

The liveable cities method

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39 Town & city planning
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44

45 Abstract:

46 There is currently great interest in the creation of sustainable and liveable cities, both in the UK and
47 globally. While it can be argued that good progress is being made in thinking about the needs of
48 future cities, meeting these needs and aspirations in practice poses major challenges of
49 understanding and measurement (what is meant by these terms and how can progress towards
50 their achievement be measured?), complexity (cities are complex systems of systems with many
51 interacting parts) and resilience (will interventions made today be relevant and effective in the
52 future?). The Liveable Cities research programme created a systematic decision-making method for
53 improving urban sustainability and liveability: the Liveable Cities Method (LCM). The LCM prioritises
54 four criteria – individual and societal wellbeing, resource security, resource efficiency, and carbon
55 emissions as a proxy for environmental harm (Leach, et al., 2016a) – in an interconnected
56 framework and assesses the need for, and the resilience of, interventions designed to move cities
57 towards improved sustainability and liveability. This paper illustrates the LCM through an example
58 intervention made to the city of Birmingham, UK, and highlights how addressing sustainability and
59 liveability in this way offers unique opportunities for the UK civil engineering profession to lead
60 thinking amongst urban professionals.

61
62 Introduction: challenges to achieving urban sustainability and liveability

63 Civil engineers use ingenuity to address the problems and take advantage of the opportunities
64 posed by society, and the dual influences that the environment and economy have on it. They use
65 creative thinking to develop processes and strategies, and systems and artefacts, which in many
66 cases are required to function for decades, and sometimes even centuries ((Balmforth, 2015) and
67 for an example, see de Silva & Paris (2015)). This means that engineers are well placed to affect
68 progress towards sustainability, resilience and liveability (Pearce, et al., 2012), and are encouraged
69 to do so – not least through this Journal: see Fenner, et al., (2006) for an early perspective and

70 Fenner, et al., (2014) and Byrne & Mullally (2014) for implications for civil engineering education.
71 Sustainability has been much defined, being enriched from Brundtland's (1987) oft-quoted concept
72 of intergenerational equity and opportunity by a multitude of insights published in this journal.
73 Likewise resilience – ensuring engineering interventions continue to function, and deliver their
74 benefits, in the face of contextual change no matter how rapid (Rogers, et al., 2012; Arup, 2015;
75 Lloyd's Register Foundation, 2015) – is well understood and embraces adaptability as one effective
76 response. However, the longevity of engineered systems and artefacts also means that there is a
77 danger that engineers create path dependencies for problems that are by their nature dynamic
78 and, therefore, deliver outcomes that cease to be efficient and/or effective in the medium-to-long
79 term. In contrast, liveability is less clearly-established (Leach, et al., 2017b), a weakness that this
80 paper seeks to address hereafter. Moreover, the outcomes of the civil engineering profession are
81 inevitably context-dependent (Pearce, et al., 2012; Shareef & Altan, 2017), and it is this dynamic,
82 changing context that adds to the complexity of the civil engineer's role in serving society (see
83 Roohnavaz (2017) for the implications for construction projects in developing countries).

84

85 Given that the changing contexts in which civil engineers currently operate include a markedly
86 growing population, increasing urbanisation, climate change and a changing demography (United
87 Nations, Department of Economic and Social Affairs, Population Division, 2014; Balmforth, 2015;
88 Hunt, et al., 2018), improving the performance of cities provides one of the primary points of focus
89 for the civil engineer. In turn, it is a vision of cities of the far future that must inform today's
90 activities if future outcomes are to deliver the efficiency and efficacy that the often considerable
91 investment demands within the context of sustainability and liveability (Rogers, 2018). This leads to
92 fundamental questions of: what is the nature of cities of the future and, more specifically, what is
93 the nature of citizens and societies of the future? Also, what is "the nature of any compromises or
94 trade-offs that need to be made in balancing such requirements in order for us [engineers] to be

95 explicit about the impacts associated with our choices”? (Gaterell, 2016, p. 223) – the focus of a
96 recent issue of this journal. Answers are required to develop policies and strategies, and associated
97 briefs and designs, for future sustainable and liveable city systems and the infrastructures and
98 organisations that support them (see Whitehead (2015) for a case study of Balfour Beatty’s
99 sustainability journey).

100

101 While there is great interest in the creation of sustainable and liveable cities, both in the UK and
102 globally, there is no convergence as to the best processes for achieving the desired outcomes
103 (Leach, et al., 2016a). The need for tools and techniques to enable engineers to engage in the many
104 and varied decision-making processes involved in improving sustainability was recognised by this
105 journal in 2013 (Gaterell, 2013). At about the same time, the Liveable Cities research programme
106 (*liveablecities.org*) set out to transform the engineering of cities by ensuring that radical
107 engineering solutions to the problem of engineering future sustainable and liveable cities take into
108 account the human dimensions of living and working in a city including quality of life, wellbeing and
109 citizen aspirations. One outcome is a systematic decision-making method for improving urban
110 sustainability and liveability: the Liveable Cities Method (LCM).

111

112 This paper introduces the nine-step LCM, a decision-making process that identifies potential
113 barriers to achieving urban sustainability and liveability by making explicit how strategic ambitions
114 (i.e., for the desired future performance of a city and its citizens) link to operational activities (i.e.,
115 interventions) and how vulnerable operational activities are to future change. The LCM enables
116 users to explore possibilities and aspirations for a city as opposed to being a deterministic
117 procedure towards quantifiable results. Importantly, it is applicable across scales, which is crucial
118 within a multi-scalar discipline such as engineering (Gaterell, 2016; see also Keaton, 2017 for a brief
119 discussion about the scales at which the concepts of sustainability and resilience operate and their

120 relevance for geotechnical engineering). This paper illustrates the LCM through the example of an
121 intervention made to the city of Birmingham. It highlights how addressing sustainability and
122 liveability in this way offers unique opportunities for the UK civil engineering profession to lead
123 thinking amongst urban professionals.

