

A World for Cycling Dutch-Inspired Global Projects

ENGLISH

How Dutch cycling best practices are being translated into successful projects around the world.



CYCLING FOR EVERYONE, EVERYWHERE



Colophon



Photo: Modacity Creative

Dutch-Inspired Global Projects

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Introduction

All around the globe, more and more places are embracing cycling as a healthy and accessible form of transportation to create more liveable cities and regions.

As cities and regions evolve to create spaces that welcome cycling, they are looking to the Netherlands, a cycling nation with more than five decades of experience testing ideas and developing good cycling solutions, for where to start.

Within these pages are projects from the Netherlands that can provide inspiration for international organisations of what is possible, as well as examples of how cities around the world are successfully adapting these best practices to their local contexts. For each section, Dutch examples sit next to international ones to show the potential for applying these ideas anywhere.

Creating inviting and comfortable cycling infrastructure while promoting inclusive cycling behavior is an ongoing process. The Netherlands cycling nation was not built overnight, nor is cycling in their DNA. By testing new ideas, making mistakes, and embracing the spirit of understanding the work is never done, the Netherlands has become a global example of how planning and building for cycling helps to create liveable, vibrant places for everyone.

The evolution of Dutch cycling is also having an impact abroad, proving that it is not only possible here. Alongside projects and initiatives from the Netherlands in this booklet are several international examples of Dutch-inspired cycling projects.

As we often say, learn from our mistakes and move faster to realise your own cycling future.

For more information about the history of cycling in the Netherlands and the Dutch best practices highlighted in this booklet plus many more examples, check out the [Best Practices Dutch Cycling](#) publication created by the Dutch Cycling Embassy in collaboration with Tour de Force.

For new and upcoming projects, please visit our website: dutchcycling.nl/

Themes you will discover in this booklet:

- Cycling Infrastructure
- Network Planning
- Policy & Strategic Thinking
- Wayfinding & Recreational Cycling
- Cycle Parking
- Data & Innovation

Select a theme and begin discovering a world for cycling.



Cycling Infrastructure

To make cycling accessible and attractive, one of the crucial elements to success is safe infrastructure that invites people to give cycling a try. It has been the key to unlocking the potential for cycling in the Netherlands, and is how cities around the world are actively building their own cycling paradise. Three crucial elements to consider are:

Intersections:

“A network is as strong as the weakest link” is probably the best anecdote to describe the importance of intersections in cycling planning. You can build the best bike lanes and tracks, but if they stop when cyclists approach the intersection, the entire journey becomes less safe and comfortable. Over the years, Dutch designers have developed great examples of how to safely treat intersections. Dutch Cycle Intersections: a clever way to bring all street users together. It is applied to regular intersections, but also roundabouts and unique situations.

Cycling bridges and landmarks:

We like to say that Dutch bicycle infrastructure is state-of-the-art. But sometimes, Dutch designers take this idea literally. They create spectacular designs for roads, parking stations, and bridges, making an ordinary trip feel like a visit to a museum. While bicycle infrastructure is often seen as a technical topic, the growing number of cycling landmarks in the Netherlands and internationally help explain why cycling plays such an important role in everyday life.

Cycle streets

For decades, urban cycling infrastructure in the Netherlands looked pretty much the same: painted lane or segregated path on the side of the road. It was good for cycling, but the car still received the majority of space in our streets. Cycle streets flips this paradigm, using the existing car plan to reprioritise space where the car becomes the guest and cyclists become the guest of honour.

Intersections

Roundabout Scheveningen

Location: The Hague, Plesmanweg and Nieuwe Parklaan

Completed: 2012

Involved organisations: City of The Hague



Photo: Google Earth

A former large four-lane signalised intersection with poorly marked cycling facilities was redesigned as a roundabout with improved safety and comfort for walking and cycling. The new design provides pedestrians and cyclists with separation and prioritisation while also improving the flow for cars, while reducing the amount of asphalt in the area and replacing it with trees and other vegetation.

