

**Cycling Touring Club (CTC)**  
From Kevin Mayne Chief Executive CTC

1) Benchmarking case studies:

<http://www.ctc.org.uk/DesktopDefault.aspx?TabID=4388#section508>

2) CTC's current policy (extract from Policy Handbook, 2004):

**c. Vehicle Restricted Areas and Pedestrian Zones**

In many town and city centres, it is normal practice to restrict motor vehicle access. There are aesthetic, environmental, safety and commercial benefits in creating car-free zones. Restricting access for motorists creates environments in which travel on foot and by bicycle is encouraged. Research commissioned by the Department of Environment, Transport and the Regions found no real reasons for excluding cyclists from pedestrian zones. However CTC research has found that introducing cyclists into space that pedestrians consider to be theirs can lead to conflict. It is therefore preferable to introduce Clear Zones, which exclude private motorised traffic but permit access by cyclists and public transport, rather than blanket pedestrianisation.

**CTC view:**

- i. Cycling should be permitted in pedestrian areas wherever possible. If pedestrian flows during peak shopping hours make this impracticable, cycling should be permitted in pedestrian areas from midnight to 10 am and 4 pm to midnight to allow usage by cycle commuters.
- ii. Where pedestrian areas interrupt cycle routes, safe and convenient alternative routes should be incorporated into the cycle route network maintaining the directness of the cycle route as a priority and ensuring cyclists can use the alternative safely.

3) CTC's (draft) overarching policy stance on exemptions for cyclists etc:

**Priority, exemptions, contraflow and short cuts**

Measures that give cycling an advantage over driving contribute to making cycling more convenient. This helps reduce the volume of motor traffic because it makes cycling a logical and feasible alternative to driving – and, in turn, less motor traffic makes cycling

conditions even more attractive. The following are examples of this type of scheme:

· **Priority over motor vehicles / exemptions from restrictions (see Cycling England's [Design Portfolio A.05](#))**

Cycling journeys can be made more direct and shorter if cycles are given exemption from:

- o one-way streets (contraflow cycling – see below)
- o turning bans
- o vehicle restricted areas
- o road closures

For advice on retaining cycle access in urban areas with 'pedestrian priority' and in vehicle restricted areas (e.g. main shopping streets etc), see: Cycling England's [Design Portfolio A.07](#)