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This edited collection, first published in 1987, provides a comparative analysis of different approaches to urban modelling, and lays the foundations for the possibility of integration and a more unified field. The first part contextualises the development of the field of urban systems modelling, focusing on the variety of approaches and possible implications of this on the future of research and methodology. Next, the editors consider economic and 'non-economic' approaches, followed by an analysis of spatial-interaction-based approaches. Providing an overview to the field and research literature, the overarching argument is that there should be an integrated methodological approach to urban system modelling.

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This book, first published in 1982, addressed the need for a fresh and comprehensive guide to the rapidly expanding area of urban geography. Drawing on examples from cities in a number of countries, including the U.S.A., David Clark outlines the contribution of geographers to the understanding of the city and urban society, and analyses the growth of the urban environment alongside planning and policy. A thorough and unique study, this title will be of particular value to undergraduate students, as well as laying the foundations for a more advanced study in urban geography and planning.

Why do the cities of the late twentieth century look as they do? What values do their appearance express and

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enfold? Their sheer scale and the durability of their materials assure that our cities will inform future generations about our era, in the same way that gothic cathedrals and medieval squares tell us something of the Middle Ages. In the meantime, our urban landscapes can tell us much about ourselves. For E. C. Relph, the urban landscape must be envisioned as a total environment—not just streets and buildings but billboards and parking meters as well. The *Modern Urban Landscape* traces the developments since 1880 in architecture, technology, planning, and society that have formed the visual context of daily life. Each of these shaping influences is often viewed in isolation, but Relph surveys the ways in which they have operated independently to create what we see

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when we walk down a street, shop in a mall, or stare through a windshield on an expressway. Two sets of ideas and fashions, Relph argues, have had an especially important impact on urban landscapes in the twentieth century. An "internationalism" made possible by new building technologies and more rapid communications has replaced regional style and custom as the dominant feature of city appearance, while a firm belief in the merits of self-consciousness has imposed logical analysis and technical manipulation on such commonplace objects as curbstones and park benches. "As a result," writes Relph, "the modern urban landscape is both rationalized and artificial, which is another way of saying that it is intensely human."

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Urban problems and their resolution represent one of the major challenges for planners and decision makers in the modern world. This book, first published in 1990, makes a major contribution to the field, presenting an international and interdisciplinary approach to the challenges presented by the urban environment. The coverage is comprehensive, ranging from the economic and political dimensions of the capitalist system, to the issues of poverty and deprivation and questions about housing equity. This is an essential reference guide to social, economic and environmental problems in urban areas, which is of great value to students of planning, urban studies, geography and sociology.

First published in 1987, this book

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Provides a wide-ranging account of how modern cities have come to look as they do — differing radically from their predecessors in their scale, style, details and meanings. It uses many illustrations and examples to explore the origins and development of specific landscape features. More generally it traces the interconnected changes which have occurred in architecture and aesthetic fashions, in planning, in economic and social conditions, and which together have created the landscape that now prevails in most of the cities of the world. This book will be of interest to students of architecture, urban studies and geography.

Mathematical models have long been used by geographers and regional scientists to explore the working of

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urban and regional systems, via a system where the equilibrium point changes slowly and smoothly as the parameters change slowly and smoothly. However, this all changed with the advent of catastrophe theory and bifurcation, which enabled the development of models where a quite sudden change in the position of the equilibrium point results from a slow, small, smooth change in one or more parameters. First published in 1981, this reissue of Professor Wilson ' s classic study outlines the implications of these mathematical models for geography and regional science, by way of a survey of contemporary applications.

In the twentieth century, urban growth was one of the most powerful catalysts of geographical, social and

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demographic change in the Western world. When this book was first published in 1989, however, a massive process of counter-urbanization was underway, which saw the loss of population and jobs in cities and a pronounced urban to rural shift. This book analyses the causes and consequences of urban decline in Britain and the developed world during this period and beyond, and assesses the implications for urban planning and policy. David Clark ' s relevant and comprehensive title will be of value to students with a particular interest in urban geography and development.

Originally published in 1992, this book discusses a contemporary growth in environmental awareness, reflected in an increasing concern

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about the pollution caused by motor cars. The author considers the problem of congestion bringing traffic to a halt in the major cities and the increasingly controversial nature of contemporary transport planning. Professor Dimitriou provides a thorough and incisive contemporary analysis and suggests some appropriate solutions for the future.

A substantial proportion of the world's population now live in towns and cities, so it is not surprising that urban geography has emerged as a major focus for research. This edited collection, first published in 1983, is concerned with the effects on the city of a wide range of economic, social and political processes, including pollution, housing, health and finance. With a detailed introduction to the

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themes and developments under discussion written by Michael Pacione, this comprehensive work provides an essential overview for scholars and students of urban geography and planning.

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