



# Love Cycling Go Dutch

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Why Dutch standards are important for cycling worldwide

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## Dutch Design Principle: Road user as measure for design

- cycling means physical and mental effort
- cyclists are diverse, bicycles as well
- design must fit the human limitations

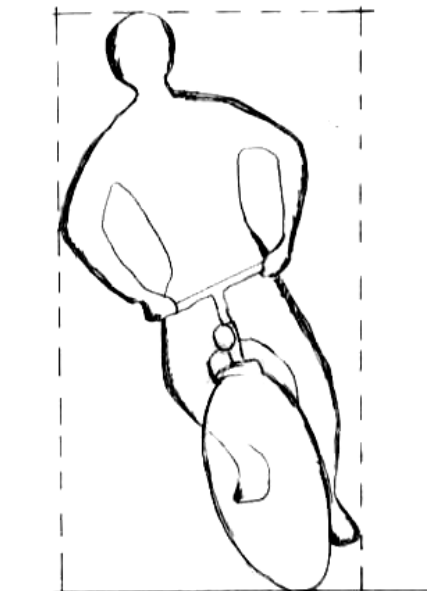
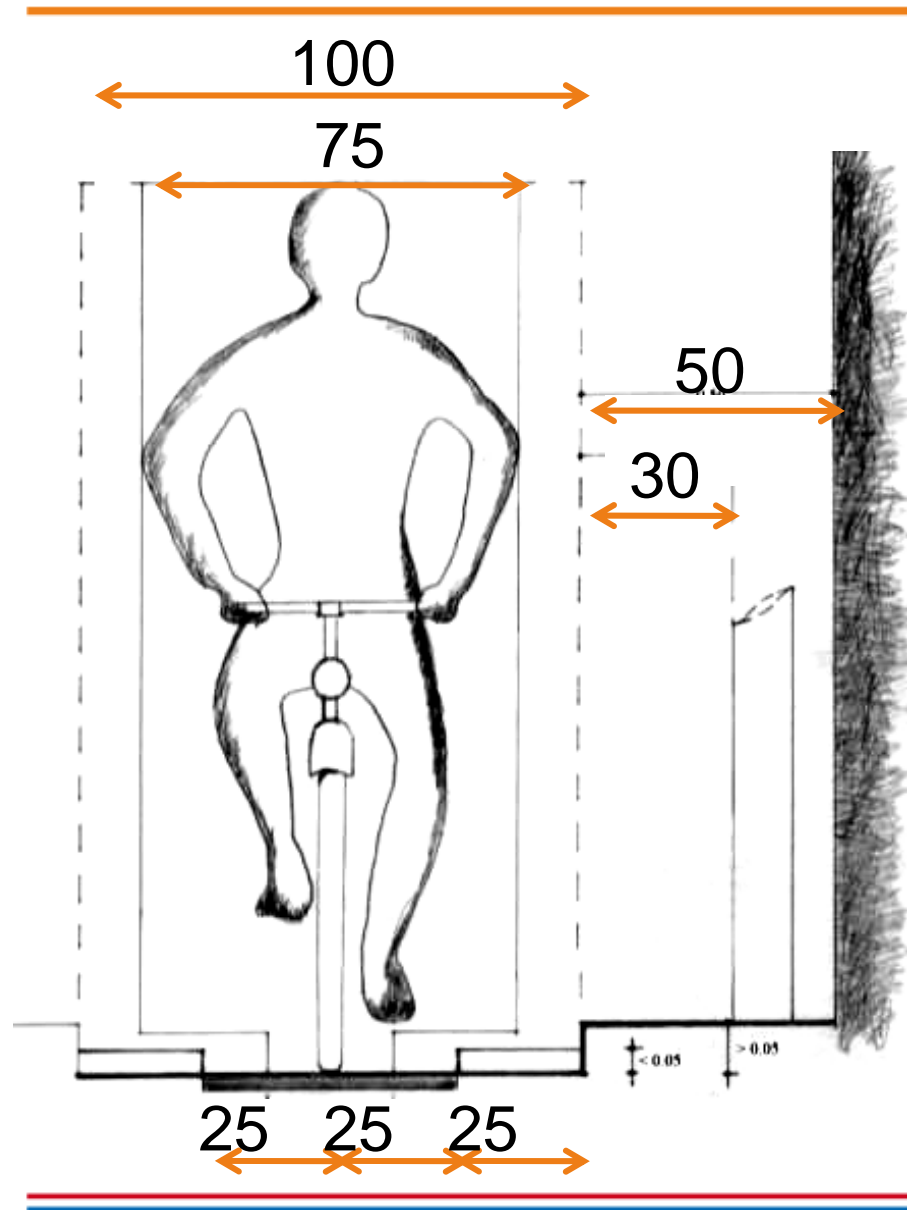


