

Why Camden and London should *Go Dutch*

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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)
- 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 side by side

Camden: Royal College St.



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

Camden – through road



- Parkway, newly re-designed
- 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!