

Table 8.3 Stratification by speed

Speed		Examples of modes of movement
S5.	Very high speed	Train, fast motor movement on motorway, busway, etc.
S4.	High speed	Speeds attained on partially segregated rights of way, and on free flowing suburban main roads; the highest speed for a carriageway associated with a footway or urban street
S3.5	Medium-high speed	Medium-high speed motor transport movement
S3.	Medium speed	Medium speed motor transport movement
S2.5	Medium-slow	Running; cycling; medium-slow motor movement
S2.	Slow	Jogging; slow cycling or very slow motor movement
S1.5	Very slow	Walking pace; cycling or parking at walking pace
S1.	Walking speed	Slow walking pace

The stratification by speed will apply to separation of speeds along a given street, or across a street in cross-section (Figure 8.8; Figure 8.9). Suggested compatibility of speed bands is shown in Table 8.4.

The stratification implies that a particular lane or carriageway can only accommodate a maximum of (in this case) three speed bands (or a difference of one integer value between coded types). The coding by speed rather than mode means that the cyclist of the cycle lane (d, e) may well be going as fast as a tram in a transit mall (f). This system could accommodate types such as Crawford's 'Bicycle Boulevard'.¹²

Stratification by speed

The principle of stratification by speed can be applied not only to different modes along a street, but also to the allowable connections between streets of different speed bands. In other words, there is a clear logic in preventing minor roads with slow moving traffic directly joining major roads with fast moving traffic. This arrangement can cut down the speed differential between interfacing road types, and it also goes hand in hand with minimising the number junctions on the major road (where there are more minor roads than intermediate roads).

Therefore, speed can be retained as a basis for differentiating route type, such that access constraint is applied between route types that are not adjacent in speed band. This will particularly apply to the vehicular part of the spectrum; at the lower end of the spectrum, it will normally be acceptable for a pedestrian path to connect to a medium speed road where this