UK's First Protected Roundabout

Location: Cambridge UK

Completed: 2020

Involved organisations: Haskoning, Skanska UK



Photo: Modacity Creative

Located at an intersection making up an important link in cycling routes for cyclists, the space experienced a significant number of collisions involving cyclists. Haskoning was commissioned to develop a scheme that adopted the key principles of Dutch roundabout design, whilst still complying with UK regulations. The completed design improves comfort for all users.

Cycle Bridges and Landmarks

Cycle Bridge Oirschot

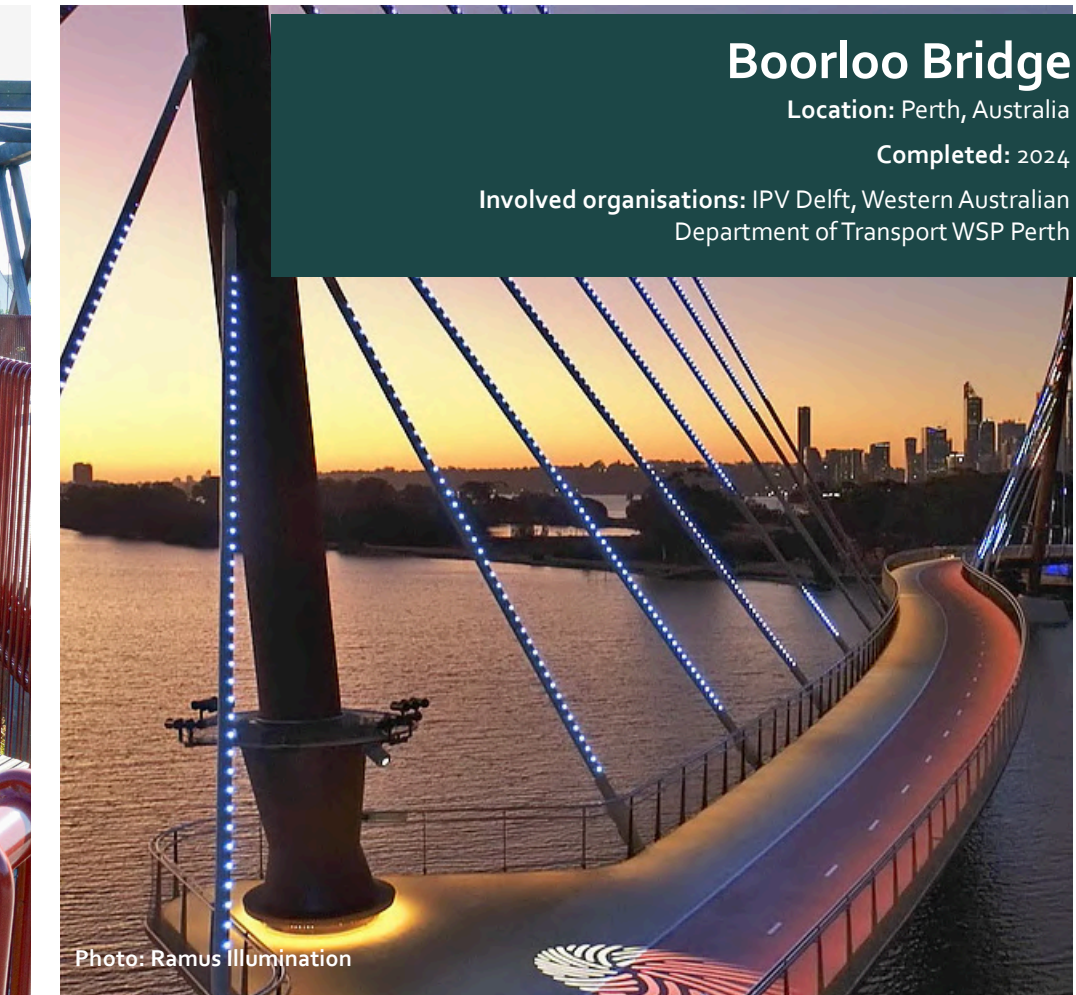
Location: Oirschot

Completed: 2020

Involved organisations: City of Oirschot, West 8, Wurck architectuur Stedenbouw Landschap BV, Haskoning, Ingenieursbureau Wagemaker, Ballast Nedam, Nauta Heeg, Wijma Kampen



