

**UK-China Workshop**  
**City Futures and Contemporary Urban Research**  
 (<http://www.urbantransformations.ox.ac.uk/>)

**Venue:**  
**Conference Room, Kaifeng Humanities & Social Sciences Library,**  
**Tsinghua University**

**Dates:**  
**11–12 July 2018**

This workshop will bring together senior researchers from the UK and China whose work focuses on thinking about city futures. The future of China and the future of most of the world is urban. But how will the future of the city shape these futures? How should we understand the cultures of the future city, its private interests and public spaces that bring together rich and poor, migrants and residents, old employment and new companies, old ways of working and revolutions in technology that will generate challenges that are common across the world. Whether the answer to these challenges is bespoke and local or universal and scalable is less clear. The workshop will consider these futures and how a dialogue between research in China and urban studies globally might open up new ways of thinking about the future city.

<b>Wednesday 11 July 2018</b> (simultaneous translation available)	
<b>Panel I</b> <b>Chair: Dr Andreza A. De Souza Santos</b> (17:00–19:30)	
<i>Dr Tim Schwanen,</i> <i>University of Oxford</i> (17:10–17:30)	‘Reconceptualising transformations in urban transport’
Q & A (17:30–17:45)	

<i>Professor Kang Wu, Capital University of Economics and Business &amp; Beijing Key Laboratory of Megaregions Sustainable Development Modelling (18:55–19:15)</i>	‘Urban shrinkage: the other facet of urbanisation in current China’
Q & A (18:05–18:20)	
<i>Professor Yasemin Soysal, University of Essex (17:45–18:05)</i>	‘Transnationalization of educational aspirations: internal and international mobility of Chinese HE students’
Q & A (18:40–18:55)	
<i>Dr Wenfei Winnie Wang, University of Bristol (18:20–18:40)</i>	‘Social impact of migration on women returnees’
Q & A (19:15–19:30)	
<b>Dinner</b> <b>Venue: Tsinghua University Jiasuo Restaurant, Floor One, Tsinghua Yuan Xichun Road Hotel (next to Gate 2 of Tsinghua University)</b> <b>(20:00–21:30)</b>	
<b>Thursday 12 July 2018</b> <b>(simultaneous translation available)</b>	
<b>Panel II</b> <b>Chair: Professor Michael Keith/Dr Tim Schwanen</b> <b>(09:00–13:00)</b>	
<i>Professor Michael Keith, University of Oxford (09:10–9:30)</i>	‘City prospects: the future of the city? Philosophies of commensuration, value and worth in the future city’
Q & A (09:30–9:45)	
<i>Professor Changchun Feng, Peking University (09:45–10:05)</i>	Title: TBA

Q & A (10:05–10:20)	
<p><i>Professor Wenqi Lin, Tsinghua University; Centre on Technological Innovation, Tsinghua Tongheng Urban Planning and Design Institute (10:20–10:40)</i></p>	<p>‘Rethinking the hierarchy of cities in China’s three major urban agglomerations based on inner-enterprise investments’</p>
Q & A (10:40–10:55)	
<p><i>Dr Dong Li, Tsinghua Tongheng Urban Planning and Design Institute (THUPDI) (10:55–11:15)</i></p>	<p>Title: TBA</p>
Q & A (11:15–11:30)	
<p><b>Coffee Break (11:30–11:50)</b></p>	
<p><i>Professor Dabo Guan, University of East Anglia (11:50–12:10)</i></p>	<p>‘City-level climate change mitigation in China’</p>
Q & A (12:10–12:25)	
<p><i>Dr Pengjun Zhao (represented by Dr Peilin Li) &amp; Dr Peilin Li, Peking University (12:25–12:45)</i></p>	<p>‘Future energy use and CO<sub>2</sub> emissions of urban passenger transport in China’</p>
Q & A (12:45–13:00)	
<p><b>Lunch Break Venue: Conference Room, Kaifeng Humanities &amp; Social Sciences Library, Tsinghua University (13:00–14:00)</b></p>	

