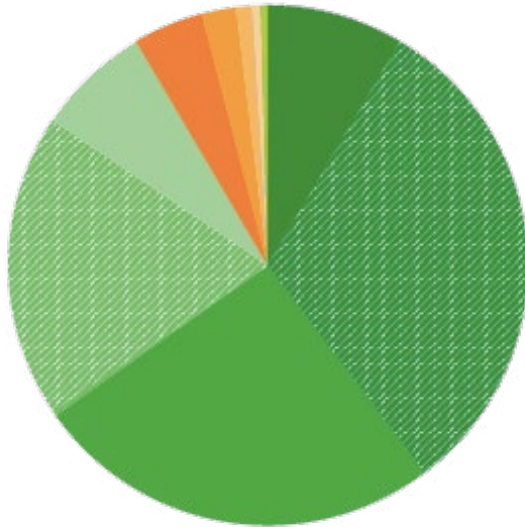[27] LSE Cities. (2014). Innovation in Europe Cities, p.10
[28] Unicef & World Heath Organization. (2014). Progress on Drinking Water and Sanitation: 2014 Update, p.6

ESCALATING DIABETES EPEDEMIC IN CHINA

1980   1994   2000   2008

source: Pan. et al. Diabetes Care 1994: Gu et al. Diabetologia 2003; Yang et al. NEJM 2010

17

GLOBALLY, 2.5 BILLION PEOPLE DO NOT HAVE ACCESS TO AN IMPROVED SANITATION FACILITY

- ■ Southern Asia, 1001
- ▨ India, 792
- ■ Sub-Saharan Africa, 644
- ■ Eastern Asia, 485
- ▨ China, 478
- ■ South-eatern Asia, 179
- ■ Latin America and Caribbean, 110
- ■ Developed regions, 54
- ■ Western Asia, 24
- ■ Northern Africa, 14
- ■ Oceania, 7
- ■ Cauvasus and Central Asia, 4

source: Unicef & World Heath Organization, Progress on Drinking Water and Sanitation: 2014

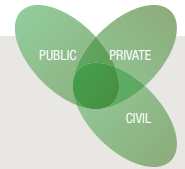*CASE*
REDUCING MATERNAL MORTALITY IN TAMIL NADU, INDIA

[29]Tamil Nadu, with its main city Chennai, is the sixth most populous state of India with a population of close to 68 million, contributing approximately 6% to the total population of India, and is the eleventh most densely populated state. Although efforts have been made to reduce the relatively high maternal mortality ratio (MMR) at the national level, Tamil Nadu is the state that has progressed the most, with MMR dropping from 380 in 1993 to 90 in 2007 (per 100,000 live births). The Government of Tamil Nadu has made an effort to promote deliveries at health centres and to improve the quality of care given to pregnant women during and after their pregnancy.

First of all, a scheme was tried out involving appointing and contracting with three staff nurses to provide 24-hour delivery services at Primary Health Centres in remote rural areas.

Further, a common experience in many parts of India, including Tamil Nadu, is that the emergency services owned and run by the Government, such as ambulance services, are inefficient and not user-friendly, largely because of bureaucratic procedures of management and unaccountable drivers and workers. Most state governments feel that trying to improve such government systems is very difficult. Hence, outsourcing was considered as an attractive alternative. The Government of Tamil Nadu pilot-tested this outsourcing alternative by contracting a non-governmental organization (NGO) (Sivanilyam Society) to run ambulances.

To strengthen the logistics management system of healthcare, Tamil Nadu Medical Services Corporation (TNMSC) was established by the government as a government-owned company. It serves as an apex body for logistics and rendering services for hospitals.

---

[29] Padmanaban, P., Raman, P. S., & Mavalankar, D. V. (2009). Innovations and Challenges in Reducing Maternal Mortality in Tamil Nadu, India. Journal of Health, Population, and Nutrition, 27(2), 202–219.

PUBLIC   PRIVATE   CIVIL

NY
GREEN CART

PUBLIC   PRIVATE
CIVIL
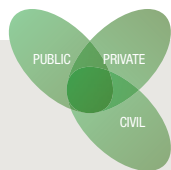
With an insufficient daily intake of fruits and ve-getables, city residents are facing the risk of strokes and heart disease. In New York City, nearly 58% of adults are overweight or obese and close to 11% have been diagnosed with diabetes, according to the 2011 New York City Community Health Sur-vey. To address this issue, the NYC Green Carts programme was adopted in 2008 to offer better and easy access to fresh produce in 'food deserts' -- high-need and low-income neighbourhoods. Private partners and Department of Health and Mental Hygiene provided marketing support, technical assistance, and equipment. The programme has helped to increase daily fruit and vegetable intake by 3% in 2 years. It has also spurred on positive competition among local stores to provide more produce of their own.[30]

