In the end, the analysis of this chapter suggests that hierarchy need not be a 'tyranny of traffic regulation', but a spatial or structural logic that could bridge the professional divide (just as Buchanan and Le Corbusier did personally). The issue of hierarchical structure will be revisited in Chapter 7. For now, we turn from an elementary scrutiny of street type to an elementary scrutiny of pattern type.

NOTES

1 Cited by Moholy-Nagy (1968: 274).
2 Le Corbusier (1955: 99). Different versions of la règle des 7V have different descriptions of the types; in some there is express provision for traditional 'streets' (V4 = Grand Rue). See also Spreiregen (1965: 171); Gerosa (1978).
3 Lillebye (2001: 20); Anderson (1978); Hebbert (1998); Brogden (1996).
4 AASHTO (1990: 1; 1995: 1; 2001: 1). The first two run to over 1000 pages; the third to around 900 pages.
5 IHT (1997: 145, 147).
6 IHT (1997); DoT/IHT (1987); MoT (1963).
7 Tripp (1942; 1950); Gold (1997: 175); Southworth and Ben-Joseph (1997: 64).
8 MoT (1963: 44). Tripp also made a two-fold division between traffic conduits and local roads in *Road Traffic and Its Control* (2nd edition, 1950) although in *Town Planning and Road Traffic* (1942) the sub-arterial category is presented separately as a third type. Kulash refers to the mobility function of arterial streets as 'the movement of as much traffic as possible as fast as is reasonable' (2001: 10).
9 MoT (1963: 42).
10 MoT (1963: 140). Also discussed in Marshall (2003b).
11 A version of the inverse relationship is expressed in AASHTO (2001: 7).
12 Strictly speaking, the classification can apply to any street in principle, by being purely a classification of 'intended function' rather than 'existing reality'. But if this intended function is so remote from the existing reality that few roads fit it, it puts into doubt the value of having such a hierarchy in the first place.
13 The terms 'form type' and 'use type' are discussed by Franck (1994) and Brill (1994).
14 Tripp (1950: 331); ICE (1996: 1, 2, 9, 11); AASHTO (2001: 1, 4, 13).
15 From the EC project ARTISTS (Marshall, 2002a). See Appendix 3.2.
16 ICE (1996: 8); also O'Flaherty (1997: 19).
17 Alker Tripp expressly rejected trip length as a criterion for road classification (1950: 303–304). For an example of a pattern of routes classified by speed, see Morrison (1981).
18 DETR (1998b: 7). Criteria for the core trunk network are (1) link main centres of population; (2) provide access to major ports, airports and rail terminals; (3) provide access to peripheral regions; (4) provide key cross-border routes to