# Safe Speeds for Pedestrians, Cyclists and Micro-mobility

|  |
| --- |
| In urban environments the safe and appropriate speed varies for different road users. In a traditional road network there are two corridors, the roadway for motor-vehicles (typically >30km/h) and the footpath for pedestrians (up to 12/15km/h). Mobility scooters and ‘wheeled recreational devices’ (such as scooters and skateboards) can legally use either space. Experienced cyclists may be comfortable riding with traffic while young riders may be best located on a footpath.With the increasing popularity of cycling and the rise in other wheeled users, there is an increasing requirement for a third speed corridor (with speeds from 15-30km/h) on many roads. Traditionally this third corridor (where provided) has been called a cycle lane or path, but future transport planning increasingly needs to consider the diverse range of road users using a ’micro-mobility’ lane, like electric scooters, skateboards, and different types of cycles. Across a network there are a variety of options to accommodate all three categories of road users, both along and crossing a corridor. The appropriate infrastructure and safe system speed zones depend on: placemaking function, modal hierarchy, volume of users (present and future), desired level of service for each user, width of the road and footpath corridors, and crossing desire-lines.This paper presents and tests a framework for determining the facilities that should be provided and the safe speeds that need to be applied to the roadway and footpaths along a road network. Various road scenarios will be tested against the framework to develop a plan of future infrastructure for the same network. Such a plan provides an initial skeleton that needs to be refined to consider the specific needs of users, including school children, the elderly and those with various impairments. This is especially the case along mixed use arterials and sections with high levels of placemaking. |