<b>Panel III</b> <b>Chair: Dr Yi Samuel Chen/Dr Wenfei Winnie Wang</b> <b>(14:00–16:25)</b>	
<i>Professor Junkai Li,</i> <i>Peking University &amp; Hebei</i> <i>University</i> (14:00–14:20)	‘Development of the Xiong’an New Area and innovation in cultural transmission’
Q & A (14:20–14:35)	
<i>Professor Lixin Han,</i> <i>Hebei University</i> (14:35–14:55)	‘Heroic culture of Baiyang Lake and a city image shaping of the Xiong’an New Area’
Q & A (14:55–15:15)	
<i>Dr Deljana Iossifova,</i> <i>University of Manchester</i> (15:15–15:35)	‘Testing boundaries: theorising urban change between practice and complexity’
Q & A (15:35–15:50)	
<i>Professor Zhenjie Wang,</i> <i>Peking University</i> 15:50–16:10	‘Disability and Regional Development: based on the national disability survey’
Q & A (16:10–16:25)	
<b>Coffee Break</b> <b>(16:25– 16:45)</b>	
<b>Summary &amp; Conclusion</b> <b>(16:45–17:00)</b>	
<i>Professor Michael Keith,</i> <i>University of Oxford</i> (16:45–17:00)	Closing Remarks & Follow-up Matters
<b>Dinner</b> <b>Venue: TBA</b> <b>(18:00–20:00)</b>	

## Abstracts

### **Topic: TBA**

*Professor Changchun Feng, Peking University*

### **‘City-level climate change mitigation in China’**

*Professor Dabo Guan, University of East Anglia*

As national efforts to reduce CO<sub>2</sub> emissions intensify, policy-makers need increasingly specific, subnational information about the sources of CO<sub>2</sub> and the potential reductions and economic implications of different possible policies. This is particularly true in China, a large and economically diverse country that has rapidly industrialized and urbanized and that has pledged under the Paris Agreement that its emissions will peak by 2030. We present new, city-level estimates of CO<sub>2</sub> emissions for 182 Chinese cities, decomposed into 17 different fossil fuels, 46 socioeconomic sectors, and 7 industrial processes. We find that more affluent cities have systematically lower emissions per unit of gross domestic product (GDP), supported by imports from less affluent, industrial cities located nearby. In turn, clusters of industrial cities are supported by nearby centres of coal or oil extraction. Whereas policies directly targeting manufacturing and electric power infrastructure would drastically undermine the GDP of industrial cities, consumption-based policies might allow emission reductions to be subsidized by those with greater ability to pay. In particular, sector-based analysis of each city suggests that technological improvements could be a practical and effective means of reducing emissions while maintaining growth and the current economic structure and energy system. We explore city-level emission reductions under three scenarios of technological progress to show that substantial reductions (up to 31%) are possible by updating a disproportionately small fraction of existing infrastructure.

### **‘Heroic culture of Baiyang Lake and a city image shaping of the Xiong’an New Area’**

*Professor Lixin Han, Hebei University (in collaboration with Xiuli Zhang, and Xinming Yang)*

According to document analysis and textual research, heroic figures of the Xiong’an New Area take the Yang’s saga, wild-goose guerrillas and vanguard persons in socialism construction of new China as the main characters and are mainly distributed around Baiyang Lake, the spiritual features of which

are very explicit and impressive, i.e., patriotism and national rejuvenation, which is consistent with the topic of the Chinese dream in the report delivered by President Xi Jinping at the 19<sup>th</sup> National congress of the Communist Party of China. The history of Baiyang Lake represents the heroic idea of people creating the history, and is the epitome of Chinese national spirit, as well as cultural material of millions of people constructing the common spiritual garden. One can say that Baiyang Lake, as a cultural landscape, is the lake of heroes and the spiritual carrier of national revival, which is suitable as a cultural sign and a city image of the Xiongan New Area. Compared with West Lake in Hangzhou, there exists West Lake in the south—the lake of poems and the lake of love, and also Baiyang Lake in the north—the lake of songs and the lake of heroes. Cultivating Baiyang Lake as a cultural landscape and a spiritual carrier for pursuing rejuvenation of the nation and happiness of the people in the new era and making the Xiongan New Area as a spiritual carrier of people’s happiness and national rejuvenation will powerfully support the construction target of the Xiong’an New Area. Conducting cultural development and construction of Baiyang Lake is an effective attempt for the Xiong’an New Area to inherit the excellent traditional Chinese culture, depicting a picture of a spiritual home and build a spiritual city, thus at the same time planning the Baiyang Lake as the sign of eco city of the Xiong’an New Area, we should also construct it as the spiritual cultural base for national revival.

