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 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!