9.8 • Deep but narrow. In practice, conventional hierarchy limits the potential diversity of layouts by: (1) ban on crossroads; (2) standardised application of modern curvilinear composition.

'program' can generate a diversity of layout patterns which can themselves be adapted to local circumstances. And, although the final pattern is not prescribed, when a pattern does emerge, it should be coherent, legible and functional, because the parts that are put together embody the relationship with the whole.

Towards a street-based constitution

A constitutional approach to urban layout can use the *street* as the fundamental building block of urban structuring. The core element of the street type is the route type, to which building frontages or other land uses may be appended. Effectively, the buildings and frontage uses are the 'flesh on the skeleton'; it is the skeleton of the route network that forms the principal organising structure, that relates each part to the whole.

The route type is, in turn, based on the different modes of movement; and those modes are based on attributes such as speed and 'transit-oriented arteriality' (Box 8) (i.e. trunk mode, feeder mode, access mode).

The issues of mode type, route type and street type have all already been addressed in Chapter 8. (In fact, Chapter 8 contains all the necessary ingredients to go out and create street patterns and urban structures.) The remainder of this chapter is simply concerned with helping to demonstrate how these could be realised in terms of design guidance and pattern outcomes.

A STREET-BASED CONSTITUTION

As suggested in Chapter 7, hierarchy is more than just a 'ranked list' or a 'table of road types', but is a kind of structure. Where the component types in a hierarchy are ranked according to their structural connection, a hierarchy can also be used as a means of structuring, and the basis for a constitutional approach to design. In other words, in any organisational context, if a Type A is defined as 'a Type that must at least connect to another Type A, and may also connect with a Type B', then the definition of the type builds something of the structure of the whole into the individual element. This is the key to a constitutional approach.

Constitutional code[5]

A constitutional code for road network structure will include a series of route types based on factors such as speed and transit orientation (Chapter 8). A constitutional code for the structure of *street* pattern will also include factors to do with the physical nature and character and use of the street, addressing non-transport issues.