124

125 This section has briefly described some of the challenges for engineers in achieving sustainability
126 and liveability in cities. The following section describes and illustrates via a case study how the
127 Liveable Cities Method can be used to address them. This is followed by reflection upon the
128 implications for UK civil engineering. Crucially, the LCM, and its extensive evidence base
129 (www.liveablecities.org.uk), has the potential to transform the engineering of cities to deliver a
130 more profound set of benefits when meeting the basic needs of cities and their infrastructure
131 systems.

132

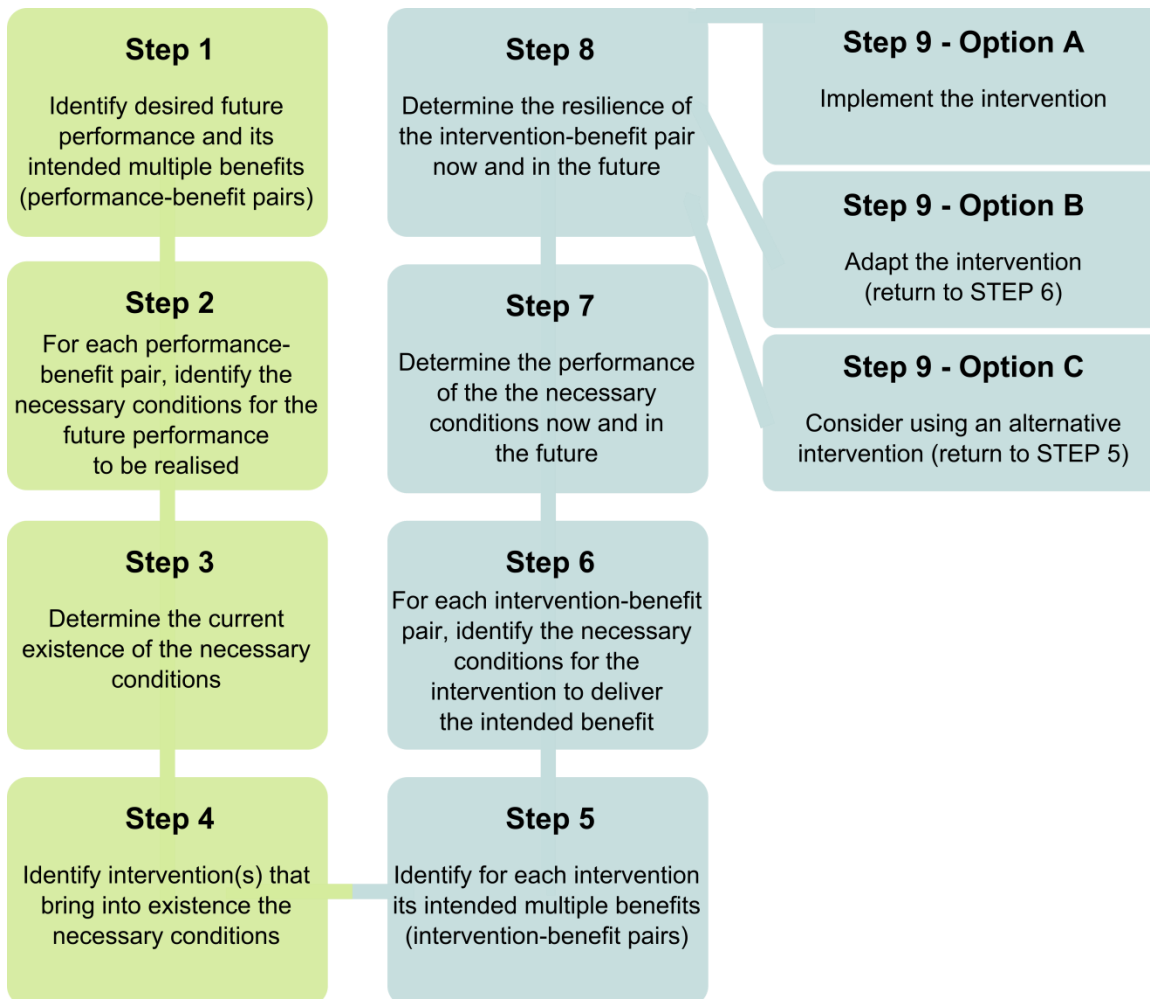
133 **The Liveable Cities Method: a method for improving urban sustainability and liveability and its** 134 **application to the city of Birmingham, UK**

135 The Liveable Cities Method was developed from a comprehensive review of the sustainability,
136 resilience, liveability and city performance, measurement and assessment literature; primary
137 research to address the evident research gap; a series of consultations with local authorities, urban
138 designers and planners and other urban experts from the private, public and third sectors (including
139 academics); and, testing in three UK cities: Birmingham, Lancaster and Southampton (Leach, et al.,
140 2017b). It builds upon the Designing Resilient Cities Method (Lombardi, et al., 2012; Rogers, et al.,
141 2012), which is incorporated into the LCM and is shown in blue in Figure 1.

