

**8.3** • Patterns of vehicular use. The benefit is in the abstract nature of people reaching destinations, rather than the physical presence of vehicles. But it is easier to count cars than trace people.



This is not to say that vehicle type is not important – it is clearly important for some purposes, such as vehicle licensing or driver qualifications; and vehicle flow is important for some things, such as junction layout or signal timing. However, these are not necessarily the best places to start when considering the design of streets or the layout of towns and cities.

Instead, it might be as well to focus on accessibility (people getting to places), and the impacts of vehicle motion. Rather than being anti-car, as such, we can consider the modes of vehicle use on their individual merits. Expressing modes as permutations of other things (speed, weight, people-carrying capacity) can help to remove the baggage of private versus public operation, and get away from the fetishisation of particular vehicle types. Instead, we can concentrate on the factors that affect which modes go together in which types of street, and, ultimately, how these types of street fit together in different patterns.

#### *Modal favourability*

Table 8.2 shows some possible ‘modal hierarchies’. In each case, example modal categories are chosen to illustrate points on a spectrum of favourability.