The general principles of the book's proposed street-based constitution have been given above. Some specific changes to existing practices are now suggested.

Urban analysis

The book has proposed a number of concepts and devices for identifying, analysing and expressing different kinds of street type, pattern, hierarchy, and so on. These include route structure analysis, and the graphical devices of the netgram, modegram, constitutional archetype, and so on. All of these could be further refined and developed. Their basic application is to help specify structure more effectively: where better specification of different kinds of urban spatial phenomena can allow testing for desired performance and hence prescription.

Urban design

The findings of this book can inform future urban design guidance, by plugging directly into those parts of urban design guidance addressing street type and layout structure (street pattern). Street pattern is just one area of urban design concern, but sets the spatial framework for other aspects of urban design. In particular, the affinity between street type and pattern or topology has been demonstrated. A number of specific interpretations of desired properties for street layout have been suggested, including interpretations of 'connective networks', 'clear hierarchy' as well as other properties such as 'legibility' and 'coherence' (Chapter 7).

As well as addressing urban patterns, this book also suggests design processes, in the form of the constitutional approach. This suggests the possibility of generic coding for structure, as an alternative to 'desired pattern' templates. It suggests the possibility of an approach that is both 'rational' and 'organic'.

The next steps would be to work towards combining different types of street with different kinds of spatial composition and built form: a more detailed typology of squares, terraces, etc.; design codes for building types, and planning codes for frontage use, in a single system of design guidance. This could be developed for different cities and countries.

Highway engineering and road layout

The approach of this book builds on the principle of hierarchy, but adapts and 'evolves' it to suit contemporary needs. Conventional road hierarchy always made sense for general traffic, and the approach of this book allows the logic and rationale of hierarchy (e.g. arteriality and access constraint) to