

Integrated Land Use and Transport Modelling: Decision Chains and Hierarchies (Cambridge Urban and Architectural Studies)

Tomas de la Barra



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The integration of the location of activities in space and the use of transport has been a theoretical planning issue for many years. However, most books on this subject treat each component of the land use and transportation system with different, sometimes even conflicting, theories. The purpose of this book is to present the issue in the light of a single and consistent theoretical framework, that of random utility theory and discrete choice models. This is achieved in a methodical way, reviewing microeconomic theory related to the use of space, spatial interaction models, entropy maximising models, and finally, random utility theory. Emphasis is given to the concepts of decision chains and hierarchies. Spatial input-output models are also discussed, followed by chapters specifically dealing with the location of activities, the land market and the transport system. The book ends with the description of a number of real case studies to show how the theory can be used in practice.

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