The City of Oirschot wanted to create an active mobility connection between a new neighbourhood south of the Wilhelmina Canal and the historic town centre of Oirschot. A beautiful walking and cycling bridge was developed, the truss clearing the span of the canal in the direction of the historic church, and carefully designed to reduce the visual impact of the citizens living nearby.



Boorloo Bridge

Location: Perth, Australia

Completed: 2024

Involved organisations: IPV Delft, Western Australian Department of Transport WSP Perth

Photo: Ramus Illumination

To improve the walking and cycling connection over the Swan River in Perth, two cable stayed bridges were realised. The existing Causeway Bridge only offered a narrow two-metre-wide bike-ped path for the large number of daily commuters between city centre and the Victoria Park area. The bridges connect to the existing pedestrian and cycling network and allow a direct connection across Heirisson Island, with minimal impact on their sensitive surroundings.

Cycle Streets

Sarphatistraat Cycle Street

Location: Amsterdam

Completed: 2017

Involved organisations: City of Amsterdam



The Sarphatistraat in Amsterdam is a popular route for cyclists. However, the available width of the existing cycle paths did not allow for the current volume of cyclists, nor allow for growth. The street was redesigned into a new type of cycle street due to tram tracks running down the middle. The new design includes one-way travel lanes on both sides of the tracks. In line with other cycle streets, cars are guests and cyclists have priority.

Cycle Street Vilnius

Location: Vilnius, Lithuania

Completed: 2024

Involved organisations: City of Vilnius



Opened in 2024, Lithuania's first cycle street in Vilnius is part of larger ambitions to make cycling more attractive. Inspired by the Dutch version, it features sections of red pavers and asphalt, strips to optically narrow the roadway, a familiar kerb design, and signage. With the necessary adjustments for their local situation, this Baltic city has successfully implemented their own Dutch-inspired and locally relevant cycle street.

Network planning

Not all roads lead to Amsterdam, but with such advanced cycling infrastructure, there are plenty of routes that take people to their destination in a safe, cohesive, connected, comfortable and attractive way. This is exactly where network planning comes to play: dividing different modes and speeds into a variety of networks, allowing people of all ages and abilities to travel throughout their community (and beyond) safely and comfortably.

Continuous Cycling Routes:

Cycling is not only the most efficient way to move around cities, it can also be an attractive mode of transportation between cities. In recent years, the Netherlands has been developing a network of fast, high-quality connections between cities, making recreational and functional cycling even more attractive. Continuous cycling routes give users an efficient and attractive route between cities and towns, minimizing the need to stop, and make longer trips by (e-)bike easier. Their planning and design are providing attractive routes for commuting and leisure cycling, while giving some people another way to travel other than driving.

Network Planning:

To make cycling attractive, a combination of safe and comfortable infrastructure with efficient and connected network of cycle routes is a must. This goes beyond just the trip to work, with successful cycle network planning linking journey starting and destination points for all the trips people take in the day - from short trips to trip-chaining, and even longer distance destinations.

Continuous Cycling Routes

Utrecht F28 Route

Location: Between Utrecht and Amersfoort

Completed: Ongoing

Involved organisations: Province of Utrecht, City of Utrecht, City of Amersfoort, City of Zeist, City of De Bilt, City of Soest, Sweco



To ensure smooth, safe, and comfortable cycling between Utrecht and Amersfoort, the Province of Utrecht developed the F28 continuous cycle route that improved gaps with widened paving and cycle streets, and added distinctive markings, signposts, and lighting. The 21 kilometre route gives residents a beautiful cycling route along art and nature that is a convenient, efficient, and economical way to travel or simply enjoy nature without getting inside a car.



