

Phasing in the future

Traffic in Towns may have been revolutionary; but the revolution was not generally realised by the immediate sacking of inner cities, by the construction of urban motorways and megastructures. The urban revolution happened mostly gradually, incrementally and progressively over years, applied by footsoldiers in traffic and planning departments up and down the land, as each development decision reinforced the status of certain roads as distributors, and each road's status confirmed the allowable development patterns, to create the urban structure we see today.

The approach of this book also suggests a kind of gradualism, a kind of onward evolution, albeit with a slightly different underlying code. But this change builds on measures that have been part of a change in direction already well underway: all the counter-measures that have sprung up in the most recent decades – the traffic calming, the bus lanes, the bus priority signals, the cycle lanes, the shared surfaces and *woonerven*. These are all now quite firmly installed in practice, although they not do necessarily fit with the purest forms of theory based on free-flowing vehicular roads separate from buildings, that still prevail in principle. In a sense, what is needed is for theory to catch up with practice. This book has provided some ways of addressing this so that the conceptual basis better fits the reality. (Here, 'reality' either means expressly stated policies and practices which do not fit conventional theory, such as policies for 'streets', although streets may not be recognised officially; or, it means intuitive practices that get by without reference to conventional theory, such as common-sense designing for streets, in the absence of official guidance for 'streets' as such; or intuitively designing according to arteriability, without explicitly saying so, etc.)

Phase 1 would be to adopt the general conceptual framework, within which existing progressive practice may be located. This phase does not necessarily mean changing any actual content of practice, but it will 'legitimise' a lot of existing good practice.

- Express existing modes of movement that are
 - (a) promoted;
 - (b) provided for;
 - (c) expressly permitted;
 - (d) neither expressly permitted nor expressly prohibited;
 - (e) expressly prohibited.
- Express existing street types in terms of the above modes of movement, and assumptions about speed, and transit orientation, and allowable frontage access.
- Express existing road hierarchy explicitly in terms of arteriability and access constraint in terms of 'constitutional archetypes' (for individual route types and