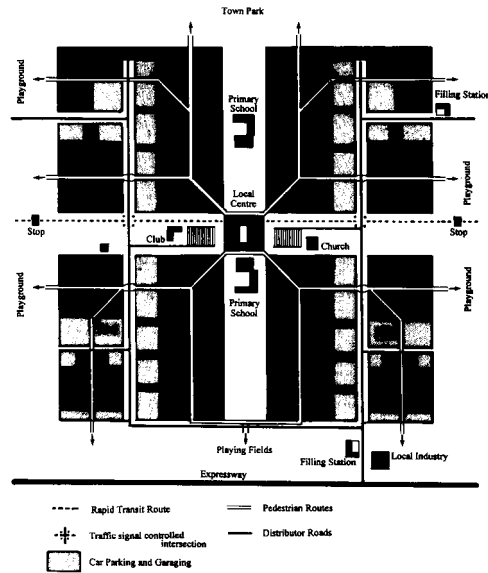


Figure 7.11 Runcorn a community (Ling, 1967)



some of the early housing left much to be desired and was demolished (Figures 7.11–7.14).

Two other linear town proposals in Britain during the 1960s, though never implemented, carried forward the

Figure 7.12 Runcorn, town centre



development of this concept in interesting ways. The first proposal for Dawley (later to become Telford) arranged the town centre functions in linear fashion along a town walkway. The town walkway was joined to form a loop. At the centre of the loop was the central town park. Encircling the doughnut-shaped town was open countryside. Each residential area, a section or portion of the doughnut, was linked to the town walkway, central park and open countryside by pedestrian paths (Figure 7.15). Vehicular access is quite independent of the pedestrian routes and takes the form of a development of the Radburn system.

The first plan for Milton Keynes was also based on a linear concept for urban structure. The original proposal for Milton Keynes is far more interesting for those concerned with sustainable development than the 'drive-in-city' which was finally implemented. The County of Buckingham in 1959 was seeking ways of dealing with the considerable increase in population which was then forecast. The County proposed to house the extra population in a regional city of 250 000. The city plan at that time was to be based on a linear concept, the form being governed by public transport with development taking place at stopping places on that route. The public transport system suggested for the new city was to be a monorail. The community size was to be 5000 to 7000, and each such community was to be centred on a monorail station with a maximum walking distance of 7 minutes from the station to the housing. The overall density of the township was to be fifty persons to the acre. The housing was to comprise mainly patio houses of one or two storeys in height, but with higher blocks near to the station (Houghton-Evans, 1975).

The first plan for Milton Keynes was to comprise four main circuits of linear groups of townships. The townships were to be connected by two interlinked circuits of public transport joining home, work and the central city. The central city was itself of linear form and capable in theory of expansion. The townships were also served by an independent road system giving Radburn-type access to the housing (Figure 7.16). The monorail system was found to cost more than the infrastructure required for 100 per cent car usage. With monorail, however: ‘... the cost per passenger mile would be much less than travel by car, and a modest rate charge would allow the system to be paid for, operated and replaced after 60 years for much less than the alternative high capacity road system which would be needed’ (Houghton–Evans, 1975). Taking account of the true environmental costs would have, without doubt, tipped the advantages further in the direction of the monorail in any debate held now where sustainable development is an important consideration. It would too, have made a great structural foundation for any proposed extension to the city.

The concept of the linear city has been developed into an idea for an urban structure



Figure 7.13 Runcorn, busway

stretching *ad infinitum* along transport and infrastructure corridors which cross regional and national borders (March, 1975). Central place activities would be located along these corridors in a manner similar to the one suggested by Miliutin. Unlike the proposals of Miliutin and the Soviet de-urbanists, the March proposals make a clear distinction between town and country. In this particular theoretical proposition every part of the city would be close to the countryside but it



Figure 7.14 Runcorn, early housing