SQ: A Case Study in London
Dozent/in: John Nixon
Sylvia Grade
July 17 to 20, 2016
University College London
INTRODUCTION

This task-based academic English course was a pilot project developed by the English Department at the University of Stuttgart’s Language Center.

The goal was to foster students’ independent language learning and critical thinking skills in a project-oriented and authentic environment.

The course consisted of three phases. During phase one students worked with the course instructors to identify a problem currently affecting London and those experts that could provide more insight into the problem at hand as well as possible solutions. Students also were introduced to formal e-mail writing, which they were able to use when contacting experts in their field, and elements of academic writing.

Phase two took place at University College London from July 17 to 20. In the morning students took classes jointly held by teaching staff from the University of Stuttgart and University College London related to academic writing, academic presentations and professional communication. In the afternoon students conducted face-to-face interviews with the experts in their respective fields.

During the final phase of this course in Stuttgart students presented their case study research and made proposals to address the issues affecting London today.
Consequences of Brexit on the business models of London’s Blockchain startups

Kai Martin,
Aerospace Engineering
Great Britain’s economy has struggled in the past decade especially owing to its focus on the service sector and the continuously shrinking manufacturing industry. However, the financial sector, which is mainly concentrated in the City of London, constitutes an essential pillar of the UK’s economic system. As the financial trading hub interlinking economic centres between the time zones of Asia and America, it attracts entrepreneurs dealing with finance from all around the world. A turning point in this aspiring development presents Britain’s recent referendum on exiting the European Union. The outcome of this plebiscite, which colloquially is referred to as Brexit, potentially alters the country’s very foundations. In particular, London’s citizens clearly declared their trust in the EU and are now facing a future full of uncertainties and a suffering economy. Subsequent generations now have to deal with the fallout of this emotionally driven decision.

However, before the first claims for an exit from the European Union arose, London provided an exceptional environment for establishing businesses in the financial sector. Especially startups dealing with the Blockchain, a technology which has progressively been hyped by the media in the past five years, have settled down to a great extent in Great Britain’s capital. In order to understand the city’s advantageous premises for these enterprises in particular, the background of the technology must be understood. This case study will explore what Blockchain is, the importance it has on the financial sector in London and what the consequences of the Brexit vote will have on the startups in the City of London.

Special thanks to my interviewees:

Devie Mohan
Advisor & Mentor at Fintech Space
Founder Turya Collective
Multiple leadership awards in Fintech

Jean-Stéphane Gourévitch
Fintech mentor
Serial entrepreneur
Multiple senior management positions

Kathleen Breitman
Strategist at R3 CEV
Inventor of own Blockchain protocol

Katia Lang
Co-Founder & Publisher at “The Fintech Times”
1. Does traffic have a dangerous impact on the life in Greater London?

2. Thomas Leimbach, Aerospace Engineering
In 2015 every driver spent an average of 101 hours in traffic congestion in Greater London. That is 71 hours more than the United Kingdom’s average of 30 hours. But traffic results not only in traffic congestion but in many more consequences, some of which might lead to serious effects on people’s health.

In this report the following question will be addressed: Does traffic have a dangerous impact on life in Greater London? Several consequences of traffic such as noise level, air quality, stress, accidents and costs will be investigated as well as possible solutions.

Special thanks to my interviewees:

**Dr. Marc Stettler**  
Centre for Transport Studies  
Department of Civil and Environmental Engineering  
Imperial College London

**Prof. Emer. Peter White**  
Professor Emeritus of Public Transport Systems  
University of Westminster

**Martin Carr**  
Coordinator of Kensington and Chelsea Cyclists  
London Cycling Campaign
Discrimination in London’s Nightlife

Ozan Buru,
Aerospace Engineering
London truly is a multicultural city. It is home to approximately eight to nine million people with more than 50% of them not being of white British ethnicity.

In addition to the permanent residents of the city, there are also up to 5 million tourists in London each quarter. With so many people of different ethnicities, conflicts seem inevitable.