Winterthur Continuous Cycling Route

Location: Canton of Zurich, Switzerland

Completed: Ongoing

Involved organisations: TRIDÉE

Photo: Jean-Claude Lorenz

During two workshops organised as part of an economic trade mission organised by the Dutch Cycling Embassy, the RVO, and NL Embassy, Dutch experts from TRIDÉE provided advice and designs for five fast cycle routes in Winterthur, Switzerland. Using lessons learned from the Netherlands and Belgium, the necessary measures proposed included suitable traffic flow, design requirements, and detailed design, including 15 intersection solutions.

Network Planning

City-Wide Cycling Network

Location: Delft

Completed: 1987

Involved organisations: City of Delft, Rijkswaterstaat, and others



In the 1970s, the City of Delft developed the first network-based approach to cycling infrastructure to repair the lack of cohesion and directness in existing planning. They identified not one, but three cycling networks of varying grid sizes: The Urban Network (grid mesh: 400 to 600m) for trip lengths of 2-3km; the District Network (grid mesh: 200 to 300m) for trips of 1-2km, and; the Neighbourhood Network (grid mesh: 100 to 150m) for trips of 500m to 1km.



Austin Bicycle Network

Location: Austin, TX, USA

Completed: Ongoing

Involved organisations: City of Austin with Goudappel, HOD Works, City of Utrecht

Following a two-day ThinkBike workshop in 2012 with a group of nearly 50 city workers, the City of Austin developed a network of cycle lanes aimed at capturing short car journeys, and not just the trip to work. Since that time Austin has transformed into a city that offers 6 in 10 Austinites the choice to use an All Ages and Abilities bikeway to get where they need to go, with 380 kilometres of Dutch-inspired cycleways and 16 protected intersections.



Policy & Strategic Thinking

Cycling touches every aspect of life: urban planning, economy, health, mobility, quality of life, and so on. When you cycle in the Netherlands, you do it next to doctors, politicians, teachers, sanitation workers, bankers, and even footballers. That's why municipalities around the world see cycling as more than just a question of infrastructure. Good policies alongside strategic planning have the potential to the bicycle as a promoter for a variety of programs, such as health, education, economy, and accessibility.

Cycling Plans:

Infrastructure alone will not get people cycling, especially if it is not planned for the types of trips that form the foundation of how people move every day. Cycling Plans help cities create robust networks that meet the needs of current and future users, connecting them from the places they live to where they work, go to school, shop, and simply spend time.

Inclusive Cycling Strategies:

When planning, designing, and implementing for cycling, it is important to take into account different types of cyclists: from every-day cyclists to recreational cyclists. Each type of cyclist is defined by their own specific needs and requirements. Understanding who is using the cycle paths and routes and adjust plans to match their needs is vital to a successful cycling programme.



Cycling Plans

Bicycle Vision Rotterdam

Location: Rotterdam

Completed: 2019

Involved organisations: City of Rotterdam, Humankind, Dutch Research Institute for Transitions (DRIFT), Studio Bereikbaar



Photo: Humankind

In 2019, the City of Rotterdam released its bicycle vision - a document to summarise the City's ambitions and plans for cycling and to align budgets accordingly. The objective of the Bicycle Vision was to use cycling as a transition tool to a better quality of life in Rotterdam. Since cycling touches in so many aspects of daily life (mobility, health, economy, liveability), it can be used to take Rotterdam a step further.



