



Table 8.5 Transit-oriented hierarchy

Ref.	Types	Typical examples of modes of movement					
		Foot	Bike, etc.	Car, etc.	Mini-bus	Bus	Tram/rail
A	Arterial/trunk route	●	●	●	●	●	●
B	Sub-arterial route	●	●	●	●	●	
C	Local distributor	●	●	●	●		
D	Access road	●	●	●			
E	Narrow lanes	●	●				
F	Footpaths	●					

Notes

Car, etc. = private motor including car, taxi, goods vehicle, coach.

Bike, etc. = bicycle and other human-powered vehicles.

In some countries, motorcycles and mopeds may use routes for two-wheelers in general; in others they are confined to networks used by private motor traffic in general.

transport serving different spatial scales (from national to local distribution), and the ‘access roads’ refer to ‘access modes’ – all modes that may potentially be used to access public transport. Those access modes may themselves be further subdivided by the spatial contiguity of their networks.

The result is that the most strategic public transport routes (arterials or trunk routes) all connect up contiguously, and the set of all routes from the top down to any given level forms a complete contiguous network.¹⁴

As well as being a useful systematic way of constructing a single ranked hierarchy, out of all possible ways of classifying modes, this form of hierarchy is expressly intended to promote public transport, in such a way that the coarse nature and fixed routes of the public transport services are compensated for by ensuring that they are all contiguously connected up. This should also tend to assist the promotion of the higher capacity modes (although not systematically so).¹⁵

A possible transit-oriented hierarchy of routes based on six levels, from arterial (A) to footpath (F), is shown in Table 8.5. Selected examples are illustrated in Figure 8.13.

Arteriality is implied in the vertical direction: that is, all A routes should connect up, as should the set of (A + B), and so on. The lowest rungs imply

8.11 • Odd one out. In network structural terms, the scheduled bus is the odd one out because it follows a fixed route. This is independent of vehicle shape or occupancy. (a) Private vehicle. (b) Heavy goods vehicle. (c) Touring coach. (d) Scheduled bus (postbus).