

ITEM: "LOVE LONDON, GO DUTCH" CAMPAIGN

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1. Purpose of the Report

- 1.1 This report outlines a campaign being promoted by the London Cycling Campaign (LCC), 'Love London, Go Dutch', which is calling for the city's streets to be made as safe and inviting for cyclists as they are in Holland (<http://lcc.org.uk/pages/go-dutch>).

2. Supporting Information**Background**

- 2.1 The 'Go Dutch' campaign called upon the London 2012 mayoral candidates to commit to a continental standard of cycling infrastructure in the capital city. They organised a petition that attracted over 40,000 signatures and a 'big ride' to publicise the campaign, which attracted 10,000 participants.

- 2.2 The campaign urged the adoption of the following key principles:

1. Safety first

Londoners young or old, occasional cyclists or experienced ones, will *be safe*, and will *feel safe* cycling on main roads.

2. Best practice

Londoners will benefit from the best available know-how in street design, public education and rules of the road, whether using best-practice from the Continent or home-grown.

3. Adaptability

Londoners will benefit from every infrastructure and non-physical solution to make our main roads 'Go Dutch', tailoring solutions to circumstances.

4. Easy passage

Londoners will enjoy clear and hassle-free passage throughout the city by bike.

5. Calm junctions

Londoners will be able to negotiate all junctions safely and conveniently whether cycling or walking.

6. Harmony with pedestrians

Londoners will be able to choose to cycle or walk to their destinations without impeding each other.

7. Harmony with public transport

Londoners will be able to safely cycle or use public transport alongside each other, and switch easily between the two.

8. Quality of life

Londoners from all walks of life will be able to enjoy cycling on main roads, which will be improved to make them more pleasant and attractive places for everyone.

9. Commitment

Londoners will have cycling facilities that are properly managed and maintained.

10. Engagement

Londoners will be consulted about the way their local main roads should 'Go Dutch'.

2.3 Full details are on the LCC website (<http://lcc.org.uk/pages/key-principles-full>).

Examples of schemes designed to these principles are shown in **Appendix A**. Key features of these schemes include:

- Wide bike lanes separated from motorists by a kerb.
- Cyclist specific traffic signals to remove conflicts and advanced stop lines to give a head start to those who are confident to ride on road.
- Cycle lanes continuing through junctions.

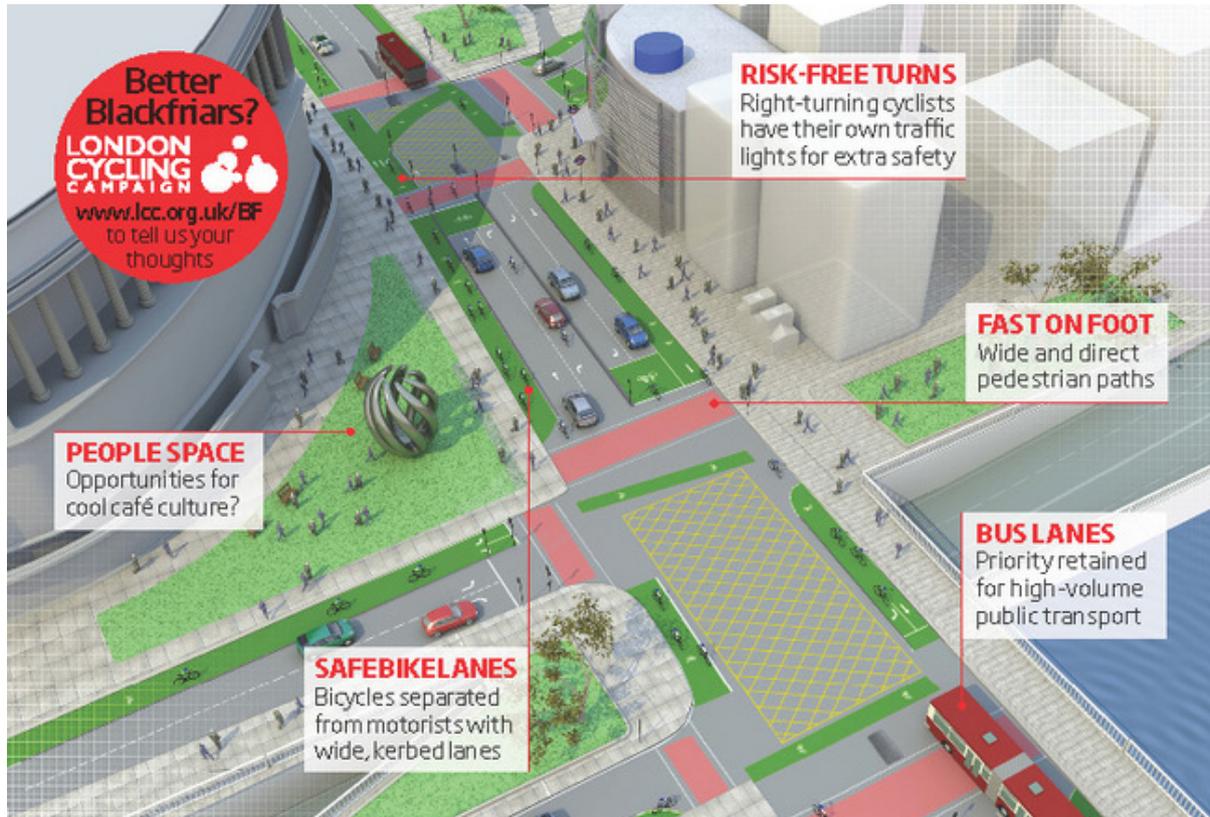
2.4 Although the principles have been widely welcomed by cyclists, concerns have been expressed in some quarters about certain design aspects, such as:

- Promoting advanced stop lines (ASLs) alongside cycle lanes could be considered unnecessary duplication. If properly designed, cycle lanes with dedicated traffic signals should be capable of meeting the needs of all cyclists.
- The 'head start' traffic signal for cyclists proposed by LCC and Transport for London creates problems for cyclists who reach the junction mid-way through a green phase, since they are in conflict with left turning traffic.
- Providing segregated cycle tracks may be perceived as 'surrendering' to motor vehicles, leaving roads clear for drivers to speed along uninhibited. Detractors argue that a better approach would be to reduce traffic flows and speeds to create conditions that are more conducive to cycling.
- Another argument is that reallocating significant space from motor vehicles to cycles and introducing dedicated cycle phases at traffic signals would have an adverse impact on air quality and congestion. Many vehicle trips cannot be made by other means and motorists would change their destination rather than their travel mode.
- Finally, it has been questioned whether this approach is affordable for local authorities outside London, both in terms of initial capital cost and subsequent maintenance cost, unless additional funding is made available from central government.

3. Recommendation

3.1 It is recommended that the Cycle Forum notes the contents of this report and keeps a watching brief on the 'Go Dutch' campaign and the success of schemes that arise from it.

Appendix A: Examples of Dutch Cycling Measures



LCC proposal for Blackfriars



LCC Proposal for Parliament Square