The central theme of Part III is Networks. Spatial planning from the perspective of urban networks implies not just planning in terms of connecting cities but focusing on urban processes that have a spatial dimension, i.e. processes involving goods, energy, water, information and, not least, people. This means linking the notion ‘space’ with that of ‘time’, by means of the notion ‘use’. Time is associated here with cyclical daily, weekly, seasonal and yearly processes, rather than with the transformation of the urban environment throughout the years. Moreover, as a healthy and safe environment is a necessary condition for urban processes, urban designers and planners should not just seek to relate the physical urban system (urbs) with processes in the societal urban system (civitas), but should look for ways of accommodating natural processes as well.

This part of the book is structured from the general to the specific and from the abstract towards the concrete. Remon Rooij with The Urbanism of Networks and Riet Moens with Layers, Patterns and Networks in the Landscape first introduce some basic terminology. Ina Klaasen, in Putting Time into the Picture: The Relation between Space and Time in Urban Planning then explores the many ways in which ‘time’ is related to ‘space’ within the context of design and planning, and the problems that this causes due to the difficulty of representing time in designs and spatial plans. In Time in Urban Planning and Design in the ICT age Paul Drewe pursues the matter of what ‘time’ means for social, cultural and economic activities in cities. He stresses how the development of information and communication technology (ICT) has changed the time dimension in spatial planning, but cautions us not to lose touch with the ‘classics’ in our field of study.

In the following four chapters, the focus is on specific networks. Ana Maria Fernandez-Maldonado concludes in ICT Infrastructure Networks as Supports for New Urban Processes that new trends in the ICT sector, based on market principles, are contributing to an unequal development of cities and regions around the world, a development that favours the ‘rich-gets richer’. Ernesto Philibert Petit, in Metamobility: In Search of Connections within the Networks of Mobility, makes a plea for increasing connectivity in cities, using the concept of ‘mobility’ to develop new concepts of what, where and how to connect. In Small but Vital: The Influence of Small-Scale Mobility on Sustainable Urban Functioning, Remon Rooij draws our attention to the lowest scale levels in the city, i.e. the dwelling environment and the neighbourhood. He stipulates that, although a lot of scientific and practical knowledge is available about the groups that use this level of the city, most of this knowledge is unavailable in the form of design tools. He goes on to suggest ways of developing such tools. The relation between the physical urban systems and their networks is then put in a theoretical light by Jeroen van Schaick. In Integrating Social and Spatial Aspects of the City: Comparing the Models of Heeling, Dupuy, Castells and Lefebvre he explores how the structure of societal urban systems can – or cannot – be related to that of the physical systems, and concludes that, for urban designers and planners to be able to deal with the dynamics of socio-spatial systems, a better understanding has to be developed of issues...
such as the languages and representation methods used, and how time is related to different scale levels.

In the last two chapters ‘connectivity’ and ‘process-thinking’ are applied in concrete situations. In *Towards a New Urban Philosophy; The Case of Athens*, Nikos Salingaros unfolds his ideas about how to repair Europe’s damaged urban fabric. He formulates a detailed New Urban Philosophy, stressing the importance of the relationship of humankind to nature and the environment. He then applies this to Athens. Finally, in *Finding a New Meaning For Public Spaces In Postmodernity; The Raval District in Barcelona*, Francesc Magrinyà shows us, using examples from Barcelona, how the traditional idea of public space has lost its meaning in an age characterised by complex and fragmented territory and the co-existence of different mobilities.