142

143 The LCM assesses the need for and the vulnerability of interventions designed to move cities
144 towards improved sustainability and liveability. Figure 1 illustrates the LCM's nine steps,

145 acknowledging that the illustration presents only the very essence of the process (its critical path)
 146 and strips away the inevitable messiness and iterative nature of decision-making (Mintzberg &
 147 Westley, 2001). However, iteration is an essential part of engineering decision-making processes –
 148 it is the mature engineering response to systems thinking – and will occur throughout Steps 1 to 5
 149 and once Step 9 has been reached, a return to any of Steps 1 to 5 might happen to refine the
 150 thinking. Only once the intervention has been finalised can its likely resilience be determined using
 151 the Designing Resilient Cities Method by following Steps 5 to 9.
 152



153

154

155 Figure 1: The Liveable Cities Method

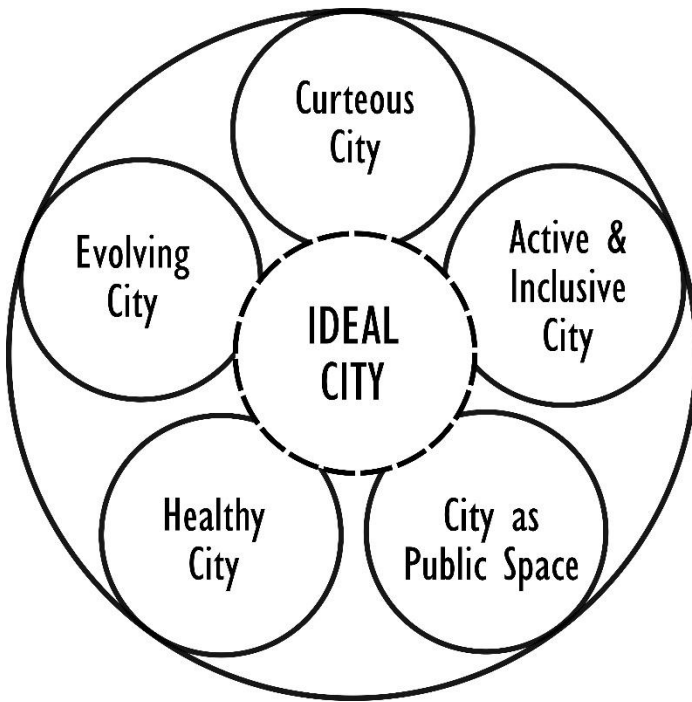
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157 *Step 1: identify desired future performance and its intended multiple benefits (performance-benefit*
158 *pairs)*

159 The first step in the LCM is for a city to identify what it wants to be like in the future (i.e., its desired
160 future performance). For each element of performance, concomitant 'intended benefits' (i.e. the
161 benefits that have been designed to arise from implementing performance improvement measures,
162 which will take the form of 'interventions' in the city and its infrastructure systems) should be
163 identified, where possible taking advantage of multiple intended benefits (Rogers, 2018). If more
164 than one intended benefit is identified then the LCM should be followed for each intended benefit.

165
166 Describing future performance (desired or predicted) is a subject of great interest and there exist
167 several approaches (Rogers, 2018; Hunt & Rogers, 2015a; Government Office for Science, 2016a).
168 However, none of the approaches are specific to Liveable Cities' four criteria (individual and societal
169 wellbeing, resource security, resource efficiency and carbon emissions). In order to effectively
170 identify performance-benefit pairs relevant to these criteria, Liveable Cities created a vision for a
171 future sustainable and liveable city – the Ideal City Model (Ortegon-Sanchez & Tyler, 2015), see
172 Figure 2 – and this model will be used herein to illustrate the LCM. The Ideal City Model
173 incorporates five future city visions (desired performances) and their underlying principles (which
174 will inform the intended benefits of city interventions), see Table 1.

175



176

177

178 Figure 2: The Liveable Cities Ideal City Model. Adapted from Ortegon-Sanchez & Tyler (2015)

179

180 Table 1: The Liveable Cities' Ideal City Model: future performance and intended benefits. Adapted
181 from Ortegon-Sanchez & Tyler (2015)

182

FUTURE PERFORMANCE	INTENDED BENEFITS
Courteous City	Stimulates positive social interactions and promotes behaviours that facilitate the functionality of the city
Active and Inclusive City	Ensures people's fair access to opportunities to meet their needs and aspirations
City as a Public Space	All public spaces are designed as open and accessible to provide protection, safety and security and create a sense of belonging and ownership
Healthy City	Ensures the good health of people and the environment today and for future generations
Evolving City	Designed to be adaptable, flexible, innovative and responsive especially for its soft infrastructures (i.e. governance, policies, financing and economy, amongst others), and which learns and adapts dynamically accordingly to people's behaviours

183

184

185 From the Ideal City Model, one desirable future performance is to create an 'active and inclusive

186 city'. This is chosen as the case study for this paper because it complements the city of

187 Birmingham's objectives "to develop Birmingham as a city of sustainable neighbourhoods that are

188 safe, diverse and inclusive with locally distinctive character” and “to provide high quality
189 connections throughout the City and with other places including encouraging the increased use of
190 public transport, walking and cycling” (Birmingham City Council, 2017, p. 18). Moreover, and
191 importantly, it aligns well with the aspirations of Birmingham’s stakeholders (Hunt & Rogers,
192 2015b).

193

194 Creating an ‘active and inclusive city’ has an intended benefit of ‘ensuring people’s fair access to
195 opportunities to meet their needs and aspirations’. Achieving this intended benefit means, amongst
196 other things, enabling affordable, safe, sustainable and accessible mobility, including active
197 mobility; and, that there need to be public transport options that promote walking and cycling as
198 part of the overall journey (see Deegan (2016) for a useful analysis of the London Cycle Network
199 plus project). There are, of course, other aspects to creating an active and inclusive city, such as
200 ensuring opportunities (employment) and other activities (leisure, culture, education, health) which
201 are accessible physically and spatially, but also accessible financially (affordable) to promote
202 inclusiveness. There are also additional benefits to be generated by creating not just an active and
203 inclusive city, but also a healthy city and an evolving city, and so on. This paper will focus upon
204 ‘enabling affordable, safe, sustainable and accessible mobility, including active mobility’ and the
205 additionalities described above won’t be pursued, but it is to be noted that it is in the bringing
206 together of multiple desirable future performances and their benefits that the strength of the LCM
207 lies.