**Keywords:** Baiyang Lake; heroes; national rejuvenation; image

### **‘Testing boundaries: theorising urban change between practice and complexity’**

*Dr Deljana Iossifova, University of Manchester; and Ulysses Sengupta Manchester Metropolitan University*

Contemporary urban ‘ways of life’ are emergent, ephemeral and shaped by rapidly changing individual and collective practices. These, in turn, are linked with notions of tradition and shifting norm, belief and value systems. Practice theory allows us to understand shared patterns and particular performances through an analysis of ever-changing competence, material and meaning. Complexity theory makes it possible to account for emergent behaviour and system transitions. Existing approaches, particularly in socio-technical transitions, study how individual behaviour change can lead to systemic shifts and transitions. This is important and relevant when it comes to sustainability outcomes. Yet, such approaches are not readily applicable in China, where a strong State dictates ‘change from above’ and transitions in

norm, belief and value systems are oftentimes the result of top-down, rather than bottom-up processes. How decrees from the top are negotiated, adopted and adapted at lower levels of governance and all the way to individual practice is therefore of utmost importance for their successful implementation. This paper argues that there is a need to develop and test approaches to the study of cities, in China and elsewhere, that account for the complex interaction between systems of governance, infrastructure and everyday practice in order to understand and intervene in contemporary urban processes.

**‘City prospects: the future of the city? Philosophies of commensuration, value and worth in the future city’**

*Professor Michael Keith, University of Oxford*

How do we think about the future city in a fashion that owes more to academic scholarship than journalistic speculation? What are the claims made on behalf of the science of cities? The ability to gather large amounts of data, to monitor behavioural pattern through indirect forms of monitoring and the technologies of the internet of things have propelled many claims in the name of the ‘smart’ city. But historians of science and anthropologists of technology might warn us against the resurrection of the city as an object so easily known. They caution us against a sense of the future that is based principally on extrapolation from trends measured, however sophisticated the mechanisms of measurement or the algorithms of prediction.

The paper will consider how philosophies of value and worth are central to different forms of expertise that makes the city visible as an object of study. Scholars as diverse as Amartya Sen and Martha Nussbaum have argued that we might generate ways to make commensurable different philosophical and economic registers. In this chapter I shall argue that a scholarship of the future city is in part dependent on the imperative to combine the insights of humanities, social sciences and natural sciences whilst recognizing the fundamental incommensurability of different knowledge systems or epistemologies.

Consequently, scholarship of the future city depends on the propensity of certain modes of commensuration but also an understanding of the co-existence of different regimes of value and worth. Scholarship needs to make visible the forms of irreconcilable and incommensurable combinations of nature and culture, competing domains of urban ‘expertise’, material and

immaterial forms and the ethical dilemmas and choices they present to the deliberative metropolis.

**Topic: TBA**

*Dr Dong Li, Tsinghua Tongheng Urban Planning and Design Institute*

**‘Development of the Xiong’an New Area: cultural heritage and innovation’**

*Professor Junkai Li, Peking University & Hebei University*

Culture is the soul of the development of a city. The city culture of Xiong’an New Area is not only the essence of Chinese thousand-year-long traditional culture, but also the achievements of the construction of the core values of socialism with Chinese characteristics. Aiming to make it in conformity to the top level of international standards with Chinese unique characteristics, we place special emphasis on policy and regulation formulation and innovation so as to form ‘Xiong’an New Area cultural administration model’ and make sure its culture is inherited and innovated.

**‘Rethinking the hierarchy of cities in China’s three major urban agglomerations based on inter-enterprise investments’**

*Professor Wenqi Lin*

*Tsinghua University & Tsinghua Tongheng Urban Planning and Design Institute*

Hierarchy is implicit in the very term city. High levels of cities have a higher effect and influence on their hinterland and on the city network. Different from the structural measurements of the influence of city which are used further for the urban hierarchical studies, we use the investment flows to depict the influence and hierarchy of cities by computing the node degree. Results show differences in the methods in China’s three major urban agglomerations.