This paper will take a look at racial discrimination in London’s nightlife by analysing London’s demography in terms of ethnicities, showing the general forms of racial discrimination and pointing out how they are connected to incidents in London’s nightlife.

Special thanks to my interviewee:

Colm O’Cinneide
Professor of Law
UCL Laws
Gentrification in Shoreditch

Roman Weinzierl,
Civil Engineering
London is one of the most vibrant cities in the world. It is known for its historical significance as the capital of the United Kingdom, for its architectural beauty and for its people’s lifestyle among other things.

Starting around the 1990s it has for many reasons affirmed its status as one of the most expensive cities in the world. One of the reasons is the ongoing ‘gentrification’ in many parts of the city. ‘Gentrification’ describes the succession of certain processes in the development of urban areas, which leads to higher rents and more upscale properties. Shoreditch is one of these districts which have been gentrified over the last few decades.

In this case study, I will examine what the reasons and effects of this gentrification in Shoreditch have been.
London Heathrow Airport - Challenge for a Metropolis

Aren Maydali, Aerospace Engineering

Sebastian Fix, Aerospace Engineering
With 75 million passengers and 470,000 flights last year Heathrow is now full. UK’s most important airport is struggling with new record traffic numbers.

There were many different proposals about how to solve this problem and finally the Airports Commission, established by the British government in 2012, published its final report.

Nevertheless, the Government delayed its decision and after the EU referendum it seems to be delayed once more. The discussion about increasing airport capacity in the UK has been lengthy and involved, since the topic affects Britain’s and especially London’s economy and environment significantly.

This paper will explore the various proposals that have been examined to increase airport capacity in the UK, including expanding existing airports or building an entirely new hub elsewhere.

Special thanks to our interviewees:

Prof. Andreas Schaefer  
Chair in Energy and Transport  
UCL Energy Institute  
University College London

John Stewart  
Chair of HACAN  
Heathrow Association for the Controll of Aircraft Noise
How to Preserve London’s Black Cabs

Emre Ertürk,
Aerospace Engineering
The black cab is an iconic vehicle and an important part of London’s identity. Every day hundreds of Londoners and tourists take a black cab to get to their desired destination, but there are also a significant number of people who decide to ride with a private hire vehicle. Stiff competition has been taking place between the black cabs and private hire companies, such as Uber. Statistics show that black cabs have been losing a considerable amount of customers to them.

Furthermore, the number of private hire vehicles is increasing rapidly, whereas the number of black cabs is growing only slowly. In March 2015 there were about 22,500 black cabs and 62,800 private hire vehicles registered at Transport for London.

This high number increases the pressure on the black cab drivers and it seems that they are losing this competition. Therefore, it is necessary to find possible solutions in order to preserve the black cabs in London.

The modernisation of the black cab service and the regulation of the private hire vehicles are seen as the two main possibilities to solve this issue.
Assessment of Accessibility on the London Underground

Yu-Chun Lin
London Underground, better known as the Tube, has 12 lines covering 402 km and serving 270 stations. Opened in 1863, it is the world’s oldest underground railway network, and one of the largest. The Tube carries more than one billion passengers each year, four million journeys each day and is still growing.

The Tube is the best way to get around London. People find it hard, however, to travel by the Underground with large luggage, baby strollers, in a wheelchair, not to mention the difficulties faced by disabled people and the elderly.

This research paper touches on different disabilities and transport and aims to understand what situations in the Underground different groups of people encounter and what their ability to access public transportation is. The research will address whether different groups of people who face mobility issues have various vulnerabilities or barriers on public transit that are distinct from everyday life.

Special thanks to my interviewees:

Prof. Ann Frye
Visiting Professor of Department of Civil & Environmental Engineering
University College London
Director (and Founder) of PassePartout Training Ltd

Centre for Accessible Environments (CAE)
Founded in 1969, CAE is the UK’s leading authority on inclusive design and management, providing consultancy, training, research and publications on building design and management to meet all user needs, including disabled and older people.
London’s
Changing Skyline

Dennis Knispel,
Aerospace Engineering
Apartments and house prices in London rose by 9.4% in 2015. Most of the people, especially less educated workers, cannot afford to live in the centre of London. The resulting question is whether it is necessary to build vertically.

