

Table 9.1 Elements of an integrated street-based constitutional code

Sphere	Code rule	Explanation
Transport/route network	1. Modes	Allowable modes coexisting along a street
	2. Arteriality	Necessary connections between route types
	3. Access constraint	Allowable connections between route types
	4. Connection type	Allowable junction types between route types
Land use	5. Frontage use	Allowable compatible uses to adjoin each route type, to create street type
	6. Block composition	Allowable compatible uses to adjoin each other, to create block type
Urban design	7. Building and spatial relations	Overall arrangement and assembly of buildings, form and massing within blocks, across blocks and shaping of street space

The first four create a system for transport network management – which could apply to any urban or inter-urban network. The fifth ties in frontage use to create street type, so that the first five together create a system for generating street pattern. This relates back to Chapter 1, and the ‘lost art’ of street grid design. The sixth creates a system of land use planning. The seventh and final completes an urban design code: this then relates to the fully three-dimensional aspect of the street (Chapter 1).

These seven rules seem to represent a minimum of design/planning conditions to generate urban layout. Different aspects could be used independently, or in a single system. The latter possibilities do not need to be pursued for the road layout part to work, as a simple updated system of ‘hierarchy’. This system could be used, at least, as a basis for road layout guidance; at most, the system envisaged – with rules suitably fleshing out the skeleton – could even be sufficient to form a ‘code’ for urban design or even ‘town planning’.

As it turns out, then, we have seen how desired urban layouts might be achieved not only by the prescription of particular compositions or configurations, but might be generated by the means of constitutional rule systems. In doing so, we have seen how road hierarchy may be reformulated as a kind of urban street constitution. Rather than rigidly prescribing preferred configurations or compositions, it is possible to synthesise street pattern using a series of constitutional rules. In this way, the incremental