**‘Reconceptualising transformations in urban transport’**

*Dr Tim Schwanen, University of Oxford*

It is widely believed that the future of transport in cities across the world will —and must—look radically different from the present because of ongoing technological change and particularly the need to drastically curb CO<sub>2</sub> levels emitted through the combustion of fossil fuels. These transformations are conceptualised in many different ways, but conceptualisations building on interdisciplinary research on sociotechnical



transitions and on social practices are increasingly popular. They have many attractive features but are also situated in Euro-American experiences and thinking, which can cause problems when they are treated as universally applicable and/or transferred directly to non-western contexts. This paper seeks to contribute to the ‘worlding’ (Roy 2011) of research on transitions in urban transport, and it does this by challenging the assumption of a stable regime, rethinking the role of public authorities and understandings of infrastructure, and considering informal and semi-formal modes of service provision.

**‘Transnationalization of educational aspirations: internal and international mobility of Chinese HE students’**

*Professor Yasemin Soysal, University of Essex*

According to the UNESCO Institute for Statistics, between 1970 and 2000, the global number of students enrolled in higher education (HE) institutions has increased a staggering 206%, from 32.6 million to 99.9 million. The number of internationally mobile higher education students, although a very small proportion within overall enrollments, has also followed a similar upward trend, from approximately 250,000 in 1965 up to an estimated 5 million at present. East Asia, particularly China, is a significant contributor to both trends. In the broader literature, HE expansion and particularly the growth of international HE is linked with the emerging urban middle-classes. Engaging with Bourdieusian logic of capital conversion, such literature often analyzes international HE in the context of middle- and upper-class family strategies and investment in their children. I find this analytical focus restrictive and insufficient to understand the mobility of higher education students in the 21st century. Starting from a transnational vantage point, I suggest an alternative theoretical perspective which connects educational migrations to transnational convergences, among higher education institutions towards global standards and among students towards the spread of educational and mobility aspirations as an end in itself. In my contribution, I will draw upon my ongoing collaborative project on the internal and international educational mobility of Chinese HE students to offer empirical elaboration of this perspective.

**‘Social impact of migration on women returnees’**

*Dr Wenfei Winnie Wang, University of Bristol*

China has experienced massive rural-urban migration over the past thirty years. Due to institutional constraints and recent economic down turn,

sizeable migrants have chosen to return to their home village or home county. This study examined the social impacts of migration return migration on returnees, particularly women return migrants. It will adopt a gendered approach to investigate how return migration has reshaped family and gender relations, household division of labour, childcare and children's education, and life-style. At the individual level, it will also analyse how women's well-being, sense of agency and empowerment have been affected by migration. The return decision making process and factors that affect post-return for the migrant women and their families will also be key elements in analysing the social impacts on women migrants. The empirical analysis will be based on a return migration survey conducted in seven provinces in China in summer 2015 along with in-depth interviews of women returnees in the province of Anhui in summer 2016. The results of the study will help us better understand the deep and wide-ranging social consequences of return migration on women return migrants, their families and their community which have been largely neglected in the existing literature.

**'Disability and regional development: based on the national disability survey'**

*Professor Zhenjie Wang, Peking University*

Data were derived from a national representative population-based data from 1987 and 2006 China National Sample Survey on Disability. Both surveys used multistage, stratified random cluster sampling, with probability proportion to size, to derive nationally representative samples. Multilevel logistic regression model was applied for estimating effects of province contextual characteristics on male and female, respectively. We also examined the association with mental disability risk stratified by selected covariates. Study populations were (N=698,810) in 1987 and (N=1,260,947) in 2006, respectively. Most of province-level variables were not related to mental disability risk neither in male nor in female in 1987 and 2006's surveys after controlling for individual-level characteristics. The age-adjusted prevalence of mental disability increased around twofold among male and female from 1987 to 2006. The lowest categories of the proportion of agriculture, forestry, animal husbandry and fishery, and the percentage of aged 65 and over significantly decreased by 48% and 32 % mental disability in the risk among female in 1987, respectively. Moreover, the number of health professional modified the association with GDP among female in 1987 only. To face the challenge of mental disability in Chinese population and interprovincial inequality, government should adjust strategies not only

on healthcare systems but also on interprovincial development inequality to prevent mental disability.

### **‘Urban shrinkage: the other facet of urbanisation in current China’**

*Professor Kang Wu, Capital University of Economics and Business; Beijing Key Laboratory of Megaregions Sustainable Development Modelling*

A shrinking city is defined as a densely populated urban area with a minimum population of 10,000 residents that has faced population losses in large parts for more than two years and is undergoing economic transformations with some symptoms of a structural crisis (Wiechmann 2008; Hollander, et al. 2009). Due to the complex interplay of globalization, suburbanization, deindustrialization, local financial crisis and social transformation, urban shrinkage is increasingly become a common phenomenon throughout the world which should get an urgent attention by urban researchers and policy makers.

