Journal of Transport Geography 79 (2019) 102460

Contents lists available at ScienceDirect

Journal of Transport Geography

journal homepage: www.elsevier.com/locate/jtrangeo

Book review

**How Great Cities Happen: Integrating People, Land Use and Transport, J.R. Stanley, J.K. Stanley, R. Hansen. Edward Elgar Publishing, Cheltenham UK & Northampton MA USA (2018). (ISBN 978 178811 945 0 (paperback) £29.95; ISBN 978 1 78471 838 1 £95; ISBN 978 1 78471 839 8 (eBook); 303pp. & xii)**

The ambitious remit of this important book is to broaden the scope of long-term land use transport planning in cities in a more integrated way to meet the needs of people and the environment. The authors focus on how cities function as places to live, work and visit rather than on just the shape of the city. They aim to fill gaps in knowledge and understanding.

The three authors' home city of Melbourne, Australia is the starting point for a critical analysis of nine planning challenges, combined with evidence from other 'good city' case studies from Vancouver, Canada; London, UK; Malmö in Sweden; Freiburg in Germany; and Portland, Oregon USA:

- Pressures from rapid population growth on infrastructure and the provision of services
- Creating enough jobs in expanding sectors for a growing population and to replace those lost in manufacturing
- Sharing access to job opportunities more widely as jobs growth has concentrated in the CBD and inner areas
- High costs of traffic congestion due to decades of underinvestment in transport infrastructure and poor transport pricing systems
- Public transport capacity issues
- High house prices and lack of affordable housing
- High and growing transport greenhouse gas emissions
- High environmental footprint
- A growing disadvantage gap

City land use transport policies now normally have a sustainability focus and propose high-level economic, social and environmental goals. A more compact urban built form is the most common land use trend in cities in developed countries reflected in Smart Growth, New Urbanism and Transit-Oriented Development (TOD) concepts. Connections between the built environment and travel are exemplified by reference to Ewing and Cervero (2010) who consider density, diversity of land uses, design, destination accessibility and distance to transit in terms of how they affect the total distances travelled by cars. Although investment in transit increases accessibility of nearby sites, and often results in higher house prices and rents, the claim by the authors of this book that TOD is frequently associated with gentrification and displacement of lower income groups is not supported with reference to any of the limited amount of proven research evidence (Knowles and Ferbrache, 2016). Significant connections are however identified between accessibility and urban productivity.

Higher density and more mixed-use development are associated with a higher share of trips by the more sustainable green modes of walking and cycling and of public transport. The importance of neighbourhood is reflected in the growing emphasis on walkability in the design of local areas and in the concept from Portland and Melbourne of '20-minute neighbourhoods' for most activities. Major transport investment needs to support land use plans in pursuit of wider community goals rather than targeted at reducing urban corridor traffic congestion. Fragmented governance and low levels of local financial autonomy are identified as major obstacles to sustainable urban development.

Chapter 3 focuses on how structural economic changes are affecting cities and how some cities are shaping land use transport planning to deliver better community outcomes. Agglomeration economies are very important. Large cities that are compact with good accessibility and efficient transport infrastructure are the most efficient urban places but this requires decades of careful management. A surprising omission is the absence of reference to Copenhagen's 70+ year track record from its pioneering 1947 Finger Plan through to its most recent continuation in Ørestad linear New Town (Knowles, 2012).

Social inclusion, wellbeing and sustainability and neighbourhoods structured for children and youth are the focus of Chapters 4 and 5. Affordable housing is the main subject of Chapter 6. Suburbanisation of disadvantage is identified on page 135 as an often forgotten aspect of modern urban life.

Environmental perspectives are discussed in Chapter 7. Densification as a solution to sprawl, moving away from fossil fuel use, improved energy and water efficiency and building design are all seen as ways of reducing urban and ecological footprints. The authors cite Rifkin as foreseeing this being facilitated by a Third Industrial Revolution conjoining internet technology and renewable energy (Rifkin, 2011).

Chapters 8 and 9 specify the governance and funding arrangements required to support the delivery of a more integrated land use transport planning system. Civic leadership in Malmö is applauded but no reference is made to the development of the new community of Hyllie in south Malmö as part of the City Tunnel project, itself a key link to the Danish/Swedish Øresund Bridge project. Although capture of increases in land and property value is identified as a key but under-utilised component in funding urban transport infrastructure, the seminal work of Mathur (2014) and Medda (2012) is omitted. The innovative use of parking levies in Nottingham, UK to fund light rail investment is also ignored.

Chapter 10 addresses the challenge of developing and delivering an integrated land use transport strategy. The authors conclude that a long-term, 30 year or more, land use transport plan is required to shape cities. They concur with Cervero's view that the process starts with a clear vision of the future city before specifying the transport and other measures that need to be used to deliver the result (Cervero, 2014).

This book is a must read for anyone interested in the future and sustainability of cities whether they are planners, urban and transport researchers or politicians. Some significant omissions and minor errors, although disappointing, do not detract from the many new perspectives advanced by the three authors.

https://doi.org/10.1016/j.jtrangeo.2019.06.007

Available online 25 June 2019
0966-6923

## References

Cervero, R., 2014. Land use transport integration: Implications for infrastructure in North American and Australian cities. In: Stanley, J., Roux, A. (Eds.), Infrastructure for 21st-Century Australian Cities. Melbourne, ADC Forum.
Ewing, R., Cervero, R., 2010. Travel and the built environment. J. Am. Plan. Assoc. 76 (3), 265–294.
Knowles, R.D., 2012. Transit oriented development in Copenhagen, Denmark: from the Finger Plan to Ørestad. J. Transp. Geogr. 22, 251–261.
Knowles, R.D., Ferbrache, F., 2016. Evaluation of the wider economic impacts of light rail investment on cities. J. Transp. Geogr. 54, 430–439.
Mathur, S., 2014. Innovation in Public Transport Finance: Property Value Capture. Ashgate Publishing, Farnham UK.
Medda, F., 2012. Land value capture finance for transport accessibility: a review. J. Transp. Geogr. 235, 154–161.
Rifkin, J., 2011. The Third Industrial Revolution: How Lateral Power is Transforming Energy, the Economy and the World. Palgrave Macmillan, New York.

Richard D. Knowles*,
*University of Salford, Manchester, UK & University of Huddersfield UK*
*E-mail address:* r.d.knowles@salford.ac.uk.

* Corresponding reviewer.