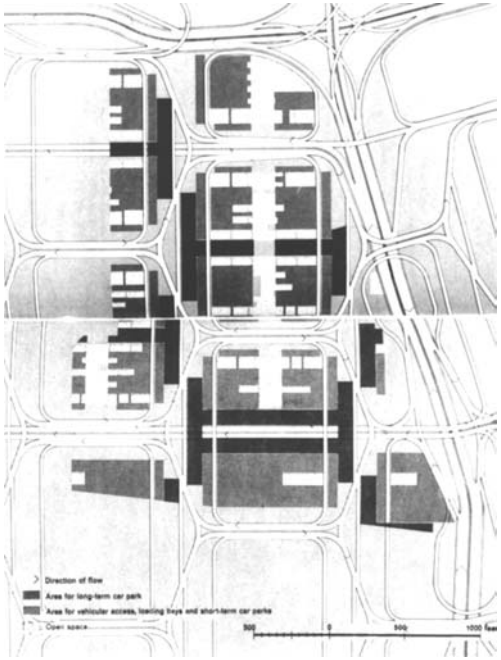
Figure 7.26 Buchanan's grid for central London (Buchanan, 1963)
Figure 7.27 Washington New Town, half-mile square grid (Llewellyn-Davies, 1966)
Figure 7.28 Washington New Town, road hierarchy
Figure 7.29 Washington New Town, plan based on one mile square grid



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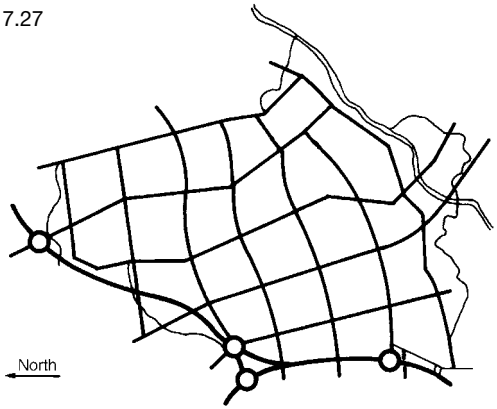

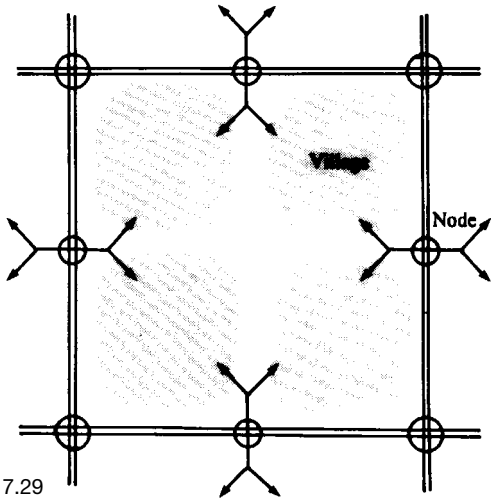

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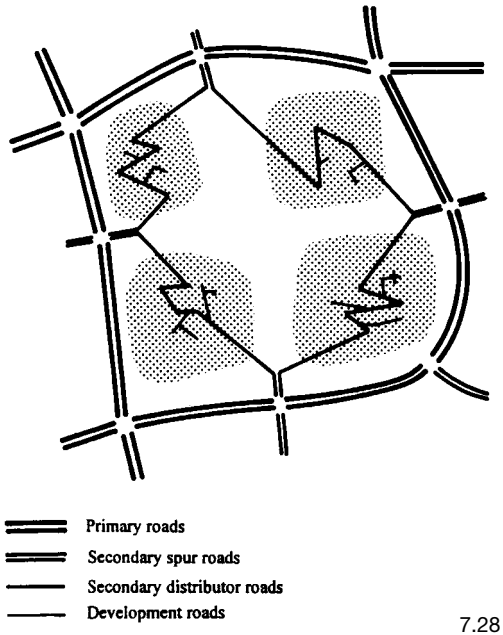

7.28

transport along a limited number of routes' (Houghton-Evans, 1975).

The study for Washington new town in County Durham was yet another investigation into the most appropriate urban form for the 1960s (Llewellyn-Davies, 1966). Like the Buchanan investigation, the planning of Washington placed great emphasis on freedom of movement for the motor car (Figures 7.27–7.30). The new towns of the 1960s were analysed as a functional part of a region: new towns in

Britain were no longer seen as having a high degree of self-containment. The logic of a regional or metropolitan context for a new town was the design of an urban form which facilitates movement on a regional scale. A regional network of high-capacity roads taking the form of a grid seemed to offer a solution for a dispersed pattern of daily movements. The appropriateness of the neighbourhood concept, which had been a guiding principle of the early post-war new town in Britain, was questioned. The new town was now conceived as a complex overlapping structure and was no longer seen as being composed of simple functional elements such as industrial zones, housing areas or town centre. Furthermore, the town was not envisaged as an object with an ultimate, finite or ideal size: a prime objective of the plans both for Washington and other new towns of the same vintage were to accommodate growth and change.

Despite its rejection of the neighbourhood concept, the plan for Washington proposed a settlement pattern based on villages of 4500 people – that is, a village population which supports a primary school. The village, as in Runcorn, was a neighbourhood in all but name. A village of 4500 requires an area of a half-mile square at normal densities for two-storey housing. The village, being easily traversed by the pedestrian, was an area of pedestrian priority with footpaths linking all parts of the village to the centre. Each village was bounded by a grid of primary roads which spread uniformly over the town. The local roads serving the villages joined the primary grid midway between the main junctions of the grid. The local roads themselves formed a secondary grid connecting the villages. The secondary grid is made unattractive as a short-cut or rat-run by linking the village centres to the primary grid diagonally and by taking a circuitous route.

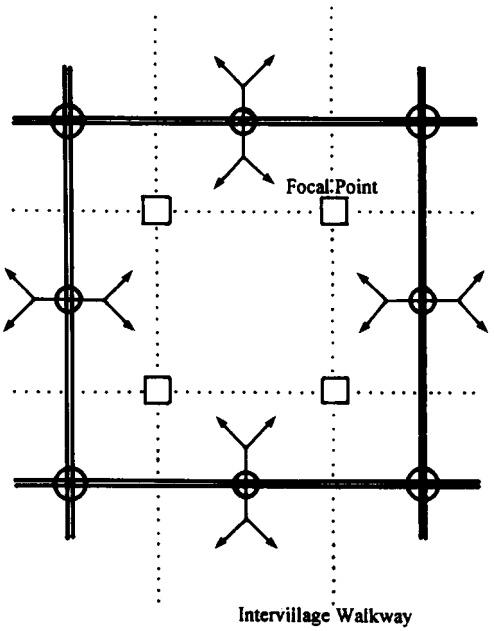

Figure 7.30 Washington New Town, pedestrian pathways connecting village centres

The proposals were subjected to further traffic analysis which showed that junctions at quarter-mile intervals severely disrupted traffic flow, and that where the grid joined regional roads some sections of the system were more heavily loaded than others, defeating the objective of evenly dispersed traffic throughout the network. On the basis of these findings the scheme was revised in favour of roads at 1-mile centres, similar to the grid resulting from Buchanan's findings. Within the square-mile grid there were four villages each of 4500 people, with a pedestrian system connecting all village centres to the town walkway (see Figure 7.28). While the scale of the main grid was determined primarily by the needs of the private car, the secondary routes passing through the village centres were for the bus.