Points about DNA path & collisions

Head-on collisions have higher relative velocity, are more damaging

Bicycle collisions are under-reported by a large factor

Head-on collisions are more likely on bicycle paths. 5 head-on bicycle collisions
reported in newspapers within the last year all occurred on bike paths or trails

Of those, there was one fatality in Lexington, MA.

DNA path is heavily used, in part due to growth of the Addenbrookes campus

Bicyclists w/o lights preferentially use path – lower risk of being caught

Unintentionally, a real hazard has been created

## Several companies make these, an example: Prolectric

"Integrated Passive Infra-Red (PIR) sensors switch lights to 100% brightness when vehicles or people enter a predefined area but save power and reduce light pollution when the area is unoccupied. This ensures the solar LED lasts from dusk until dawn.
With regards to battery life and the use of PIR's. All our lights have a backup ability of 4 - 5 days. Meaning you will get lights for 4 - 5 nights from one full charge of the batteries.

Cambridgeshire council have used our lighting in a few areas of Cambridge now, so should be fairly ofay with them. You can view our lights at Brookfields Hospital, Wentworth Travellers Site, Little Paxton Council.
Prices start at £995 per light and £189.00 for a column."

## Future path, after new Train station bus route has been planned

Solar overhead lights can be repositioned to any future path

Strong need for wider bicycle path in future plans for the area.