- 208 • Performance: to create an active and inclusive city
- 209 • Benefit: to ensure people’s fair access to opportunities to meet their needs and aspirations
210 by enabling affordable, safe, sustainable and accessible mobility, including active mobility

211

212 *Step 2: identify the necessary conditions for the future performance to be realised*

213 The next step in the LCM is to identify the conditions that are necessary to enable delivery of the
214 intended benefit. It is helpful here to consider 'what if?' questions for changes in society,
215 technology, economy, environment and policy (a STEEP analysis) (Lombardi, et al., 2012).
216 Quantitative modelling can also be employed (Hall, et al., 2017). It is also helpful to consider the
217 current barriers to achieving the desired future performance. One way of doing this is to back cast
218 from the desired future performance to today's performance, which was undertaken for this study.
219 UK City Liveability Indicators Framework Edition 1 (UK City LIFE₁) (Leach, et al., 2017b) was used to
220 describe the current performance of Birmingham, UK, although numerous other city measurement
221 and assessment frameworks exist and can be used (Kitchin, et al., 2015; Leach, et al., 2015;
222 Astleithner & Hamedinger, 2003; Mayer, 2008; Ness, et al., 2007; Pires, et al., 2014; Colantonio,
223 2010). For our identified performance-benefit pair, the following necessary conditions were
224 identified (noting that this list is kept purposefully simple).

225

226 *Necessary conditions required to enable affordable, safe, sustainable and accessible mobility,*
227 *including active mobility for the purpose of creating an active and inclusive city:*

- 228 • That affordable, safe, sustainable and accessible transport alternatives exist where they are
229 needed.
- 230 • That affordable, safe, sustainable and accessible transport options will exist into the future.
- 231 • That affordable, safe, sustainable and accessible transport options are environmentally,
232 socially and economically sustainable.
- 233 • That low-carbon options exist where affordable, safe, sustainable and accessible transport is
234 not feasible (e.g., during inclement weather, under time and distance constraints).
- 235 • That the urban form facilitates affordable, safe, sustainable and accessible mobilities (i.e., an
236 equitable land use mix within the city).

- 237 • That transport options (especially public transport) provide the required linkages (e.g.,
 238 suburbs to centre) and are affordable, safe, sustainable and accessible for all.

239

240 *Step 3: determine the current existence of the necessary conditions*

241 Step 3 asks if each necessary condition currently exists. This requires judgement and synthesis,
 242 drawing on expertise, experience and knowledge of the local context. This also requires knowledge
 243 of the city's current performance and UK City LIFE₁ has been used here to assess the current
 244 performance of Birmingham, UK (Leach, et al., 2017a) alongside an in-depth review of
 245 Birmingham's transport ecosystem (Leach, et al., 2016b). The results of this analysis can be found in
 246 Table 2, noting that they have been vastly simplified in order to retain clarity (UK City LIFE₁ contains
 247 a total of 346 potentially-relevant indicators of city performance, from which the most-relevant
 248 have been chosen to illustrate the method).

249

250 Table 2: Existence of the necessary conditions in Birmingham, UK

251

NECESSARY CONDITION	EXISTENCE IN BIRMINGHAM (base year 2016)
That affordable, safe, sustainable and accessible transport alternatives exist where they are needed.	At risk, as buses and taxis were (and still are) the primary public transport alternatives in Birmingham and these are privately operated. Walking and cycling in the city centre requires improvement in terms of wayfinding, quality of the environment and connectivity of public transport systems.
That affordable, safe, sustainable and accessible transport options will exist into the future.	At risk, as bus and taxi operators need to make a profit and so operate accordingly. The cycling network in Birmingham is being expanded, but in the least-cost, least disruptive way (e.g., via existing canal towpaths) and while some will be 'protected' those associated with road layouts could easily be reversed.
That affordable, safe, sustainable and accessible transport options are environmentally, socially and economically sustainable.	At risk, as they were (and still are) primarily buses and taxis – which currently respond primarily to commercial (i.e., economic) pressures – and more limited walking and cycling – and these modes of transport require improvement and protection in Birmingham (see other necessary conditions for commentary on some of these).
That low-carbon options exist where affordable, safe, sustainable and accessible transport is not	No, as in Birmingham taxis and buses were the main public-transport alternatives (although there are now air quality targets for these modes of transport).

feasible (e.g., during inclement weather, under time and distance constraints).	
That the urban form facilitates affordable, safe, sustainable and accessible mobilities (i.e., an equitable land use mix within the city).	No, as there were (and still are) local concentrations of employment, retail and housing of different types throughout the city.
That transport options (especially public transport) provide the required linkages (e.g., suburbs to centre) and are affordable, safe, sustainable and accessible for all.	No, as buses and trains were (and still are) ineffective in connecting the suburbs to the city centre in many cases: for many these are not a reliable mode of travel, and few alternatives exist for 'hop on, hop off' travel.

252

253 *Step 4: identify interventions(s) that bring into existence the necessary conditions*

254 Once the existence or absence of the necessary conditions is known, it becomes possible to design
255 interventions (i.e., potential solutions to problems) that can overcome the barriers to and exploit
256 the opportunities for bringing the necessary conditions into being, and thus achieve the desired
257 future performance. Interventions can be anything from physical interventions (and for engineers
258 this often means infrastructure, which is highly interdependent with and interconnected to policies
259 promoting behaviour change (Montgomery, et al., 2012)). In some cases large-scale interventions
260 are demanded; in others a portfolio of smaller interventions is preferable. How these play out for
261 desirable long-term agendas may vary: “[s]ustainable options can be mundane, as well as
262 magnificent.” (Keaton, 2017, p. 1).

263

264 For the purpose of this example, an intervention that was in the process of being implemented in
265 2016 has been chosen. This intervention addresses the existence of the necessary condition ‘that
266 low-carbon options exist where affordable, safe, sustainable and accessible transport is not feasible
267 (e.g., during inclement weather, under time and distance constraints)’. In Birmingham, the electric
268 light rail (Metro) is undergoing a phased expansion that in 2016 saw it extended into the city centre
269 as a low-carbon alternative to traversing the wider city centre area and in particular connecting to
270 Birmingham New Street railway station, a major station on the UK passenger rail system (Bourke,
271 2015) – see Figure 3.