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## Cyclists:

- human power
- mental effort
- bicycle is instable vehicle
- no protection zone
- (almost) no suspension
- open air
- cycling is social activity







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## Protection zone?



## Mental effort and safety



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## 5 main quality requirements for bicycle infrastructure

- Coherent
- Direct
- Attractive
- Safe
- Comfortable

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*Dutch design principle:*

*Road Safety, Sustainable Safety*

- Roads have a clear function:

streaming, connecting or living area

- Sharing the road when possible (30km/h, <<6000mvh/24hrs),

Separating if needed

- Concentrate cars on main roads,

residential zones with few cars and low speeds





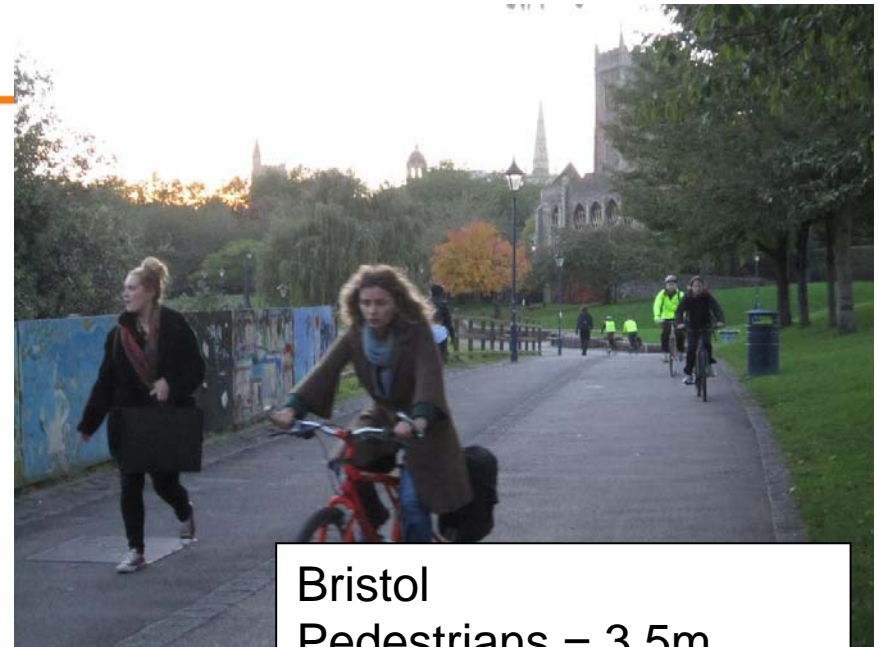
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- to make cycling an option for all, it should be quality is needed:
    - safe and attractive for all
    - for safe cycling enough space is needed, too narrow is not future proof
    - taking space from pedestrians for bicycle infra is not future proof







Hydepark London  
 Pedestrians = 2,25m  
 Bike = 2,25m  
 (next to bollards)



Bristol  
 Pedestrians = 3,5m  
 Bike = 3,5m

Vondelpark Amsterdam  
 Pedestrians = 2x2,2m (unpaved)  
 Bike and pedestrians= 7m





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**LOVE CYCLING**  
GO DUTCH



## Dutch Cycling Embassy

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