

# Conférences d'Olivier SYKES, professeur invité du LabEx Dynamite

Dans le cadre de ses travaux, le Groupe de Travail « Réseaux et territoires » du LabEx Dynamite invite Olivier SYKES pour une période de deux mois, du 28 octobre au 20 décembre 2014.

Olivier SYKES profite de son séjour pour donner **deux conférences** :

**Lundi 8 décembre, de 16h30 à 18h30**

***“Urban Public Transport in the United Kingdom – between competition and regulation?”***

**Institut de Géographie** (petit amphithéâtre)  
191 rue Saint-Jacques - 75005 Paris



**Mardi 9 décembre, de 16h à 18h (suivie d'un cocktail)**

***“Mind the Gap! – despite all the talk, does planning theory actually speak to practice?”***

**Bâtiment “Le France”** (salle 005)  
190-198 avenue de France – 75013 Paris

**Inscription par mail pour la conférence du mardi 9 décembre** : [labex.dynamite@hesam.eu](mailto:labex.dynamite@hesam.eu)

**Présentation des conférences (en anglais) :**

***“Urban Public Transport in the United Kingdom – between competition and regulation?”***

*During the 19th. Century, in the context of her rapid industrialisation and urbanisation, Britain became an early pioneer of modern inter- and intra-urban transport systems. These were required to respond to the growing demand for better and accelerated connections between places during the ‘take-off’ phase of industrial capitalism, but also came themselves to be drivers of processes of urban expansion as new networks facilitated the spatial growth of cities. Different forms of rail network, for example, played an important role in meeting the growing demand for intra-urban mobility as cities expanded becoming (relatively) less walkable. Though many transport networks were initially developed and operated by private interests during the laissez faire early and mid-Victorian periods, over time the national and local state came to assume a greater role in their oversight and operation (notably in relation to certain intra-urban networks like trams and buses). As the 20th. Century progressed the state continued to expand its*



role as a regulator and increasingly service provider/producer within key sectors including transport. By the middle years of the century, following the Second World War and the emergence of social democratic consensus in Britain, the national railway network had been taken into public ownership. Most urban public transport was also municipally operated at this time. In the 1960s, there was much reflection on transport planning and its links to land use. Reforms to the structure of local government in the 1970s resulted in a two-tier structure of local and metropolitan councils in the largest urban areas in England accompanied by new metropolitan scale 'Passenger Transport Authorities' and 'Executives' responsible for organising urban public transport. By the 1980s, a shift in political ideology and national government ushered in a return to more (neo)Liberal conceptions of the role of the state in intervening in and regulating society and the economy. This had a considerable impact on the way that public transport services were commissioned, organised and regulated. Deregulation of bus services outside London and privatisation of the Britain's railways changed the context for the planning and provision of urban public transport. Since the later 1990s there has been reflection on issues such as how to foster more strategic and longer-term planning of urban transport; ensure transport contributes to the goals of sustainable development; deliver more integrated and less fragmented public transport; and, develop capacity for strategic transport planning and delivery at a city regional scale. This lecture will provide an overview of the emergence of urban public transport in Britain and reflect on contemporary issues and debates relating to the planning and delivery of urban public transport services and systems.

***"Mind the Gap! – despite all the talk, does planning theory actually speak to practice?"***

Since 1945, different theories of planning have dominated planning thought at different times. The first aim of this seminar is to provide an overview of the development of different theories and the process of change in planning thought. Brief consideration will be given to the general characteristics of key theories which have been fashionable at different times in planning practice and academic debate in English-speaking countries. The role of historical experience in moulding debates and driving evolutions in planning thought will be emphasised. The second aim is to consider the argument which features in the literature on planning theory, and has been advanced by many academic and practitioner observers of planning, that despite ongoing debates on planning ideas in academia, the gap between planning theory and practice has widened over the years. The seminar will conclude by seeking to offer a view on whether 'despite all the talk', planning theory really speaks to practice.

### **Olivier SYKES**



Olivier SYKES est conférencier à l'Université de Liverpool. Ses recherches se concentrent principalement sur l'eupéanisation, la planification comparative et les politiques urbaines. Ses publications concernent notamment les impacts de l'Union européenne sur les pratiques d'aménagement du territoire dans les États membres et la façon dont ceux-ci pourraient être conceptualisées et évalués, ainsi que les politiques de planification et de régénération urbaine dans différents pays. Il est impliqué dans des projets de recherche transnationaux, et des travaux éditoriaux pour des revues internationales à comité de lecture.

[Plus d'informations sur Olivier SYKES](#)