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Cities of Tomorrow: An Intellectual History of Urban ...

"Peter Hall's new edition of Cities of Tomorrow is better than ever. With extraordinary skill he weaves the separate strands of planning of the last century into a rich tapestry that vividly displays its intricate links, perceptively portrays the foundations of today's profession yet cleverly reveals the field's enduring questions and concerns.

Cities of Tomorrow: Hall, Peter: 9780631199434: Amazon.com ...

Peter Geoffrey Hall. 3.86 - Rating details - 596 ratings - 36 reviews. Cities of Tomorrow is a critical history of planning in theory and practice in the twentieth century, as well as of the social and economic problems and opportunities that gave rise to it. A critical history of planning in theory and practice in the twentieth century, as well as of the social and economic problems and opportunities that gave rise to it Trenchant, perceptiv.

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Cities of tomorrow - an intellectual history of urban ...

Thursday, September 20, 2018 On "Cities of Tomorrow" by Peter Hall *** Peter Hall traces theories of urban planning from the Victorian era to his present (mid-1980s). This book is a good summary of twentieth-century urban planning, though at times, it's a bit dry, which is saying something, when I'm a fan of the genre.

Short Story Reader: On "Cities of Tomorrow" by Peter Hall

Description: Peter Hall's seminal Cities of Tomorrow remains an unrivalled account of the history of planning in theory and practice, as well as of the social and economic problems and opportunities that gave rise to it. Now comprehensively revised, the fourth edition offers a perceptive, critical, and global history of urban planning and design throughout the twentieth-century and beyond.

Cities of Tomorrow: An Intellectual History of Urban ...

— Peter Hall, Cities of Tomorrow 3rd Edition (2002), P. 293 I was waiting for the big reveal of how this great idea of Sweat Equity turned out to be a massive, irreparable mistake. It never arrived, although the chapter detailed some flops and warned that the technique was most successful for the working class and up, not the poorest among us.

Learning about cities of yesterday from Cities of Tomorrow

Peter Hall (1988) Cities of Tomorrow: An Intellectual History of Urban Planning and Design in the Twentieth Century Oxford: Blackwell Publishing, Reprinted 1988. Updated 1996, 2002, 2014. ISBN 978-1118456477; Peter Hall and Paschal Preston (1988) The Carrier Wave: New Information Technology and the Geography of Innovation 1846-2003. London ...

Peter Hall (urbanist) - Wikipedia

Peter Hall. Wiley, Jun 24, 2002 - Social Science - 576 pages. 11 Reviews. Cities of Tomorrow is a critical history of planning in theory and practice in the twentieth century, as well as of the...

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Cities of Tomorrow (Paperback) 4th edition (9781118456477 ...

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Cities Of Tomorrow by Hall, Peter

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Cities of Tomorrow: An Intellectual History of Urban ...

Ranging over 2,500 years, Cities in Civilization is a tribute to the city as the birthplace of Western civilization. Drawing on the contributions of economists and geographers, of cultural, technological, and social historians, Sir Peter Hall examines twenty-one cities at their greatest moments. Hall describes the achievements of these golden ages and outlines the precise combinations of forces -- both universal and local -- that led to each city's belle epoque. Hall identifies four distinct expressions of civic innovation: artistic growth, technological progress, the marriage of culture and technology, and solutions to evolving problems. Descriptions of Periclean Athens, Renaissance Florence, Elizabethan London, and nineteenth-century Vienna bring to life those seedbeds of artistic and intellectual creativity. Explorations of Manchester during the Industrial Revolution, of Henry Ford's Detroit, and of Palo Alto at the dawn of the computer age highlight centers of technological advances. Tales of the creation of Los Angeles' movie industry and the birth of the blues and rock 'n' roll in Memphis depict the marriage of culture and technology. Finally, Hall celebrates cities that have been forced to solve problems created by their very size. With Imperial Rome came the apartment block and aqueduct; nineteenth-century London introduced policing, prisons, and sewers; twentieth-century New York developed the skyscraper; and Los Angeles became the first city without a center, a city ruled instead by the car. And in a fascinating conclusion, Hall speculates on urban creativity in the twenty-first century. This penetrating study reveals not only the lives of cities but also the lives of the people who built them and created the civilizations within them. A decade in the making, Cities in Civilization is the definitive account of the culture of cities.

Cities of Tomorrow is a critical history of planning in theory and practice in the twentieth century, as well as of the social and economic problems and opportunities that gave rise to it. Trenchant, perceptive, global in coverage, this book is an unrivalled account of its crucial subject. The third edition of Cities of Tomorrow is comprehensively revised to take account of abundant new literature published since its original appearance, and to view the 1990s in historical perspective. This is the definitive edition, reviewing the development of the modern planning movement over the entire span of the twentieth century.