272 • Intervention: extending Birmingham’s light rail (Metro) into the city centre

- 273 • To satisfy the necessary condition: that low-carbon options exist where affordable, safe,
274 sustainable and accessible transport is not feasible (e.g., during inclement weather, under
275 time and distance constraints)

276



277

278

279 Figure 3: The Birmingham City Centre Metro Extension outside New Street Railway Station

280

281 It is beyond the scope of this paper to explore the possible additionalities afforded by interventions
282 that address more than one necessary condition, but it should be noted that doing so is important
283 when engaging in a full analysis. For example, the Metro extension could have been designed to
284 additionally satisfy the following necessary condition: 'that transport options (especially public
285 transport) provide the required linkages (e.g., suburbs to centre) and are affordable, safe,
286 sustainable and accessible to all'. If this were the case, then the Metro would not only be designed
287 to provide a service in the city centre and its immediate surroundings, but also to connect in a
288 systematic manner the city's suburbs to its city centre (not currently part of the phased extension
289 plans, although the authors acknowledge that such plans may be part of a long-term strategy not in

290 the public domain). In other words, the Metro extension plan does not appear to deliver a strategic
291 suite of necessary conditions.

292

293 *Step 5: identify for each intervention its intended multiple benefits (intervention-benefit pairs)*

294 Once designed, an intervention must be tested for potential future vulnerabilities, as well as its
295 potential in maximising the range of additional benefits it might realise, and redesigned and
296 retested as necessary. Although there exist a number of tools and methodologies for achieving this
297 – and particularly so within engineering (Pearce, et al., 2012) – the Designing Resilient Cities
298 Method is relevant as it uses UK-based future urban scenarios to pressure test the resilience of
299 interventions to future change. A full description of this method alongside examples and case
300 studies is available from Lombardi, et al., (2012) and Rogers, et al., (2012). As such, the Designing
301 Resilient Cities Method has been revised and incorporated into the LCM and comprises Steps 5 to 9.
302 Step 5 requires that for each intervention, intended benefits are identified (intervention–benefit
303 pairs). Where more than one intended benefit is identified (multiple benefits) then Steps 5 to 9
304 should be carried out for each intended benefit (Lombardi, et al., 2012). It is also possible to use UK
305 City LIFE₁ to identify multiple benefits. A description of how this works for the Metro extension is
306 available in Leach, et al., (2016a). Identifying multiple benefits is desirable, but beyond the scope of
307 this paper. The intervention-benefit pair identified from this paper’s example is:

- 308 • Intervention: Birmingham’s light rail (Metro) city centre extension
- 309 • Intended benefit: to create a low-carbon, public transport option in the city centre that is
310 affordable, safe, sustainable and accessible

311

312 *Step 6: for each intervention-benefit pair, identify the necessary conditions for the intervention to*

313 *deliver the intended benefit*

314 Next, taking each intervention-benefit pair in turn, the conditions that enable the intervention to
315 keep functioning and delivering its intended benefit into the future are identified. In other words:
316 what are the conditions that enable people to use the intervention so that it delivers its intended
317 benefit (Lombardi, et al., 2012)? Necessary conditions can be identified using the previously-
318 identified methods as well as by using quantitative modelling and assessment. For this example, the
319 authors have identified the following necessary conditions (the list has been kept purposefully short
320 and simple in order to retain clarity).

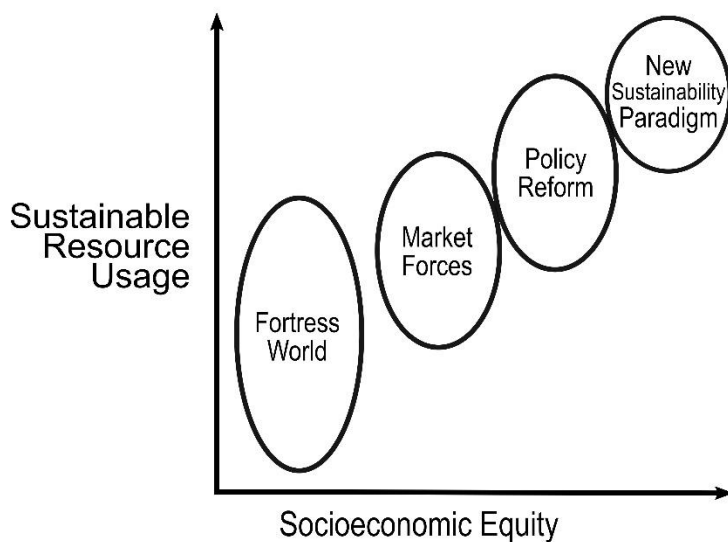
- 321 • That the Metro connects the city centre in useful ways
- 322 • That the Metro is reliable
- 323 • That the Metro is affordable to all
- 324 • That the Metro is safe to use
- 325 • That the Metro is sustainable (economically, socially and environmentally)
- 326 • That the Metro is accessible to all

327

328 *Step 7: determine the performance of the necessary conditions now and in the future*

329 Step 7 guides the user in determining whether each necessary condition is present now and if it is
330 likely to be present in the future. Regarding the 'now', the user should make their determination in
331 the most appropriate way, such as by reviewing documentation, observation, and deduction.
332 Regarding the 'future', there exist a number of ways of determining the presence of necessary
333 conditions (Rogers, 2018). For consistency, the authors have used the Designing Resilient Cities
334 Method for this purpose. Table 3 shows the outcome of this analysis. The Designing Resilient Cities
335 Method uses future scenarios to pressure test the existence of each necessary condition in each of
336 four extreme yet plausible futures in different directions of travel from today's world. The
337 reasoning is that if a necessary condition exists today and in the four scenarios then it is likely to
338 exist no matter how the future actually develops since the scenarios cover the essential range of

