Why Camden and London should Go Dutch

Jean Dollimore, Camden Cycling Campaign



Overview

- What's 'Going Dutch'?
- Illustrate just a few of the wide variety of features for cycling in the Netherlands
- Compare The Hague and Camden:
 - local streets
 - through roads
 - major junctions



What's Going Dutch?

- Make utility cycling safe for all (8 to 80+)
- People in London cycle to work, college etc.
 because it's best for them they shouldn't be in danger when doing so
- As in the Netherlands, we would have:
 - local roads with low speeds and no rat-running
 - on all through roads and their junction, cycles separated from motors



The Hague – local roads



- shopping street meets residential road
- strong separation
- 30 kph (< 20 mph)</p>
- cyclists exception to one way



Camden – local road



- rat runs are prevented by one ways and closures
- but cyclists are forgotten in Falkland Road
 - should be a 'filtered' scheme providing permeability for cyclists



Camden – local road



- cyclists exception to 1-way, Princess Rd
- but sadly, cyclists can't ride north on St Marks Square
- other new
 'permeability'
 schemes in Kings
 Cross, Fitzrovia and
 West Hampstead



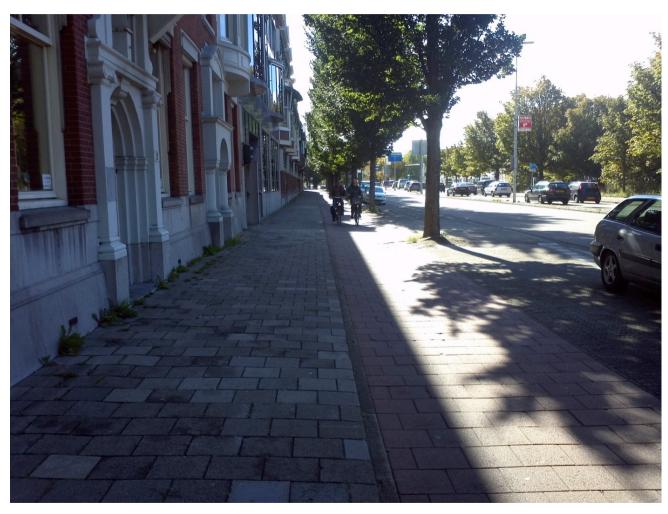
The Hague – through road



- a road with through traffic
- has cycle tracks on both sides
- in Camden, cycles usually have to mix with motors on such roads



The Hague: a main road



- cyclists are separated from motor vehicles
- two people can ride sideby side



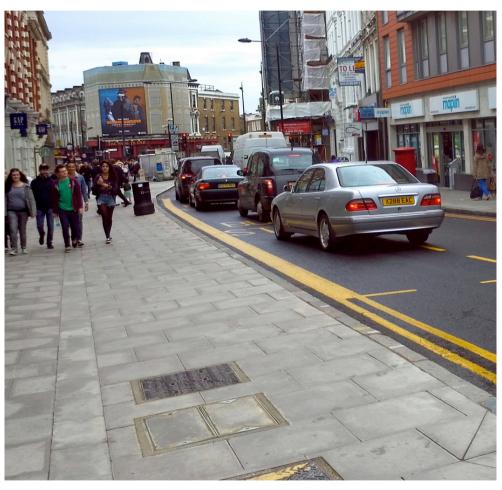
Camden: Royal College St.



- cyclists are separated from motor vehicles
- bus stopoutside track
- many more like this are needed



Camden – through road



- Parkway, newly redesigned
- provides extra footway space
- but why is there no space for cyclists?



Euston Road



- Cycles are mixed with motor vehicles
- left turning motors change lanes and may not see cyclists



The Hague: side road protection



- crossings over side roads are marked very clearly
- marking is maintained
- drivers always give way



The Hague: road junction



- cyclists are separated
 - both up to the junction
 - and across it
- marking is very clear
- it's safe to go on the signal



Cycle super highway junction



the blue lanes are not reserved for cycles

this is CSH2 Mile End Road/Vallance Road

the vehicles are on the blue painted lane



Kings Cross junction



- Grays Inn Rd / Euston Rd
- no lane for cyclists to get to the bike box
- no separation from motors



Conclusions

- London needs to Go Dutch by:
 - separating cycles from motors on all through roads and their junctions
 - applying 'filtered permeability' to as many roads as possible
- A very radical approach and massive funding is needed



Rotterdam cycle tunnel



choice of lift or escalator





The Hague: Parking



no car parking needed at this kiddies gym!