source: http://www.thinkupstream.net /green_carts_in_nyc

IMPROVED
SANITATION IN SCHOOLS

PUBLIC   PRIVATE
CIVIL
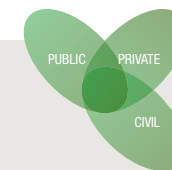
Improved Sanitation In Schools 2018 is a global project launched by LIXIL Corporation to provi-de improved sanitation facilities and appropriate knowledge to 2,018,000 children by 2018, th-rough delivering toilets and washstands to schools and supporting health and hygiene education. LIXIL Corporation, a Japan-based holding group that specialises in building materials and housing equipment, has helped to improve the sanitary environment for over 60,000 children in over 60 schools in China, the Philippines and Kenya, in collaboration with leading global NGO's such as UNICEF and Toilet Board Coalition[31].

Toilets before and after renovation at maendeleo learning centre, kenya
source: http://www.lixil-group.co.jp /e/sustainability/health/default.htm

[30] Freedman Consulting, LLC. The Collaborative City, p.28-30

[31] http://www.lixil-group.co.jp/e/sustainability/health/default.htm & http://sisi2018.lixil.com/introduction/. Accessed 12.03.2015
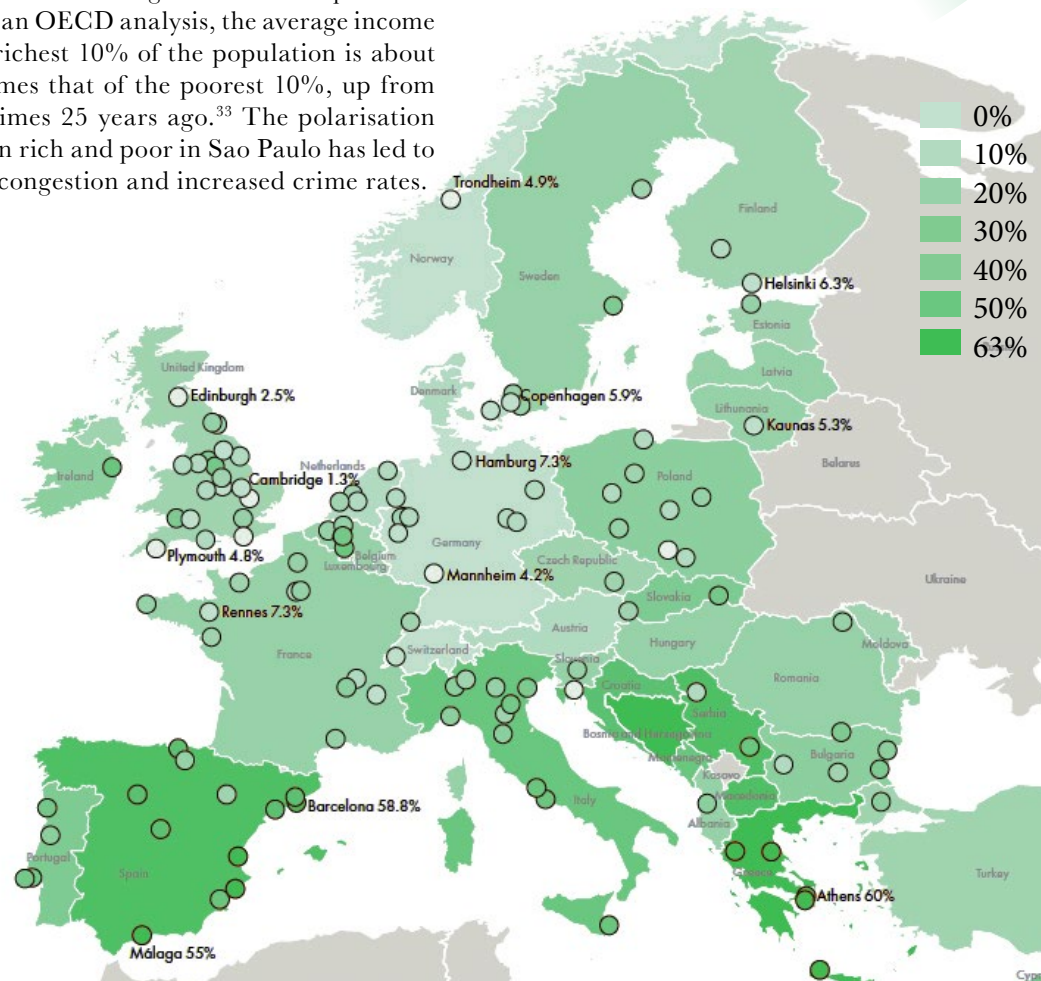
SOCIAL INCLUSION

