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Book review

Urban Form and Transport Accessibility edited by Corinne Mulley. 2012. Cheltenham, UK: Edward Elgar Publishing Limited. £227.00 (hardback). ISBN 978 0 85793 749 0.

Opening this book triggered flashbacks to my days as a PhD student at UC Berkeley, where I spent hours in the deep recesses of the library hunting down the classic articles that would form the core of my indoctrination into urban geography. Today's students may rarely step into the library anymore, thanks to electronic access to journals, but they still need guidance as to which articles contain the most seminal ideas and the most important extensions of those ideas. In providing such guidance, Corrine Mulley's *Urban Form and Transport Accessibility* is a useful reference for urban scholars, new and old.

As the third volume in the *Classics in Transport and Environmental Evaluation* series edited by David Hensher, this book reaches back to the starting point of the field of urban economic geography and traces its evolution into the twenty-first century. Thirty-four articles, published between 1929 and 2011, are organized by topic into five parts. The first two sections focus on the inter-urban scale (e.g. Beckman's 1958 article on city hierarchies), while the final three sections focus largely on the intra-urban scale (e.g. Alonso's 1960 article on urban land markets). Industrial location is a major focus throughout all five sections, though the relationship between residential and employment locations also figures prominently.

Transport accessibility, on the other hand, is often more implicit than explicit. For example, the term "transport" does not appear in Melo et al.'s 2009 article on agglomeration economies, though transport costs underlie these economies. In most of the articles in the first three parts of the book, authors acknowledge transport accessibility as an important factor but they generally take transport costs as given. Others consider the role of the transport network more directly: Goldberg (1970) examines the impacts of transport investments; Solow (1972) considers the effects of congestion; and Mills (1972) explores the correct pricing of transport.

In focusing on accessibility measurement, Section 4 addresses the interaction between transportation and land use head on. These articles draw on theory to build forecasting models or develop accessibility indices to be used as predictors of travel. The section includes Hansen's seminal 1959 article "How Accessibility Shapes Land Use," just four pages long. Today's modeling practice is foretold in several of these articles, for example, the 1979 article by Morris et al. that promoted a shift toward an activity-based approach. Part 4 flows into Part 5, containing three articles that describe models capturing the dynamic relationships between residential location, transportation investments, and industrial development. Part 5 is the shortest and least developed of the book, capturing just a small sample of the notable developments in this realm.

This compilation is heavy on theory, reminding us of its importance as the basis for model development as well as empirical research. Christaller (a 1972 article in which he reflects on his work from the 1930s) and Lösch (1938) both emphasize the importance of establishing ideal typologies as a starting point for understanding and explaining reality. Berry (1964) notes that such ideals can lead to logical constructs that can be tested empirically, or they can emerge from empirical research through inductive generalization. The majority of articles in this book fall into the former category, though heavy on logical constructs and light on empirical testing. Focusing on theoretical frameworks was a good choice for a compilation of the classics, as these frameworks have given shape to and are essential for understanding the vast body of empirical work in this field.

That said, the dense mathematics in these articles is challenging for those without a PhD in economics (e.g. me). The extensive equations often mask relatively simple conceptual models that can be highly useful on their own, stripped of the math. For this reason, the articles that share non-mathematical overviews of theory are especially important, particularly Alonso's 1960 article and Goldstein and Moses 1973 survey of theories (with a bibliography of 438 citations!). Readers not interested in the mathematical versions of these theories are probably better off turning to other sources for introductions to their conceptual aspects.

One might quibble about what was included and what was left out. As Mulley notes in her introduction, some of the important early work in urban economic geography was published in books rather than as articles and is thus not included here. Although U.S. researchers figure prominently, many authors are from Europe, Asia, or Australia. Few women are represented, perhaps not surprising given the emphasis on early work: of the 34 articles, 22 were published before I arrived at UC Berkeley nearly three decades ago. The numerous articles on industrial location leave limited room for work focusing on residential location, and retail geography is hardly present. Even so, the book weighs in at 650 pages.

Some design choices are more successful than others. Reprinting articles as they originally appeared is a nice touch. Adding a header with continuous page numbers for the volume as a whole is helpful, though having an identifier for the article in the header would have also been helpful. A few of the articles as originally printed do not include a publication date or even the name of the author; printing the full citation of each article on its first page would have reduced the need for flipping back and forth to the table of contents.

This volume serves as a convenient point of entry into the field, though given its hefty list price, readers are likely to rely on library copies rather than purchase their own. Those new to the field will benefit from the pre-selection of these articles, and those long in the field may come away with new insights as they revisit articles read long ago. These articles offer many gems. My favorite comes from Christaller (pg. 11) and has nothing to do with the relationships between urban form and transport accessibility: "In general, the opinion predominates that creative scholarly work is born at the desk. It must not be so. Mine was created while hiking, in nature. I moreover, am glad to consider myself a geographer."

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