Photo: Mobycon

Heidelberg Cycling Plan

Location: Heidelberg, Germany

Completed: 2023-2024

Involved organisations: Mobycon

To improve cycling, the City of Heidelberg developed a cycling plan in 2023-2024. Using analysis of existing policies, plans and infrastructure, concrete measurable goals were defined, new guidelines and infrastructure design standards created, and an updated cycling network map focused on closing gaps within the cycling network, wayfinding, cycle parking and integration with public transport were established.

Inclusive Cycling Strategies

City Deal 'Cycling for Everyone'

Location: National

Completed: Ongoing

Involved organisations: Various Dutch public and private organisations



City Deal is a partnership between municipalities, provinces, public and private organisations, and ministries that aim to encourage as many people as possible to cycle. To encourage people to cycle, they must have a bicycle and be able to ride it. Therefore City Deal focuses on two points: access to a safe bicycle and the ability to cycle. The City Deal also helps create the conditions for participating organisations to achieve these two objectives.

Adaptive Cycles Sharing Scheme

Location: Paris, France

Completed: 2026

Involved organisations: vanRaam, Fleeta, Véligo, Île-de-France Mobilités



Photo: Xavier Cadeau

In 2026, Véligo began offering rental subscriptions for adapted cycles for people with disabilities and other mobility needs. The fleet includes low seat bicycles and tricycles from Dutch manufacturer vanRaam. Supplied by the Nantes-based company Fleeta, the models offered expand access to cycling to support the organisation's goal to make cycling accessible to all residents of the Île-de-France region, without exception.



Wayfinding & Recreational Cycling

Cycling is not only the most efficient way to move around cities, it can also be an attractive mode of transportation between cities. In recent years, the Netherlands and international regions have been developing a network of fast, high-quality connections between cities, making recreational and daily cycling even more attractive.

Cycling Junction Networks:

A key principle to encouraging people to give recreational and cycling tourism a try is to make it convenient and recognisable. Cycling junction networks make navigating the countryside seamless, allowing people to simply enjoy the journey without having to stress about missing a turn and getting lost. With cohesive branding, users can experience the joy of two-wheeled travel no matter where their travels take them.

Leisure Cycling Routes:

Leisure cycling is often the gateway to more people taking up every day cycling. Enjoyable routes in nature parks, along cultural heritage routes, or between countries can tell the story of how a place once was, how it came to be, and invite users to interact with local flora and fauna. The best leisure routes are accessible and welcoming to any user, making cycling an enjoyable and relaxing experience of the senses.

Wayfinding Signage:

Imagine cycling along a state-of-the-art cycle route and arriving at an intersection and wondering which direction to turn? Left, or right? That's exactly where good wayfinding signage comes into play: signs, marks, and boards show cyclists their way, guiding the users along the route. The best wayfinding elements are so intuitive that you hardly feel them, but they help you get to your destination safely and comfortably.



Cycling Junction Networks

National Numbered Junction Network

Location: National

Completed: Ongoing

Involved organisations: Fietsplatform, Folkersma Routing en Sign, all Dutch provinces.



Cycling through the Dutch countryside is lovely, but navigation used to be quite a challenge. In order to facilitate this, a routing system was developed based on the existing system in Flanders, Belgium. The resulting number junction network is a nationwide wayfinding system allowing users to compose their own routes based on a series of numbered 'knooppunten' linked to maps and routes signed in both directions and connecting the nation by bike.

Europa-Radbahn Nijmegen - Kleve

Location: Nijmegen, NL to Kleve, Germany

Completed: 2022

Involved organisations: German National Government, North Rhine-Westphalia County, intersecting Municipalities



Photo: Bicycle Dutch

The Europa-Radbahn is an important addition to the cycling network in the region attracting different target groups and is tailored to the region's needs. It connects the cities of Kleve & Kranenburg in Germany with the Dutch city of Nijmegen. Increasing the intermodal share of cycling is a key objective of the City of Kleve and the Municipality of Kranenburg, with the Europa-Radbahn providing crucial links to encourage more people to cycle.