339 societal structures (Lombardi, et al., 2012). The four scenarios are Fortress World, Market Forces,
 340 Policy Reform and New Sustainability Paradigm (see Figure 4). Fortress World is characterised by a
 341 bifurcated society: the ‘haves’ (i.e., the rich and empowered) and the ‘have nots’ (i.e., the poor and
 342 disenfranchised). Market Forces lets the free market dominate unrestricted by social and
 343 environmental concerns. Policy Reform steers us towards sustainability through policy interventions
 344 and strong governance, whether citizens and businesses like it or not. New Sustainability Paradigm
 345 is characterised by citizens who want to live as sustainably as possible (Lombardi, et al., 2012).
 346



347

348

349 Figure 4: Designing Resilient Cities’ Four Future City Scenarios. Adapted from Rogers, et al., (2012)

350

351 Table 3: Future performance of necessary conditions determined using the Designing Resilient

352 Cities Method

353

Necessary Conditions	Now (2016)	Fortress World	Market Forces	Policy Reform	New Sustainability Paradigm
Connects the city centre in useful ways	At risk as the expansion of the Metro is	Haves: yes, as the money is available and	At risk as the route and stops will be	Yes, as this will have been required as part	Yes, as this will be desired by the City, the

	currently incomplete and relies, at least in part, upon the completion of the national high-speed rail link between London and Birmingham (HS2).	other resources are scarce so maximum functionality must be achieved. Have notes: at risk, as money and other resources to achieve connectivity to poorer areas are scarce.	determined by their potential for making a profit.	of the permission granted by the City to extend the Metro, and it will be retained as part of strong governance of such city assets.	citizens and the Metro's operators (all of whom will value the social and environmental, as well as economic, benefits it delivers).
Is reliable	Yes, as the Metro system runs mostly to schedule. In addition, in the city centre the trams run close together, enabling a 'hop on, hop off' user experience.	Haves: yes, as there is money and a safety imperative for this. Have notes: at risk, as services to the disenfranchised poor will be a low priority in financially-constrained times.	Yes, as reliability is linked to greater usage and thus greater profits.	At risk, as although reliability can be legislated, in practice those maintaining the Metro may not be as rigorous or respond to breakdowns as quickly as necessary.	Yes, as this will be desired by the City, the citizens and the Metro's operators (all of whom will value the social and environmental benefits it delivers).
Is affordable to all	At risk. Although the Metro is competitively priced, it is not free and so inevitably excludes some members of society.	Haves: yes, as the 'haves' are (relatively) wealthy. Have notes: at risk, as the 'have nots' are poor and their accessibility needs will not be prioritised.	No, as this would probably reduce the profit margin – market forces will determine the most profitable charging structure.	At risk, as although prices for travel can be legislated, there will be many demands on budgets and priorities will determine this aspect of service provision.	Yes, as this will be desired by the City, the citizens and the Metro's operators (all of whom will value the social benefits affordability delivers).
Is safe to use	At risk. The Metro is built to a high standard with safety as a priority, but economic factors (cost) will have impacted this.	Haves: yes, as safety is a priority. Have notes: no, as there is little resource for ensuring safety on routes servicing solely the have nots.	At risk, as in order to achieve this safety measures must align with economic priorities.	Yes, as safety is legislated.	Yes, as this will be desired by the City, the citizens and the Metro's operators (all of whom will value safety).
Is sustainable (economically, socially and environmentally)	At risk. The Metro has been designed to be economically sustainable first, followed by environmentally and socially sustainable.	Haves: at risk, as the haves prioritise safety and utility over other factors. Have notes: at risk, as in order to achieve these priorities they must align with	At risk, as in order to achieve social and environmental priorities they must align with economic priorities.	Yes, as sustainability is legislated.	Yes, as this will be a top priority for the City, the citizens and the Metro's operators (all of whom will value sustainability).

		maximising use of limited resources.			
Is accessible to all	At risk as excluding some potential customers may serve to maximise profit.	Have: yes, as the money is available and other resources are scarce so maximum functionality must be achieved.	At risk, as excluding some potential customers may serve to maximise profit.	At risk, as although accessibility can be legislated, those operating the Metro may opt to exclude potential customers in order to maintain service delivery (which is also legislated for).	Yes, as this will be desired by the City, the Metro's designers and the citizens.
		Have not: at risk, as the money and other resources are not available to service the disenfranchised.			

354

355 *Step 8: determine the resilience of the intervention-benefit pair now and in the future*

356 At this point it becomes possible to determine the current and future resilience of the intervention.

357 This requires judgement and synthesis, prioritising the importance of the necessary conditions and

358 balancing these against the potential vulnerabilities identified (Lombardi, et al., 2012). From the

359 simplified example presented here, it is evident that Birmingham's Metro extension only delivers a

360 'low-carbon, public transport option in the city centre that is affordable, safe, sustainable and

361 accessible' if the world-view embraced by the City develops towards New Sustainability Paradigm –

362 thus it is at risk – unless strong governance safeguards are put in place to legislate for its continued

363 service functionality (affordability, accessibility, etc.). It is also evident that the market cannot

364 deliver the intended benefit on its own, reliance on policy might result in delivery compromises and

365 there is a clear polarisation of service delivery between the rich and the poor.

366

367 *Step 9: (a) implement the intervention, (b) adapt the intervention (and return to Step 6) or consider*368 *using an alternative intervention (and return to Step 5).*

369 It is now up to the user to decide whether (and how) to implement the intervention, adapt it to

370 make it more resilient to future change or to deliver additional benefits, or replace it altogether.

