was also applied to the transportation structure – pedestrian and vehicular – at the 'community' level. Each community has its own centre that provides everyday social and shopping needs. The infrastructure was designed with this end in mind and the residential areas were then plugged into the system. The community centres, like the bus stops, lie within 500 yards (5-minute walk) of all residents. The vehicular routes act as seams for residential areas and a network of pedestrian paths links the various components of a community together.

The communities have about 8000 people in them subdivided into four neighbourhoods (see Figure 4.5a). The neighbourhoods are further subdivided into clusters of 100 to 200 people who form the local social unit. The distance of the walk to primary school, the picking up points on the transit system and the nature of the service areas of different facilities determined the sizes of the various residential areas not any social statement on the nature of 'community'. The provision of electricity and a reticulated water system can be provided within almost any framework, but sewer lines and drainage systems need to take the natural topography into consideration (see Figure 4.5b). These latter two elements of infrastructure and the greenway system further structure the town. The open areas consist of an outer green belt and fingers following lower land areas in towards the centre of the town and the centre of the communities.

Clustering the dwelling units around pedestrian quasi cul-de-sacs afford the development of a social network. The parking of cars is clustered in landscaped parking areas. From there people walk to their dwellings all of which are located within 50 yards of the parking lots (see Figure 4.5c and d). The goal was to provide opportunities for the types of activities that would foster social interactions between neighbours, particularly children, by encouraging casual contacts that would lead to neighbouring.

The layout of Runcorn's infrastructure has many generic qualities. The hierarchical nature of the town is similar to that of many other new towns around the world. The designs of Brasília and the Gujarat State Fertilizer Corporation (GSFC) Township in Vadodara were based on a similar idea (see Chapter 7). The search for efficient layouts is also clear in the design of Aranya Township (see Chapter 10). The detailed design of their infrastructure systems, the nature of their streets and the relationship of buildings to open space distinguish them from each other.

Major references

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Commentary: Is Planning just Urban Design? Is Urban Design just Planning?

The overlap between mainstream urban planning and urban design concerns is clearly substantial, particularly in precinct planning and design. It is easy, but misleading, to see the process of planning as a unidirectional one in which