SOCIAL INCLUSION

Economic growth in cities does not necessarily translate into improved welfare for all citizens within the city. Cities need to address the issues of social exclusion and inequalities.
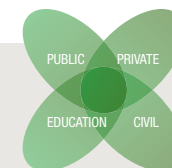
- Many cities have been experiencing high youth unemployment rates, due to an ageing population and a shrinking workforce, on top of the economic crisis. Athens and Barcelona are the most severely hit in Europe, with a youth unemployment rate of about 60%[32]. Innovations are needed at the local level to absorb young people into the workforce, for example by expanding university populations or by specially developed apprenticeship schemes.

- Loneliness and social isolation, traditionally associated only with old age, are on the rise. High unemployment has particularly affected youth, negatively impacting mental and physical health and increasing the burden on welfare budgets and the provision of health services.

- Climate change, which has forced the redistribution of population in many areas, has created social tensions and conflicts in many of the less developed cities. Cities have ben forced to pay more attention to the immigrants and refugees they are receiving.

- Certain individuals and groups are systematically denied access to the civil, political, economic, social and cultural rights of citizenship. According to an OECD analysis, the average income of the richest 10% of the population is about nine times that of the poorest 10%, up from seven times 25 years ago.[33] The polarisation between rich and poor in Sao Paulo has led to traffic congestion and increased crime rates.

[32] LSE Cities. (2014). Innovation in Europe Cities, p.13
[33] OECD. http://www.oecd.org/social/inequality.htm. Accessed 17.03.2015

source: Innovation-in-Europes-Cities

YOUTH UNEMPLOYMENT RATE
(MOST RECENT YEAR AVAILABLE)

	0%
	10%
	20%
	30%
	40%
	50%
	63%

Trondheim 4.9%

Helsinki 6.3%

Edinburgh 2.5%

Copenhagen 5.9%

Kaunas 5.3%

Cambridge 1.3%

Hamburg 7.3%

Plymouth 4.8%

Mannheim 4.2%

Rennes 7.3%

Barcelona 58.8%

Athens 60%

Málaga 55%

CASE

ASIAN COALITION FOR COMMUNITY ACTION PROGRAM

The Asian Coalition for Community Action Program (ACCA) is a program of the Asian Coalition for Housing Rights (ACHR) which supports a process of citywide and community-driven slum upgrading in Asian cities. Urban poor community organizations are the primary doers in planning and implementing projects which tackle problems of land, infrastructure and housing at scale in their cities, in partnership with their local governments and other local stakeholders including universities.

The ACCA Program has now completed its fifth year. The programme has supported activities in 215 cities in 19 countries. The programme has demonstrated a new kind of development intervention, in which the poor have the freedom to decide things and manage their own development. On this model, instead of being seen as the problem, or the passive recipients of somebody else's idea of what they need, the poor themselves become the doers and the deliverers of solutions to the huge problems of urban poverty, land and housing in Asian cities.

34 215 Cities in Asia in Fifth Yearly Report of the Asian Coalition for Community Action Programme, Nov. 2014

The 146 big housing projects being implemented with ACCA support have so far have helped 49,356 poor urban families to get secure land and housing, and have also facilitated the creation of city development funds, which are now operating as new joint financial mechanisms in 136 of these cities. Small upgrading projects (like walkways, drains, toilets, water supply, community centres and solid waste systems), which have been implemented in 2,021 poor communities, are allowing some 342,399 poor families to collectively develop practical solutions to immediate problems they are facing, and are leading to more active involvement within the communities and more collaboration with their local governments.[34]

Photo: Tulaykawayan.blogspot.com

CLIMATE CHANGE HAS CREATED SOCIAL TENSIONS AND CONFLICTS IN MANY OF THE LESS DEVELOPED CITIES.
IT FORCES TO REDISTRIBUTE WORLD POPULATION. IMMIGRANTS AND REFUGEES HAVE RECEIVED INCREASING ATTENTION IN THE RECEIVING CITIES.
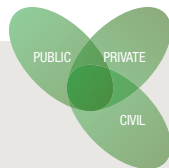
CASE

SAFE HAVEN

Safe Haven is a programme that launched in New York to reach homeless individuals. Street homeless individuals, especially the chronic cases who face additional challenges such as mental health or substance abuse issues, are a group that can be difficult to reach, but are desperately in need for help. Initiated as a privately funded 19-bed pilot program in 2006, Safe Haven expanded to 200 beds in 2007, and now, backed by public support, offers 545 beds at ten sites throughout New York City. Aside from shelter, Safe Haven clients receive meals, showers, laundry services, clothing, and medical and psychological evaluations. These services are intended to build stability and ease their transition to permanent housing by providing holistic services and setting minimal entrance requirements.[35]

CASE

VINCLES BCN

With senior citizens over 65 currently forming 20% of the population, and an estimated 25% by 2040, the city of Barcelona has launched Vincles BCN, Collaborative Care Networks for Better Ageing, aiming to use a customised social media application on web-enabled tablet computers to establish better connections within the senior population. The project builds on existing social ties in Catalonia – ties to family, caregivers, neighbours - and provides a dedicated citywide platform to connect elderly people to individuals who are physically close to them, like family members and neighbourhood volunteers.

