

Table 3.2 Examples of range of street typologies

Act for the Rebuilding of the City of London (1667)	A Pattern Language (Alexander et al.)		
1. High and principal streets (40 ft wide)	Ring roads		
2. Streets and lanes of note (35 ft wide)	Parallel roads		
3. By-lanes (14 ft wide)	Promenade		
4. Narrower alleys (9 ft wide)	Shopping street		
	Looped local roads		
Edinburgh New Town (Figure 2.13)	Green streets		
1. Square	Bike paths		
2. Major street	Pedestrian street		
3. Transverse street	Arcade		
4. Minor street	Trellised walk		
5. Mews lane			
	The Next American Metropolis (Figure 2.4)		
	Arterial streets and thoroughfares		
	Connector streets		
	Commercial streets		
	Local streets		
	Alleys		
Urban function			
1. Civic street			
2. Commercial street			
3. Residential street			
4. Multi-function street			
Poundbury (Figure 2.9)	Avalon Design Code		
Square	Width	'More urban'	'More rural'
Street	160 ft	Boulevard	Parkway
Lane	100 ft	Boulevard	Highway
Courtyard	80 ft	Main street	Avenue
Mews	70 ft	Street	Road
Pedestrian street	54 ft	Minor street	Minor road
	44 ft	Court	Lane
	24 ft	Alley	Way

Note: for sources and more examples, see Appendix 3.

hierarchy, but can form either major arteries or minor routes. Especially at the lower end of the scale, there is often a wide variety of types. The key point is that streets are explicitly present; and not systematically subordinate in the ranking.

Poundbury's 'hierarchy of spaces' appears to place the most prominent 'place' (i.e. Square) at the 'top'. However, as discussed in Chapter 2, there is no explicit spatial organisation associated. In the case of Edinburgh's New Town, the 'road hierarchy' was class-coded to reflect an intended 'social hierarchy', where the grand Squares were intended for persons of highest social rank, the streets were for persons of intermediate rank, and the mews