Leisure Cycling Routes

Digital Walking and Cycling Routes for Children

Location: Achterhoek (East Netherlands)

Completed: 2018

Involved organisations: AbellLeisure



To make leisure cycling attractive to not just adults but children as well, a network of digital experience routes throughout the Achterhoek region were established. Linked to a brochure offering digital routes at various points-of-sale, the result is a large number of RoutAbel routes with various themes, including children's routes with play elements and themed routes focusing on industrial and cultural heritage, and nature.

Danish Leisure Cycling Network

Location: Denmark

Completed: Ongoing

Involved organisations: Dansk Kyst- og Naturturisme, Mobycon, Folkersma Routing en Sign, Dansk Cykelturisme, Cyklistforbundet (Danish Cycling Federation), and NIRAS



Dansk Kyst- og Naturturisme is working on making cycling tourism in Denmark more attractive. It needs to be easier for Danes and guests to jump onto the bicycle and into the wonderful Danish countryside. A recreational cycling route network will be developed, where attractive, safe and accessible cycling routes connect points of interest. The first signed section of the network in Denmark will be implemented in May 2026 in the southern part of Funen.

Wayfinding & Signage

Continuous Cycling Route Network

Location: National

Completed: Ongoing

Involved organisations: Various municipalities and provinces



Continuous cycle routes form the backbone of the Dutch cycle network and represent the top segment of cycle routes in the Netherlands. They are as direct as possible, are not mixed with motor traffic or pedestrians, minimise delays and with a width that minimises the risk of dangerous encounters and/or discomfort. In addition, they are well signposted, recognisable as cycle routes and identified with the correct markings.



Hamburg Wayfinding Redesign

Location: Hamburg, Germany

Completed: 2024

Involved organisations: Haskoning, BioPanel

Photo: Eva Haeberle

Hamburg, Germany, has set a target for 2030 of ensuring that 80% of all journeys within the city involve sustainable mobility, with the share of cycling aimed to grow from 15 to 30%. To compliment, an intuitive wayfinding branding was created. Using eye-tracking, stakeholder engagement, and on-site visit, the old signage was redesigned for the 280km network, creating a cohesive and accessible network of signs, maps, and directions.

Cycle Parking

At the end of their journey, cyclists want to know they are leaving the bike in a safe place. Standard cycle racks are available all around Dutch cities, but with the growing number of cyclists, it never seems to be enough. In recent years, cities in the Netherlands are participating in a peaceful arms race: creating some of the biggest, smartest, and most innovative cycle parking facilities. At the same time, the management of these facilities is a key element to their success.

Cycle Parking Facilities:

Cycle parking facilities should be more than just a safe place to store a bicycle. They should feel welcoming, safe, easy to navigate, and accessible. Throughout the Netherlands and abroad, cities are taking the simple idea of a rack to lock a bicycle to the next level, creating design and architectural masterpieces that lift cycling up and bring its value to cities front and centre.

Cycle Parking Linked to Needs and Wants:

Large cycle parking facilities are not always realistic. While large-scale facilities increase cycling to key destinations like city centres and public transport hubs, neighbourhood level facilities support daily cycling for residents. By responding to the needs and wants of cyclists and providing secure parking in lesser served places, it ensures that everyone can store their bicycle safely and rest assured that it will be waiting for them when they return.

Cycle Parking Facilities

Amsterdam Central New Cycle Parking

Location: Amsterdam Central South Side

Completed: 2023

Involved organisations: City of Amsterdam, ProRail, NS (National Rail), VelopA, LumiGuide, Wurck Design, VRA (Dutch Association of Rehabilitation Physicians)



In 2023, Amsterdam Central Station opened two new cycle parking facilities, which were not built on or underground, but underwater. Together they offer space for around 11,000 cycles. As the busiest hub in Amsterdam, the new facilities serve thousands of users every day, connecting above ground to the main station area and underground to the metro hall and Amsterdam Central Station. The redesign creates a seamless connection to and from the station.

