

- Harwood (1992), Dimitriou (1995), Marshall (2001), Richards (2001), Njenga and Davis (2003), Potter (2003).
- 10 Barton *et al.* (1995: 105). A related point is made by Battle and McCarthy (1994): 'The key to a sustainable transportation system is the implementation of a transport hierarchy which gives priority to the pedestrian and public systems above the car.'
 - 11 Stratification by speed is considered by Bartlett (2003a, 2003b); Smith and Freer (1999); and speed used to rank some existing statutory classifications, e.g. Danish (Appendix 3).
 - 12 Crawford (2000: 176).
 - 13 A route usable by a wheelchair could be physically used by a bicycle, but not necessarily legally so. Similarly, for a cycle route being used by motorcycles.
 - 14 The 'strategic' designation is relative to context, and is independent of vehicle type. In one city there might be a 'clear hierarchy' from rail to tram to bus, but in another there might be a distinct hierarchy of trunk and feeder services all operated by buses.
 - 15 For example, a private touring coach would be lower in the hierarchy than a postbus. However, although a coach might use less energy per head than a postbus or half-empty service bus, the coach is well adapted to the kind of road system geared to private motor traffic in general, and already benefits from conventional hierarchy and all its trappings.
 - 16 The Copenhagen/Denmark classification system has two dimensions: speed and traffic-oriented arteriability; the Portland classification system has two dimensions: traffic role and public transport role (Appendix 3). In retrospect, the articulated route hierarchy proposed in this chapter could be seen as combining the advantages of both systems (speed, arteriability and public transport orientation).
 - 17 As called for by the ICE (2002).
 - 18 Hall (forthcoming).
 - 19 Smailes (1944); Smith (1968); Hall, Marshall and Lowe (2001).
 - 20 Marshall (2002b); Marshall, ed. (2003).
 - 21 This term 'arterial connection' avoids the 'motion' connotation of movement (which, of itself, has no intrinsic value), but instead connotes network function. The word 'access' is avoided since this suggests a street's value is in being a 'trip end', rather than a place in its own right. The term 'environmental area' is also avoided, since it seems to imply an all-embracing zone like a district or quarter, and not some specific square-metres'-worth of streetspace. In contrast, the term urban place could apply to a city, building or a specific area of contested tarmac.
 - 22 In particular, the design for speed can be adjusted so that speed is compatible with the kind of urban place. There may well be effectively an 'inverse relationship' between speed and urban place, although this is not advanced here as a fixed principle to be followed. Local circumstances will dictate: as is done in any case, for the accommodation of safe design for vehicle motion in a particular locality. Like urban place, speed will vary from section to section of a route, whereas arteriability tends to be continuous along a route.