fix urban geometry and form to existing modes, but could be to provide spaces and channels to protect and encourage more favourable modes of movement. This could include encouraging the 'speciation' of new modes, that is, the evolutionary divergence from existing lineages.

For example, instead of having the car as a single monolithic mode, that means so many things to so many people – some would say *too* many things to *too* many people – there could be a technical and legislative division of different facets of the car into different roles. This would let people make their own trade-offs – the conventional family saloon for long motorway journeys, a compact 'clean technology' car for nipping through the inner city.

This idea is not new – Lewis Mumford argued for a similar approach, back in 1961. It seems that four decades later, what with the advances in vehicle technology and the progressive environmental prerogative for 'greener' transport, the time might be ripe for looking into the idea again.[5]

This division between city car and inter-urban car would not require a zonal ban – sealing off inner cities from modes that access the outside world – but could be effected by a conversion of selected streets over time, gradually coarsening the network of routes used by inter-urban vehicles, and gradually accustoming people to the idea that they have alternatives to their conventional mode of choice, that are both green and convenient.

For example, a coarser network of routes for 'highway cars' would provide access to parking garages – so that these would have an accessibility profile more akin to the bus network and bus stops (or coach parking) than for conventional cars. This would be complemented by a finer scale network of access and parking for small clean two-seaters – 'compact cars for compact cities'. This in turn allows the development of further compact centres, with narrow streets and scaled-down, end-on parking spaces.

In effect, it is possible to imagine a hierarchy of private modes based on their permitted network penetration – large fast 'A-road cars' for inter-urban travel, that would penetrate the strategic (A-road) network of urban areas, and park in designated parking garages; smaller 'B-road cars' that would penetrate the more local (B-road) network, with parking on-street in conventional parking spaces; and finally 'C cars' – the clean, calm compact 'city cars' that would access all areas currently accessible to motor vehicles in today's cities, travelling at slow speeds on a fine network of traffic-calmed streets, and parking end-on as close to their destination as possible. By providing a more finely graded spectrum of modes from 'compact car' to conventional car to public transport, a better 'modal fit' between vehicles and urban places could be effected.