371 The LCM informs this decision by elucidating the implications of implementing the intervention
372 without adjustments and identifying how the intervention can be improved. For example, for
373 Birmingham's Metro line extension accessibility and affordability are highlighted as particular
374 vulnerabilities. Birmingham may therefore wish to explicitly address these aspects of the
375 intervention. For example, it could follow Manchester's lead by augmenting its Metro with a free
376 city-centre bus service, whilst at the same time ensuring the buses are low-carbon and recognising
377 that financing such an intervention may be difficult in the current climate of austerity. Providing
378 strategic linkages with walking and cycling routes to facilitate a 'hop on, hop off' mode of travel in
379 uncertain weather (helping to improve citizen health), and ideally aligning the walking/cycling
380 routes with green corridors (bringing people into routine close contact with nature and improving
381 their wellbeing) would enhance the benefits that could be achieved (Hunt & Rogers, 2015b).

382

383 **Implications for civil engineering**

384 This paper uses the Liveable Cities Method (LCM) in combination with UK City LIFE₁ and the Ideal
385 City Model to identify where a city should be in terms of future performance, analyse where it is
386 currently, identify the conditions that need to be in place to support the desired future
387 performance, and make specific recommendations that are optimal for ensuring those conditions
388 exist today and into the far future. The LCM provides a process for constructing an evidence base
389 and a plausible narrative describing how to get from a city's current performance to a desired
390 future performance. In essence, it establishes the 'business case' for the intervention, from which
391 alternative business models can be constructed directly using the intended benefits to point to the
392 value that is realised (Rogers, 2018), enhanced by systems mapping to enrich the opportunities for
393 value creations and realisation (Bouch & Rogers, 2017; Bouch, et al., In Press) and set against
394 alternative forms of investment (Bryson, et al., 2018). Through determining how the intervention
395 can deliver multiple benefits to substantially advance the city in its journey towards a more

396 sustainable, resilient and liveable future, it makes the case for transformational change. Such a
397 narrative forms the basis for the engineering strategies that are needed now and in the future.

398

399 Civil engineers engineer for the betterment of society, their ultimate client, and their creations are
400 often required to function, and deliver their benefits for very many years; usually decades. Equally,
401 what they create is inevitably context-dependent – it must function in the context in which it is
402 created and it must continue to function as the context changes if it is not to become inefficient or
403 redundant. When this context is cities, the context is a highly complex system-of-systems all of
404 which are interdependent to different degrees (Government Office for Science, 2016b): intervene
405 in one system and substantial impacts can be felt in many others. Civil engineers therefore need to
406 develop both a deep understanding of the current context and a broad appreciation of how this
407 context might change into the far future.

408

409 Aided by the Liveable Cities Method, civil engineers and civil engineering as a profession can take a
410 more prominent role in addressing the wicked problems of today's cities – such as the
411 energy/water/food nexus, soil nutrient levels, high-density living and wellbeing; all can be tested
412 using the LCM. Moreover, because of the inherently multi-disciplinary spectrum embraced by the
413 civil engineering discipline (Byrne & Mullally, 2014), engineers are well-equipped to take a lead in
414 these debates amongst urban professionals, reaching back to the profession's roots when civil
415 engineering covered the totality of societal support before specialisms initiated by the industrial
416 revolution (mechanical, electrical and electronic, aerospace, etc.) were required.

417

418 The Liveable Cities Method is at the heart of a set of processes that have been established as good
419 practice in the engineering of cities by a major, and largely coherent, portfolio of research into
420 sustainable urban environments, the resilience of cities and their infrastructure systems and urban

421 liveability. These processes are summarised in Table 4, along with references to some of the
 422 sources of evidence generated by the Liveable Cities team members; though this is far from (and
 423 was never intended to be) complete and many of the papers published in this journal, for example,
 424 will support and enrich the processes, as will the findings from the many UK and international
 425 research teams who have been working on these topics. A logical structure to the research findings
 426 has been created for the purpose of this discussion. The specific programmes referred to are as
 427 follows.

- 428 • Birmingham Eastside Research (BER) *esr.bham.ac.uk*
- 429 • VivaCity2020 (V2020) *vivacity2020.co.uk* (Cooper, et al., 2009)
- 430 • Designing Resilient Cities (DRC) *designingresilientcities.co.uk* (Lombardi, et al., 2012)
- 431 • The many Sustainable Urban Environment programmes (SUE), including a three-phased
 432 programme of research funded by the Engineering and Physical Sciences Research Council
 433 (EPSRC) *epsrc.ukri.org/newsevents/pubs/suearccreview*
- 434 • Liveable Cities (LC), especially the tools, case studies, Little Books and papers
 435 *liveablecities.org.uk*
- 436 • The two consortia researching infrastructure interdependencies and novel business models:
 - 437 ○ iBUILD *ncl.ac.uk/iBUILD*
 - 438 ○ ICIF *ucl.ac.uk/steapp/research/projects/icif*
- 439 • Urban Living Birmingham (ULB) *tinyurl.com/UrbanLivingBirmingham*
- 440 • The Foresight Future of Cities project (FFoC) *gov.uk/government/collections/future-of-cities*
 441 (Government Office for Science, 2016b)
- 442 • The University of Birmingham Policy Commission on Future Urban Living (PCFUL)
 443 *birmingham.ac.uk/research/impact/policy-commissions/future-urban-living* (Rogers, et al.,
 444 2014)