The same tablet-based platform is also used for professional care, thus reducing the burden on walk-in facilities and providing more regular monitoring. Sharing care of the elderly across family members and community members increases the potential for contact, and decreases the likelihood of developing health complications, including depression, dementia and obesity.[36]
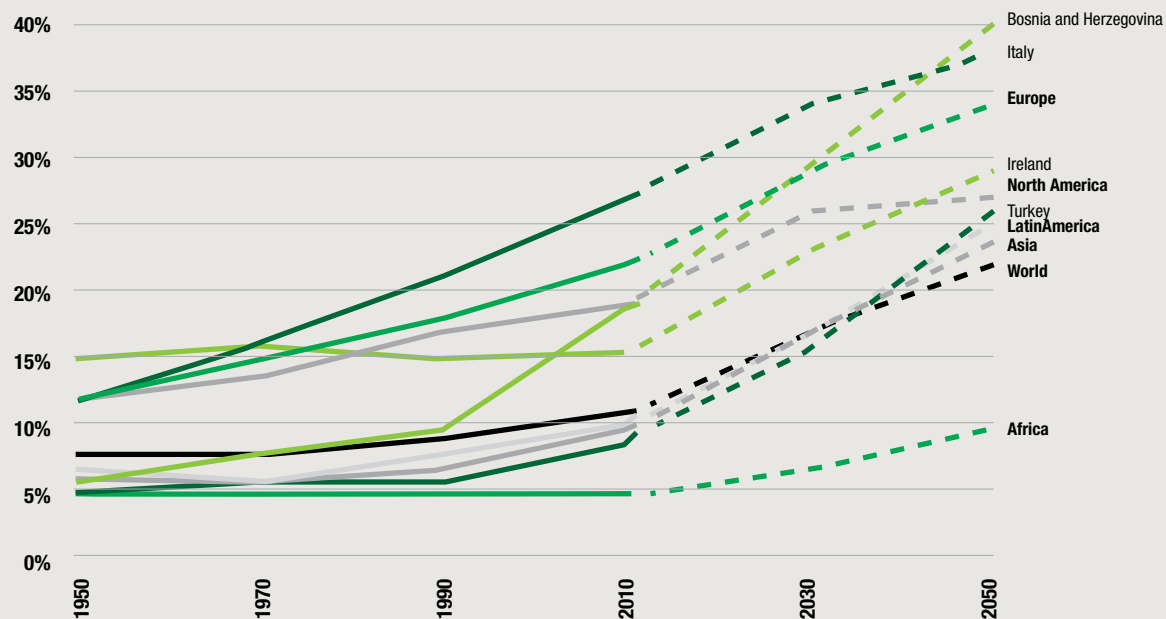
---
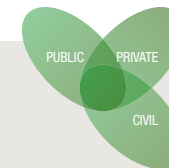
[35] Freedman Consulting, LLC. The Collaborative City, p.31
[36] LSE Cities. (2014). Innovation in Europe Cities, p.34

AN AGEING WORLD:

THE PROJECTED PERCENTAGE OF CITIZENS OVER 60 BY 2050

Portugal and Bosnia and Herzegovina are projected to have the highest percentage of seniors in Europe. Several other countries in the European region have comparable projections

source: Innovation-in-Europes-Cities

Chart: The projected percentage of citizens over 60 by 2050. Y-axis 0%–40%, X-axis years 1950, 1970, 1990, 2010, 2030, 2050. Lines: Bosnia and Herzegovina, Italy, Europe, Ireland, North America, Turkey, Latin America, Asia, World, Africa.

"CITIES ARE HOME TO MORE THAN
HALF OF THE WORLD'S POPULATION,
A PROPORTION WHICH WILL CONTINUE
TO GROW. THEY ARE THE PRIMARY
INCUBATOR OF THE CULTURAL,
SOCIAL, AND POLITICAL INNOVATIONS
WHICH SHAPE OUR PLANET.
CITIES ARE WHERE THE ACTION IS.
CITIES ARE US."

BENJAMIN R. BARBER

m1dt
regionmidtjylland