In my case study I will first explain what protected views are and where you can find them.

Second, I will point out what might change because of the newly built skyscrapers. For example, will there be any social, environmental or economic changes?

Lastly, I will answer the question whether foreign money is buying up London, especially in the aftermath of the Brexit referendum during which more investment in property has been made in the United Kingdom because of the cheaper pound.

Special thanks to my interviewees:

**John Worthington**
Architect

**Peter Rees**
Chief Planning Officer for the City of London until 2014 and Professor at London South Bank University
London’s Housing Crisis

Tamara Krauß,
Materials Science
London’s population has increased by approximately one million in the last decade and is predicted to reach 10 million by 2035. To sustain this predicted population growth, there will be a need for 50,000 new homes per year over the next decade; however, in recent years fewer than 25,000 new homes have been built per annum.

From this data it can be concluded that there is currently an obvious undersupply of housing in London and it can be predicted that this trend will continue with the rapid growth in population. Additionally, the housing shortage brings further problems such as an increase in housing prices resulting in a greater number of Londoners unable to find an affordable place to live.

This report will focus on the causes of the housing crisis, the consequences of the undersupply and the high house prices, and possible solutions for increasing the supply of new homes.

Special thanks to my interviewees:

Prof Nick Gallent
Professor of Housing and Planning
Head of the Bartlett School of Planning
University College London

Jonathan Seager
Programme Director of Housing Policy
London First
Sustainability in London

Tezia Najand,
Process Engineering
Sustainability has a lot of different definitions, but the central aspects stay the same: ecology, economics, politics and culture. An example of a biologically sustainable system is a healthy and older forest, which changes over time to adapt to the environment, but does not endanger its future by those changes.

In this case study the focus lies on environmental sustainability, which includes renewable energies, as a solution for a greener London.

Special thanks to my interviewees:

Janet Laban  
Planning Officer - Sustainability Specialist at City of London

Dr. Aaron Gillich  
from South Bank University
The Aftermath of the Paris and Brussels Terrorist Attacks

Mohamed Abdellaoui, Aerospace Engineering
Terrorism has been in the world for almost 200 years. Its first recorded use was by the French government for using horrible mass killing techniques to scare people from protesting against government policies.

In Wikipedia it is defined as the unofficial or unauthorized use of violence and intimidation in the pursuit of a political or a religious aim. Throughout history it has been used by governments as well as individuals and organizations to achieve their goals.

What is worth noting is that terrorism has increased significantly in the last 15 years. Data from the Global Terrorism Database (GTD) shows that the number of terrorist attacks in the world has increased ninefold.

Most of the attacks happened in destabilized countries such as Iraq and Afghanistan but also in some western countries like the US, UK, France and Belgium.

This case study will focus on the effects of the latest Paris and Brussels attacks on London and how people there have reacted to the situation and at the end propose some solutions to minimize the threat.
The Effects of High Tuition Fees in England

Valerie Hietsch,
Aerospace Engineering
Since the youth of any country is its future, the education system is one of the most important and also most discussed policies in European governments. In the last twenty years, higher education in England has changed significantly since the government stopped covering all tuition costs for students studying in England.

In particular, part of the state funding has been replaced by tuition fees and consequently students are now charged for receiving higher education. Due to that, tuition fees have become a widely discussed issue among the English and particularly among students.

This case study focuses on tuition fees as they are a main source of funding when it comes to higher education.

Furthermore, this case study stresses the conflict between supporters and opponents by means of two interviews and deals with possible consequences of the Brexit vote for England’s and especially London’s universities.

Finally, this study provides an outlook for the future of university funding and what developments in tuition fees one can expect.
Sprachenzentrum

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