

Traffic Advisory Leaflet 9/93
August 1993



Cycling in Pedestrian Areas

Introduction

This leaflet draws attention to a study for the Department of Transport by the Transport Research Laboratory. The Department wished to establish whether genuine conflicts resulted from the sharing of space by pedestrians and cyclists where motor vehicular movements in the highway had been reduced or extinguished.

Preliminary guidance on providing for cyclists in pedestrianised areas was included within Local Transport Notes 1/87 and 1/89. This drew local authorities' attention to the need to ensure that pedestrianisation measures do not result in unsafe or inconvenient conditions for cyclists, eg. by forcing them to use busy distributor roads. The advice then was that exemptions for cyclists should be considered if satisfactory routes for them around a proposed pedestrian zone did not exist and could not be created.

Main Conclusions

- Observation revealed no real factors to justify excluding cyclists from pedestrianised areas, suggesting that cycling could be more widely permitted without detriment to pedestrians;
- A wide variety of regulatory and design solutions existed to enable space to be used safely and effectively in pedestrianised areas. These varied considerably in response to local circumstances.

Findings

Pedestrians change their behaviour in the presence of motor vehicles, but not in response to cyclists.

Cyclists respond to pedestrian density, modifying their speed, dismounting and taking other avoiding action where necessary.

Accidents between pedestrians and cyclists were very rarely generated in pedestrianised areas (only one pedestrian/cyclist accident in 15 site years) in the sites studied.

Where there are appreciable flows of pedestrians or cyclists, encouragement to cyclists to follow a defined path aids orientation and assists effective movements in the area. At lower flows, both users mingle readily.



The Study

The Transport Research Laboratory study analysed video recordings and questionnaires for a range of sites in England and Wales and examined conditions abroad.

The research indicates that wherever it is proposed to exclude significant numbers or classes of vehicles from a road or area, the highway authority should consider exempting cyclists. If there are likely to be high flows of pedestrians or cyclists, or both, the features should be provided to guide cyclists into and through the pedestrianised area.

Design Options

The study noted a range of mechanisms being used by highway authorities to integrate cycling in pedestrianised areas. **Segregating cyclists from pedestrians is not always necessary or desirable.** Where it is, cycle movements have been:

- Combined with selected motor vehicles, such as buses and service vehicles;
- Permitted at particular times of the day;
- Channelled by defined paths.

Orders

The type of order used to restrict vehicle movements usually depends on the range of measures proposed. Orders made under section 249 of the Town and Country Planning Act 1990 extinguish (with or without exceptions) vehicular rights on other than trunk or principal roads. Traffic Regulation Orders made under section 1, 6 or 9 of the Road Traffic Regulation Act 1984 may prohibit, restrict or regulate the use of a road by any or all classes of vehicular traffic. Fuller details are provided in Local Transport Note 1/87, "Getting the Right Balance" - Guidance on Vehicle Restriction in Pedestrian Zones.

The Department advises that where vehicular access has been extinguished either in full or in part under a section 249 order, it should be backed with a traffic regulation order. This provides a criminal sanction against the unauthorised use of vehicles on the highway to which the section 249 order applies, and enables the police to enforce the terms of the order.

Where it is intended to allow cyclists to use all or part of a pedestrianised or vehicle restricted area, the wording of the order should set out unambiguously the extent of exemptions.

Signing

The signs used need to accurately reflect the wording of the appropriate orders. Detailed advice is contained in Local Transport Note 1/87 "Getting the Right Balance" and Local Transport Note 2/87, Signs for Cycle Facilities.

The Report

"Cycling in Pedestrian Areas", by P Trevelyan and J M Morgan, PR15. Available from the Transport Research Laboratory, Crowthorne, Berkshire, RG11 6AU.

References

- Local Transport Note 1/87, "Getting the Right Balance" - Guidance on Vehicle Restriction in Pedestrian Zones. HMSO, ISBN 0 11 550841 4.
- Local Transport Note 2/87, Signs for Cycle Facilities HMSO, ISBN 0 11 550834 1
- Local Transport Note 1/89 "Making Way for Cyclists" - Planning, Design and Legal Aspects of Providing for Cyclists. HMSO, ISBN 0 11 550908 9
- The Local Authorities Traffic Orders (Procedure) Regulations 1989 (as amended)

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