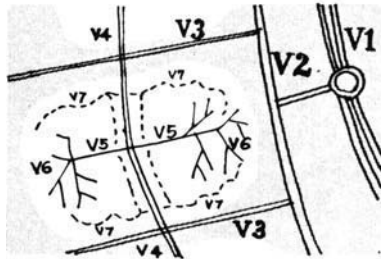
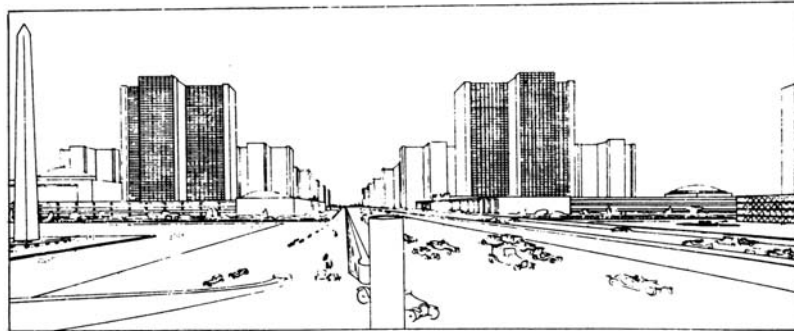


**3.1** • Le Corbusier's futuristic vision (1922). This city of crystalline skyscrapers and superhighways was dreamed up when the streets of the day were choked with horses and carriages.



**3.2** • An interpretation of Le Corbusier's *Règle des 7V* (law of seven routes) – the architect's greatest contribution to road hierarchy.

both in urban destruction (aiding and abetting demolition and severance by urban motorways) and in disurban creation (giving rise to the car-oriented townscape of bleak distributor roads).

Yet, as we have also found, architects and planners in the modernist mould have embraced the use of highways and their hierarchies for urban-structural purposes (Chapter 1). Moreover, *some* sort of hierarchy may be proposed by contemporary urban designers and planners as a positive formative device, as in their advocacy for a 'clear hierarchy of spaces' (Chapter 2). It seems that it is not inevitable that hierarchy should be synonymous with disurban creation. After all, ancient Roman cities effectively had 'hierarchies' of streets; in the Middle Ages, Leonardo da Vinci proposed a system of traffic segregation involving different street types. The reconstruction of London after the Great Fire of 1666, and the laying out of Edinburgh's Georgian New Town, were both based on the adoption of a 'hierarchy' of discrete street types.<sup>3</sup> Despite these traditional exemplars, nowadays we often associate hierarchy with something apparently engineering-dominated, traffic-oriented and anti-urban. We need to pin down why.

This chapter sets out to examine the workings of hierarchy, to unravel the fundamental relationships between street type and hierarchy: where do street types come from, how are street types related to each other in hierarchies, and how do these relate to network patterns?

## PRINCIPLES OF HIERARCHY

Road classification has become established as a dominant consideration in the design of any road network, urban or inter-urban. For many years the classification of roads has formed the starting point for the American Association of State Highways and Transportation Officials' *Policy on*