

supply as a result of drought or political threats to cut it off, restrictions on its use for washing cars and watering lawns are put in place. When the drought is over consumption returns to normal. Are there other potential solutions?

At the other end of the cycle of acquisition, processing and consumption is expulsion. 'What should we do with our wastes?' 'Do we continue to use water to flush them into rivers and the sea?' 'Or do we try to incinerate them all?' And on a very different topic, 'How do we deal with the disposal of our dead?' Cemeteries are important places to many people but land is in short supply. In places such as Hong Kong traditional ways have had to give way to new, often creating considerable heartache. Hindus cremate their dead and scatter the ashes. Is this a world-wide solution? Adopting it would involve many cultural changes.

The same questions about consumption and disposal can be extended to the use of all natural resources. Do we have to wait until societies really feel the pinch – until the marketplace perceives that there is a crisis before we do anything? Do we design cities and their precincts to be easily recyclable? How do we deal with change? Did the Archigram group have the right idea?

Changing Technologies and Urban Form

Major changes in the geography of cities have resulted from changes in transportation modes aided by other technological developments, such as refrigeration, that changed living patterns. Changes in manufacturing technology over the course of the twentieth century resulted in a major change in urban land use patterns. The elevator allowed tall buildings. Air conditioning made Singapore and Las Vegas as we know them possible. The set of case studies included in this book show that the increase in the size of ships and the development of containerization resulted in opportunities for major new urban design projects in abandoned dock areas of cities. (Battery Park City, Darling Harbour, Canary Wharf, and the waterfronts of Singapore and Kuching are examples).

What will be the next major technological change that will affect ways of life of people? There has been an extraordinary amount of speculation on how developments in information technology will change patterns of daily life. For 30 years now we have been saying that they will radically change cities and urban forms but very little has yet changed in the patterns of the environment. 'The anticipated changes have yet to materialize' (Anthony Townsend, cited in Peralta, 2002). Radical changes may come when the power of the new technologies are fully exploited (Mitchell, 1999, 2003). Will they have the impact of the automobile on cities? We know that the increase in e-mail usage is correlated with the increase in face-to-face meetings. Is there a causal link?

Will changes in the way we drive cars, or even their very nature, change life? Will new developments in the way we handle wastes – say, through some sort of pneumatic system as already being experimented with in some cities – necessitate changes in the layouts of cities and their precincts? The evidence is not available to answer such questions. What we do know from past experience is that some