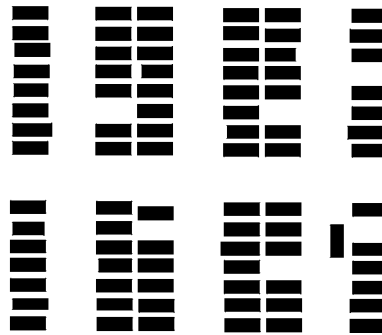
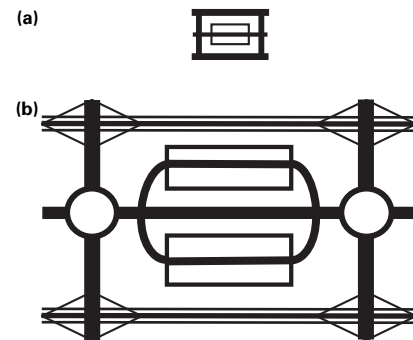


9.19 • Kinds of tartan grid of different degrees of complexity. (a) Uniform tartan. (b) Craig tartan. (c) Buchanan tartan.



9.20 • Car park as interlocking intermodal tartan grid.



9.21 • Two 'New Town' solutions for different modes. Both have similar structures – but at different scales. (a) 'New town' for human and horse power. (b) 'New town' for motor traffic.

These are merely indicative illustrations of the possible diversity of patterns obtained by just a few street types. The 'Buchanan tartan' here is intended to be as far removed as possible from the tree-like pattern of conventional hierarchy which often followed.

The tartan grid as transport 'modulor'

Le Corbusier's modulor used the dimensions and reach of the human body as the basic units of space for the design of buildings. Transport extends the human reach to the scale of cities, creating patterns from different modes of movement. Streets and patterns are based on the dimensions and attributes of the modes of movement that use them, from the human-scale pedestrian to fast motor traffic.⁹

A tartan grid may be compatible with providing different connectivities for different modes of movement, providing different scales of articulation for different modes (Figures 9.20 and 9.21).

In a 'transport modulor', fast-moving modes will tend to have a more coarsely spaced network – as with urban motorways and railways – while slow-moving modes will benefit from a finer scale network – such as routes serving pedestrians, which will include not only pedestrian-only alleys, but all normal pedestrian-accessible streets. Figure 9.22 suggests some examples of possible 'tartans' based on differentiation of mode.

A tartan grid allows good accessibility to blocks by different modes. A rectangular grid supports a block being served by up to four different kinds of route. This means, for example, that pedestrians do not need to