



3.12 • Pattern of street types defined by use. There is no necessary spatial contiguity of the 'main routes' defined by flow.

3.13 • Old A9, new A9. The status of the road in the foreground changed when another part of the network changed.



directly with fluctuations in traffic flow, trip length or population, but with changes in the road network itself. In other words, as new links are added to the network, route designations may shift to make use of the new links, and existing sections of route are reclassified in turn. If this is classification by function, it is classification by network function, not traffic function. The classification changes when the network changes. This time, the road atlas *is* updated (Figure 3.13).

In this case, the classification of an individual section of road refers to its relationship with the rest of the network. In other words, this is designation by relation. But what is the basis of this designation by relation? The answer can be found by looking again at the structure of the road network – the pattern formed by the different types of road on the map (Figure 3.14).

In other words, the actual classification is so arranged that it makes for a certain kind of pattern on the map. It is as much to do with geographical coverage – serving a spread of territory – as it is to do with road form or traffic use.¹⁸ More particularly, it is to do with the topological contiguity of strategic routes. The choice of what are the strategic routes will undoubtedly be informed by other factors, but the clinching evidence is seen in the map itself, which shows all strategic routes connecting up in a particular way. This is based on a specific structural property known as 'arteriality'.