445 Table 4: Lessons from the UK Cities Research Portfolio of Liveable Cities Team Members

Lessons from Cities Research Portfolio	Evidence Base
To address a specific problem in a city, assemble an appropriately-broad, multi-disciplinary, multi-sectoral group of potentially interested parties who are able to represent the views of all stakeholders affected by the problem and its potential solutions.	BER, V2020, DRC, LC, FULPC, many SUE projects and the sustainability literature.
Understand deeply the aspirations of the city and its citizens, and the context in which the city exists (including both its history as well as its current context).	FFoC, LC, FULPC, BER, V2020, DRC, Rogers (2018), and the sustainability literature.
Diagnose fully the problem, noting the DRC experience that engineers focus upon solutions to problems while social scientists focus upon problem exploration, and other disciplines lie within this spectrum – a balance is required.	ULB, DRC, LC, Leach, et al., (2018)
Establish the baseline performance of the city in terms of its sustainability, resilience and liveability. It is helpful to make explicit the components of the city and infrastructure systems related to the problem and those that will be impacted by potential interventions by mapping them and establishing the dependencies and interdependencies between these systems.	DRC, Boyko, et al., (2012), LC, Leach, et al., (2017b; 2017a), iBUILD, Bouch & Rogers, (2017; In Press), ULB. <i>Covered explicitly in the LCM.</i>
Apply ingenuity to the solution of the problem, yielding a number of alternatives from which to choose the most appropriate.	Arguably what engineers (should) do.
Assess the impact of the interventions on the city's urban and infrastructure systems using one of the many sustainability assessment frameworks, resilience frameworks and the LC Liveability Framework (the City Assessment Methodology embodied in UKCityLIFE; see Leach, et al., (2017b; 2017a). Iteration will be needed between the design of alternative solutions and impact assessment.	BER, V2020, DRC, SUE and the literature. LC tools, case studies and papers. <i>Covered explicitly in the LCM.</i>
Conduct a futures analysis to explore whether the interventions are vulnerable to future contextual change (resilient), i.e., they will continue to deliver their benefits and therefore the investment proves good into the long-term.	DRC, Lombardi, et al., (2012), Rogers, et al., (2012) LC. <i>Covered explicitly in the LCM.</i>
Make the case for change – establish a compelling 'business case' for the proposed intervention. The LCM was created specifically for this purpose and provides perhaps the most comprehensive evidence base.	While much research supports the action, this is LC's specific target. <i>Covered explicitly in the LCM.</i>
Develop a suite of alternative 'business models' that capture the different forms of value that might be generated by the intervention, set against the investment required to implement it (perhaps in different ways).	Much research supports the identification of economic, social and environmental value. iBUILD & ICIF, Bouch & Rogers (2017; In Press), Bryson, et al., (2018), Rogers (2018)
Understand all of the dimensions of governance (formal and informal) relevant to the intervention and the context in which it is to be implemented, and engineer changes to all of these systems in order that the intervention can be implemented without impediment.	DRC, LC, Honeybone, et al., (2018). <i>Covered explicitly in the LCM.</i>
Influence policy by drawing on research findings to help shape local and national government policy and make the case for the intervention to policy-makers.	FFoC, FULPC, LC, Honeybone, et al., (2018)
Influence practice via tools and case studies that enable the research findings to be translated to practice.	V2020, DRC, LC tools and case studies
Inform the public of the issues and how they might be addressed.	LC videos and Little Books, ULB, outreach activities

448 This research portfolio is now being taken forwards in part under the umbrella of a new multi-

449 university initiative: the UK Collaboratorium for Research on Infrastructure and Cities (UKCRIC, see

450 *ukcric.com*). UKCRIC has seen an investment of £138m, matched by institutional and industrial
451 funding, in a suite of new laboratory, urban observatory and modelling and simulation facilities
452 across the UK between 2016 and 2021. It is exploring new ways of working and delivering on
453 collaborative research, exploring, for example, how learning frameworks can support the
454 generation of new knowledge across multi-disciplinary teams engaging on engineering challenges
455 (Taylor, et al., 2017)

456

457 **Conclusions**

458 This paper introduces the Liveable Cities Method (LCM), a decision-making process that identifies
459 the conditions that need to be in place to support a sustainable and liveable city of the future and
460 provides an important contribution to building the transitional narrative and engineering strategies
461 needed to get us there. In so doing, it provides the essential component when making the case for
462 transformational change towards a more sustainable, resilient and liveable future and, crucially, the
463 transformative step to make it happen.

464

465 The LCM is demonstrated through the example of Birmingham's ambition to create a more active
466 and inclusive city achieved, in part, by extending its light rail (Metro) system into the city centre.
467 The example follows the nine-step LCM in a linear fashion, starting at Step 1 and finishing at Step 9,
468 in order to demonstrate the value offered by the method. In doing so, this paper has ignored the
469 necessarily messy and iterative nature of decision-making and the fact that it is not always possible,
470 or even desirable, to start at Step 1 and work forward, while acknowledging that pervasive iteration
471 is a vital component of the systems thinking that lies at the heart of the LCM. In addition, by
472 focusing narrowly upon the given example the richness of simultaneously considering multiple
473 ambitions and multiple interventions, their sequencing and scales, and their arising benefits has
474 been lost. And yet, it is argued by the authors that these have the potential to offer very

475 considerable additional value and insights; for example, by aligning interventions so that they not
476 only simultaneously deliver multiple benefits but also simultaneously address multiple strategic
477 ambitions.

478

479 The example has demonstrated that the LCM provides the necessary decision-making process to
480 engender bold and assured policymaking and, crucially, make explicit how cities can advance
481 towards their common goals of sustainability, resilience and liveability. As one member of
482 Birmingham's City Council explained: we must change *how we think* about making decisions so that
483 we do so in an evidence-based way – this is different to how things are currently done. This has
484 particular implications for engineers, who often consider these common goals as simply 'good
485 engineering' (Keaton, 2017). The Liveable Cities Method facilitates such a transformation by making
486 explicit the thinking behind decisions and by aligning goals, designs and interventions. In doing so,
487 engineers can use the LCM to actively move from 'good engineering' to 'better engineering':
488 "[w]hat we call 'sustainable engineering' today is more than just good engineering, but it is less
489 than what good engineering will become in future decades" (Keaton, 2017, p. 1). By embedding
490 transformation within an evidence-based and repeatable process that encourages innovative
491 approaches for positive additionalities, the LCM overcomes some of the reasons engineering
492 innovation is 'hard and slow' (Ainger, 2015) and contributes to the 'systemic approach to
493 engineering sustainability' called for by this Journal in 2014 (Mayfield, 2014), a call which continues
494 to be relevant today.

495

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510

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514

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