

the whole hierarchy). This exercise can promote thought on what types are actually being used, how and why.

- Express existing land use compatibility and urban design relationships.

This can assist thinking about which street and block types, patterns and combinations are available, which are actually not prohibited, and which new creative combinations are possible – all within the existing rules.

*Phase 2* would then be to phase in new good practice: to start selectively changing rules and relationships to move in desired directions. This could include the following, for example:

- Switch priority of arteriability to public transport.
- Enforce speeds to meet requirements of street and junction type.
- Legislate for ‘speciation’ of vehicle category, to split the car into two or more classes.
- Provide streets and lanes for diversity of modes (human-powered streets, streets for clean/compact vehicles, slow streets, etc.).
- Apply network coarsening for fossil-fuelled modes.
- Apply land use regulation (or liberalisation) with respect to street types.

*Phase 3* would then be ‘letting go’ – phasing out unnecessary and redundant uses:

- Ban unclean vehicles from urban areas altogether. There will have been sufficient time for people to get used to choosing appropriate alternatives.
- Weed out unnecessary regulations of zoning, planning, etc.

This system will not solve all problems, but it points a way forward for tackling several issues, not least problems created by existing practices and conventions of typology, hierarchy and planning. Unlike urban problems such as congestion, pollution, poverty, disease or danger, the raft of engineering and planning regulations and zoning practices, typologies and hierarchies are all rational human constructs, put there expressly to serve human purposes. We should tailor them so that they are not part of the problem, but part of the solution.

## NOTES

- 1 MoT (1963: 52).
- 2 This has been characterised as the ‘fallacy of singularity’ of conventional Modernism (Robbins, 2000).
- 3 Marshall (forthcoming – *Cities Design and Evolution*).
- 4 Marshall (2004).
- 5 Mumford (1961; 1964). For discussion of current prospects for battery electric vehicles, hybrid electric vehicles and fuel cell electric vehicles, see, for example,