Peter Hall and Colin Ward wrote Sociable Cities to celebrate the centenary of publication of Ebenezer Howard's To-morrow: A Peaceful Path to Real Reform in 1998 - an event they then marked by co-editing (with Dennis Hardy) the magnificent annotated facsimile edition of Howard's original, long lost and very scarce, in 2003. In this revised edition of Sociable Cities, sadly now without Colin Ward, Peter Hall writes: 'the sixteen years separating the two editions of this book seem almost like geological time. Revisiting the 1998 edition is like going back deep into ancient history'. The glad confident morning following Tony Blair's election has been followed by political disillusionment, the fiscal crash, widespread austerity and a marked anti-planning stance on the part of the Coalition government. But - closely following the argument of Good Cities, Better Lives: How Europe discovered the Lost Art of Urbanism (Routledge 2013), to which this book is designed as a companion - Hall argues that the central message is now even stronger: we need more planning, not less. And this planning needs to be driven by broad, high-level strategic visions - national, regional - of the kind of country we want to see. Above all, Hall shows in the concluding chapters, Britain's escalating housing crisis can be resolved only by a massive programme of planned decentralization from London, at least equal in scale to the great Abercrombie plan seventy years ago. He sets out a picture of great new city clusters at the periphery of South East England, sustainably self-sufficient in their daily patterns of living and working, but linked to the capital by new high-speed rail services. This is a book that every planner, and every serious student of policy-making, will want to read. Published at a time when the political parties are preparing their policy manifestos, it is designed to make a major contribution to a major national debate.

This is the fourth edition of the classic text for students of urban and regional planning. It gives a historical overview of the developments and changes in the theory and practice of planning, throughout the entretwentieth century. This extensively revised edition follows the successful format of previous editions. Specific reference is made to the most important British developments in recent times, including the devolution of Scotland, Wales and Northern Ireland, the establishment of the Mayor of London and the dominant urban sustainability paradigm. Planning in Western Europe, since 1945, now incorporates new material on EU-wide issues as well as updated country specific sections. Planning in the United States since 1945, now discusses the continuing trends of urban dispersal and social polarisation, as well as initiatives in land use planning and transportation policies. The book looks at the nature of the planning process at the end of the twentieth century and looks forward to the twenty-first century.

Sociable Cities is published to coincide with the centenary of the publication of Ebenezer Howard's revolutionary Garden Cities of Tomorrow. Howard's book would prove to be the most influential work on city planning in the 20th Century. The book provided the template for some thirty new towns in the United Kingdom - and countless others across the rest of the world - helped to establish the Town and Country Planning Association and ultimately led to an Act of Parliament which established how the building of our cities would be governed. At its heart, Garden Cities argues for a return to civilised and sustainable urban communities. Sociable Cities assesses how Howard's work has faced up to the concerns of the 20th Century. Rarely has these concerns - the development of brown and green field sites, public versus private transport, the political will behind sustainability, public access to the countryside, and the quality of life in and the future of out cities - been so pressing. Finally, in analysing future trends, Peter Hall and Colin Ward take Howard's Garden Cities into the 21st Century. This landmark book will be of interest to all who are concerned for the future of our cities and the future of our countryside.

Thirty years after its publication, The Death and Life of Great American Cities was described by The New York Times as "perhaps the most influential single work in the history of town planning...[It] can also be seen in a much larger context. It is first of all a work of literature; the descriptions of street life as a kind of ballet and the bitingly satiric account of traditional planning theory can still be read for pleasure even by those who long ago absorbed and appropriated the book's arguments." Jane Jacobs, an editor and writer on architecture in New York City in the early sixties, argued that urban diversity and vitality were being destroyed by powerful architects and city planners. Rigorous, sane, and delightfully epigrammatic, Jacobs's small masterpiece is a blueprint for the humanistic management of cities. It is sensible, knowledgeable, readable, indispensable. The author has written a new foreword for this Modern Library edition.

"Wide-ranging, significant, and readable...It will earn respect in non-academics as well as academic circles. A first-rate job."—Lloyd Rodwin

This book has one central theme: how, in the United Kingdom, can we create better cities and towns in which to live and work and play? What can we learn from other countries, especially our near neighbours in Europe? And, in turn, can we provide lessons for other countries facing similar dilemmas? Urban Britain is not functioning as it should. Social inequalities and regional disparities show little sign of going away. Efforts to generate growth, and spread it to the poorer areas of cities, have failed dismally. Much new urban development and redevelopment is not up to standard. Yet there are cities in mainland Europe, which have set new standards of high-quality sustainable urban development. This book looks at these best-practice examples - in Germany, the Netherlands, France and Scandinavia, - and suggests ways in which the UK and other countries could do the same. The book is in three parts. Part 1 analyses the main issues for urban planning and development - in economic development and job generation, sustainable development, housing policy, transport and development mechanisms - and probes how practice in the UK has fallen short. Part Two embarks on a tour of best-practice cities in Europe, starting in Germany with the country's boosting of its cities' economies, moving to the spectacularly successful new housing developments in the Netherlands, from there to France's integrated city transport, then to Scandinavia's pursuit of sustainability for its cities, and finally back to Germany, to Freiburg - the city that 'did it all'. Part Three sums up the lessons of Part Two and sets out the key steps needed to launch a new wave of urban development and regeneration on a radically different basis.

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