

Parking Bays and Cycle Lanes: March 2002

Parking Bays & Cycle Lanes, A design solution presented to the Walking, Cycling, Road Safety Advisory Group , LB Camden 20th March 2002

There are a number of instances across the borough where advisory cycle lanes have been installed which run adjacent to motor vehicle parking bays. With no gap between the cycle lane and the parking bay markings, this encourages cyclists to position themselves such that if a car door is opened a passing cyclist is very likely to suffer serious injuries.

Examples of such lanes within 1 mile of the Town Hall are in Hunter Street, where the lanes were introduced following carriageway resurfacing, and more recently in Malet Street. In neither case was CCC consulted about the design of these facilities.

1. months ago CCC formally objected to a Traffic Order for Malden Road which included proposals for cycle lanes abutting car doors; the recent consultation continues to have this feature.

The dangers to cyclists from opening doors of parked vehicles are underlined by recent statistics from the London Accident Analysis Unit; 10% of cyclist deaths or serious injuries are due to the cyclist hitting an open vehicle door.

Indeed the second of 3 cyclist deaths in Camden in the last 12 months was due to a cyclist running into a car door in Hampstead; thus CCC believes that we have a duty of care to ensure that the council's cycle facility designs do not lure cyclists (particularly inexperienced ones who do not know better) into this danger zone.

CCC therefore wishes to table two designs as shown below which address this issue; we have a preference for option A if conditions permit. We strongly recommend that no further schemes feature lanes abutting parking bays.

