the lowest speed when doing so (e.g. cars should go as slowly as walkers); and that the modes confined to the coarsest scale have the greatest assurance of strategic contiguity (e.g. public transport should all connect up).

The above system is not without precedent: it fits with various existing interpretations of hierarchy that include an element of stratification by speed. It additionally incorporates a newly explicit dimension relating to public transport. It therefore combines some of the advantages of conventional road hierarchy with provision for transit-oriented development.¹⁶

STREETSPACE CLASSIFICATION

The last section arrived at the basis of a route hierarchy – what we might call the 'bones' of a street hierarchy; but one which may now be fleshed out by considering the non-movement aspects of street type. If the last section redresses the conventional structure of car orientation, then this section now focuses more specifically on streets, towards redressing the conventional 'structure of disurban creation'.

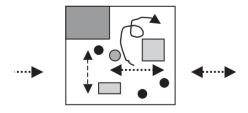
This section addresses the street as a two-dimensional element of public space, plus the sense of constraint found in the urban context, where specific square metres of a finite area of streetspace must be traded off between competing uses. The task is to identify how different kinds of route may be compatible with different kinds of street in the wider sense.

Contested space

The use of a 'locale' or 'cell' of streetspace includes people engaged in a variety of urban activities, in addition to movement. Movement includes pedestrian activity along and across the street, plus the movements of traffic, where through traffic is manifested locally as the presence of individual moving vehicles (Figure 8.15).

Design of a locale needs to take account of the internal compatibility of form and use relating to all these activities. But prioritisation of particular activities (including paths of movement) will be influenced not only by the immediate presence, but by consideration of the relative significance of those activities in the widest sense. The trade-off effectively comes in identifying what the highest 'use value' of that area should be, relative to the urban system as a whole.

The power that traffic flow has in claiming space is that it relates to something outside of the immediate locale. The through traffic is going from somewhere else to somewhere else. If a street is part of a strategic arterial route, the through traffic will have a corresponding weight implicitly



8.15 • Use of a 'locale' or 'cell' of streetspace. A variety of activities take place, including traffic manifested locally as individual moving objects. Certain movements may be imbued with greater priority due to their relationship with wider patterns.