

Ideally, the pedestrian system will 'plug into' the public transport hierarchy, thereby forming a combined conjoint constitution; but the pedestrian route system itself need not be 'hierarchical', and can function without arteriability or access constraint, namely, a mosaic constitution.

The preferred road system in general is conventionally regarded as being the dendritic constitution: a combination of arteriability and access constraint. However, strictly speaking, arteriability here is applying to strategic routes, designated in such a way as to form an arterial pattern. This does not necessarily mean that all route sections of high speed, flow or capacity are contiguously connected. Within urban areas, it is more typical for high-speed or high-capacity sections to form a more fragmented pattern, with underpasses, relief roads, short sections of urban motorways, and so on. These may each have appropriate access constraint locally, thereby forming a *serial* organisation.

The dendritic structure of car orientation

One of the problems of the conventional hierarchy is in cases where it equates the pedestrian with occupying the lowest rung in the vehicular hierarchy. This pegs the pedestrian network to the stratified hierarchy of vehicular movement, rather than ensuring integration with the public transport system. Indeed, in some hierarchies there may even be a gap in the ranking between routes used by pedestrians and routes used by public transport.

This is seen where bus stops on distributor roads are isolated from local pedestrian focal points, or, when hierarchy is retrofitted to traditional towns, where a bus station is sited on a distributor road away from the central, pedestrian-intensive streets, since public transport is equated with (high) vehicular function, not pedestrian function. Dividing pedestrians and public transport in this way is a recipe for car orientation (Figure 7.16). And this is the structure built into conventional hierarchies since *Traffic in Towns*.⁸

Overall, car orientation can be seen as a combination of compositional, configurational and constitutional factors. This is seen in the promotion of spread-out, coarse-grained, impermeable layouts that are 'encouraged' by tributary or tree-like structures with poor connectivity, that are in turn 'encouraged' by dendritic constitution. Together, the conventional approaches to configuration and constitution combine to make a 'structure of car orientation' (Figure 7.17).