

What the system proposed in this book does is effectively to tie the traditional street into a conceptual framework, where before the street has seemed to 'float free' of official practice. As noted in Chapter 2, the street seems to float free typologically in the sense that it habitually crops up in urban design advocacy and guidance, yet without being tied back to a specific role in road-based engineering guidance. Additionally, the street also *topologically* 'floats free' in the sense that under the conventional principles, the only role for the street is as an access road, habitually in a disjointed position in the urban layout: isolated within development pods (or environmental *areas*). This book allows the street to reclaim its rightful place centre stage; it shows how the contiguity of urban streetspace can be guaranteed, by insisting on arteriability (strategic contiguity) for urban streets.

The significance of this is that where currently we see a raft of urban design guides and street design guides, these still do not wholly tie up with the core engineering guidance, to which, sooner or later, they must connect. This book shows a way of uniting the different traditions of urban design and engineering in a single framework, so that we do not necessarily have to have two separate sets of documents. It means that we do not need to suspend our belief in the existence of streets whenever we delve into engineering guidance that admits of only 'distributor roads' and 'access roads'; nor need we suspend belief in the existence of those official road layout conventions when dreaming up urban designs that propose grids of 'boulevards', 'mews' and 'streets' with not a standard highway type in sight.

Although the investigation has been 'radical' in the sense of going back to first principles and digging around the foundations of conventional practice, the application of the resulting principles does not rely on some leap of faith, some unproven technological fix, nor require any radical change in human nature. For example, when choosing which modes of movement to use, there is no need to assume that some new benign mode will be invented, nor that the public will choose to put the good of the planet ahead of their own personal convenience. What is proposed is that viable alternatives are not ruled out at the outset, simply because they are never offered as choices in the first place.

IMPLICATIONS FOR PRACTICE

Overall, this book has proposed a combination of analytic and generative processes. These can perhaps help to satisfy Hillier's criteria (quoted at the end of Chapter 2) of precise diagnosis and permissive creation.