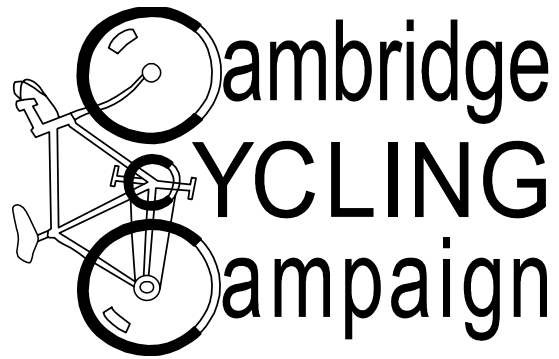


August 14, 2004

Our ref: C 04 002
Your ref:

TRL Limited
Old Wokingham Road
Crowthorne
Berkshire
RG45 6AU



Cambridge Cycling Campaign

P.O. Box 204, Cambridge CB4 3FN
01223 690718 (phone & fax)
contact@camcycle.org.uk
www.camcycle.org.uk

Dear Madam/Sir,

Vehicles driving near sub-standard width cycle lanes

We write to you to ask whether you have undertaken research on the safety implications of vehicles driving near sub-standard width cycle lanes (less than 1.5m wide), or would consider doing so. We would be interested in whether any existing research also covers (or new research could cover) the effects of the cycle lane being placed alongside parking bays.

By way of introduction, Cambridge Cycling Campaign is a local voluntary organisation with over 700 members. We work closely with local government and others to improve conditions for cyclists in Cambridge. Government statistics show that in Cambridge more than 25% of local people cycle to work and that this is much the highest figure for the UK.

The background to our enquiry is that there have recently been a few cases where Cambridgeshire County Council, the local authority for this area with responsibility for highways, has proposed (and implemented) on-road cycle lanes below the (absolute) minimum width of 1.2m specified by the publication *Cycle Friendly Infrastructure*¹.

We have opposed such lanes as we feel these encourage vehicles to travel closer to the dividing line, and hence to cyclists using them, than were the lane not present at all. Our instinctive view is that the existence of an absolute minimum standard indicates that such lanes should not be provided at all below such a width. Furthermore, the problem, as we perceive it, is compounded by these lanes being built directly next to rows of parked cars, meaning that cyclists are given little room to move away from car doors being opened without regard for cyclists using the lane. Again, such an issue is also covered in *Cycle*

¹ Cycle-friendly Infrastructure - Guidelines for Planning and Design. ISBN 0 902237 17 9, Institution of Highways and Transportation, 1996

Friendly Infrastructure but is disregarded by Officers and Councillors locally and has cropped up locally previously².

Together, we feel these matters result in a significant safety hazard. However, we have been unable to source evidence making a case either way.

We therefore write to ask whether you have undertaken such research or would consider doing so.

We look forward to hearing from you.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

Martin Lucas-Smith
Co-ordinator

² Cambridge Cycling Campaign Newsletter 37, www.camcycle.org.uk/newsletters/37/article3.html