

Figure 2.3

If intelligent (business) areas are possible, then the concept can surely be extended to larger, or more heterogeneous, communities, cities or even regions? (Source: DEGW, 1992, 1999.)

Goals	Tasks	Intelligent city attributes		
Living	Shelter Leisure Learning Caring	and masterplan	work strateov	
Moving	People Goods Information	Urban infrastructure and	Information network	Entertainment facilities Airports Railway stations Bus stations Freight distribution centres
Working		Urban i	Urb	Road/rail networks Transportation vehicles Green spaces Outdoor facilities

Figure 2.4 The DEGW Intelligent City Model, demonstrating particular attributes of intelligent cities, in the broad functional categories of living, moving and working. (Source: Harrison et al., 1998; DEGW, 1992, 1999.)

growth. No city is static – if a city is not growing, it is by default stagnating (Jacobs, 1969). How effectively a city facilitates this economic function is therefore a key measure of city intelligence. But exchange is not confined to the economic

Figure 2.5

The traditional market is more than simply a place of exchange of goods; it is also a meeting place, where both social and economic interchange takes place. (Source: Guy Briggs.)



sphere. Cities exist equally to facilitate social interchange. Both of these attributes can be described as transactions, which further illustrate the first of the primary drivers for the existence of cities as: *Creating the conditions for social and economic transaction* (Figure 2.5).

The second primary driver relates to freedom. Historically in the west (and currently in the developing world) large-scale urbanization has been driven by a desire to escape from the constraints of agrarian subsistence survival. Movement to the cities promised rural dwellers a level of freedom that a rural lifestyle was incapable of supporting. Historically, cities were places where indentured serfs might flee the bonds of feudal