After more than 30 years of rapid growth and spatial expansion, China has entered the new normal period, and the promotion strategy of new urbanization has been approved by the government. Recently, the shrinking challenges are also emerged for some China cities, especially in the northeast industrial and mining cities which are suffering a population overflow and a sluggish growth in GDP and local finance.

In this workshop, I will talk about shrinking cities—the other facet of rapid urbanization in current China. I will introduce the method of how to identify shrinking cities in China’s urban context based on official data and summarize topologies of shrinking cities in China. And we also need to point out that urban shrinkage in China is more complex and should be seen as a cumulative and self-reinforcing process, which need to be approached more carefully and in-depth.

### **‘Future energy use and CO<sub>2</sub> emissions of urban passenger transport in China’**

*Dr Pengjun Zhao & Dr Peilin Li, Peking University*

Work on comparing cities in terms of their transport energy consumption and CO<sub>2</sub> emissions in the urban passenger transport sector has rarely been done using detailed travel activity data that takes into account city level differences in terms of economic development, population, and urban form. A personal activity based approach is necessary to better reflect travel

behavior change results from different social, economic, urban form, technical, and transportation policy situations in the future. The present study extends the existing activity, modal share, energy intensity, fuel/carbon intensity (ASIF) modeling framework by disaggregating travel activity into key structural components and city-specific factors for 288 prefectural level cities in China. Testable econometric modeling systems were built to link mode split and mode specific travel distances with local economic and urban form characteristics in four different population sizes and two urban form types, based on 187 travel surveys in 108 Chinese cities in the past two decades. Scenarios of energy use and carbon emissions between 2010 (baseline) and 2050 were developed.

### List of Attendees

No.	Name and Title	Institutional Affiliation	Position
1	Dr Yi Samuel Chen	University of Oxford	Research Fellow & China Liaison, PEAK Urban, Centre on Migration, Policy and Society
2	Professor Changchun Feng	Peking University	Professor, College of Urban and Environmental Sciences & Department of Regional Planning, Peking University; Vice President of the Centre for Urban Future Research and the Director of Laboratory for Urban Future
3	Professor Dabo Guan	University of East Anglia	Professor in Climate Change Economics, School of International Development
4	Professor Lixin Han	Hebei University	Dean of the School of Journalism and Communication
5	Dr Deljana Iossifova	University of Manchester	Senior Lecturer in Urban Studies
6	Professor Michael Keith	University of Oxford	Director of the Centre on Migration, Policy and Society; Co-Director of the Oxford Programme for the Future of Cities
7	Professor Junkai Li	Peking University; Hebei University	Professor, College of Engineering, Peking University & Vice President of Hebei University
8	Dr Dong Li	Tsinghua Tongheng Urban Planning and Design Institute	Standing Deputy Director, Technology Services
9	Dr Peilin Li	Peking University	Postdoctoral Researcher
10	Professor Wenqi Lin	Tsinghua University; Tsinghua Tongheng Urban Planning and Design Institute	Associate Professor, School of Architecture, Tsinghua University; Director, Centre on Technological Innovation,

			Tsinghua Tongheng Urban Planning and Design Institute
11	Dr Andreza De Souza Santos	University of Oxford	Postdoctoral Researcher, Urban Transformations, Centre on Migration, Policy and Society
12	Dr Tim Schwanen	University of Oxford	Associate Professor in Transport Studies and Human Geography; Director of the Transport Studies Unit; Co-Director of the Oxford Programme for the Future of Cities
13	Professor Yasemin Soysal	University of Essex	Professor of Sociology, and member of the Centre for Migration Studies and the Centre for Human Rights
14	Dr Wenfei Winnie Wang	University of Bristol	Senior Lecturer, School of Geographical Sciences
15	Professor Zhenjie Wang	Peking University	Associate Professor, Population Research Institute
16	Professor Kang Wu	Capital University of Economics and Business; Beijing Key Laboratory of Megaregions Sustainable Development Modelling	Associate Professor, Capital University of Economics and Business; Executive Director of Beijing Key Laboratory of Megaregions Sustainable Development Modelling
17	Dr Pengjun Zhao (represented by Dr Peilin Li)	Peking University	Research Fellow, College of Urban and Environmental Sciences

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