

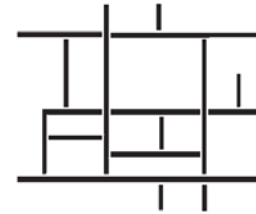
BOX 6. CHARACTERISTIC STRUCTURE

The 'characteristic' street pattern structure is the almost definitive 'street pattern shape'.

Characteristic structure has a relatively high degree of complexity and a medium to high level of connectivity.

Characteristic structure has a medium or 'semi-griddy' level of connectivity (with a relative connectivity of around 0.35–0.45) arising from a typical mixture of short and long routes, more and less connective routes, some differentiation of depth but, overall, not too great a depth. Three-way junctions are typically in the majority, but with the likelihood of at least some crossroads and culs-de-sac.

Characteristic structure is typified by a relatively high degree of irregularity and complexity (complexity typically in the range 0.35–0.6).



the distinction between 'more planned' and 'less planned' layouts, and 'more grid-like' and 'more tributary' forms.

We could use such a diagram to assess where advocated or proposed layouts would fit. For example, we can note that Poundbury – the neo-traditional enclave on the edge of Dorchester – shows a fairly 'regular' pattern with moderate connectivity; this was, after all, a master planned neighbourhood, designed with connectivity in mind.

We can also contrast the example of Poundbury with the central grid of Dorchester. Although the aim of Poundbury was to some extent to emulate the character and street pattern of traditional settlements, and to relate to the historic core of the town, the Poundbury layout here is seen to be lower in both connectivity and complexity than Dorchester. However, Poundbury does have values of connectivity and complexity higher than typical conventional suburban cases (e.g. St Andrews Suburban, Crawley Suburban).

CONCLUSIONS

This chapter has shown three basic demonstrations. The first has used 'connectivity analysis' to characterise network patterns expressed as route structures. It has used the graphic device of the netgram to distinguish and graduate a spectrum of connectivity from 'griddy' to 'tributary' structures. This echoes the approach of the *Mosborough Master Plan* (Chapter 4), but here the basic properties of the forms are systematically defined, and can