Gare du Nord Cycle Parking

Location: Gare du Nord, Paris, France

Completed: 2023

Involved organisations: Movares, AbelSensors, Île-de-France Mobilités, City of Paris, Inddigo, AREP



Paris has introduced a state-of-the-art cycle parking facility at Gare du Nord, accommodating up to 1,200 cycles. The new facility has direct access from the cycling network, integrated wayfinding with real-time indication of available spaces, and a personal welcome at the entrance. The new parking at Gare du Nord provides a solution for short- and long-distance travellers, as well as local residents.

Cycle Parking Linked to Needs and Wants

Fietsvlonders Cycle Parking Platform

Location: Rotterdam

Completed: 2018 - Ongoing

Involved organisations: City of Rotterdam, Fietsvlonders



To help solve neighbourhood secure cycle parking challenges, these temporary parklets replace a car parking space with space for various types of cycles. Fietsvlonders are placed in a neighbourhood for a trial period. If the residents, shop owners, and visitors are satisfied with them, the Fietsvlonders are turned into permanent cycle parking. In just a couple of years, 28 car parking places in the city centre were transformed into 280 shiny parking places for cyclists.

Public Bicycle Storage Pilot

Location: Scandicci, Italy

Completed: 2025

Involved organisations: Fiethangar, Fondazione CR Firenze, LegaCoop, and Biclò



Photo: Fiethangar

As a pilot to create safe, convenient cycle parking, Scandicci, Italy is piloting ten Fiethangar units as part of its first shared, neighbourhood cycle parking. Storing 6 bikes, each unit is accessible via the Biclò app, offering secure, weather-protected storage. The project shows how municipalities can make everyday cycling easier and more sustainable.



Data & Innovation

The Dutch are pragmatic, especially when it comes to mobility planning. People cycle because it's the easiest way to get around. The same approach is also applied to data and innovations. The Dutch look beyond the bells and whistles of the "Smart City", knowing the real goal of data and innovations is to improve quality of life for all.

Information in Real-Time:

In this digital age, information in real-time keeps people informed and makes daily trips easier and more efficient. By providing users with all the details they need to make informed decisions about everything from routing choices, to where to park their bicycle, and even support cities in keeping the system organised, technology is making cycling more accessible to more people everyday.

Traffic Lights:

No one likes being stuck at a traffic light waiting to continue their journey. For cyclists, a red light can mean having to stand in the cold and rain, or even racing the next light to stay on time for their next meeting. Responsive cycle traffic lights prioritise cycle movement, particularly in inclement weather, while countdown timers let cyclists know their turn is coming soon, reducing running lights or racing through an intersection, ultimately making for a safer experience for everyone.

Information in Real Time

P-Route Bicycle

Location: Utrecht

Completed: Ongoing

Involved organisations: City of Utrecht, LumiGuide



The P-Route system in Utrecht relies on sensors in the garages to monitor their occupancy and has a central server to distribute information to all panels, providing real-time data to users in the network. The panels are connected wirelessly and have batteries, as well as a solar panel to operate independently from the light electricity network. Next to the on-street panels, an app delivers information for people before starting their trip to the city centre.

Intelligent Parking Systems

Location: Hansator District, Münster, Germany

Completed: 2023

Involved organisations: AbelSensors, Westfälische Bauindustrie GmbH



Photo: AbelSensors

The Hansator District in Münster is Germany's #1 cycling neighbourhood and needed a secure solution to cycle parking. The sensors and corresponding app allow visitors to reserve a parking spot, pay directly, and be guided to their parking spot. Checking in at the facility is easily accomplished by using a QR code. The intelligent parking system sensors recognizes and count cycles, detects available parking spots, and works both indoors and outdoors.

Traffic Lights

Weather-Responsive Traffic Lights

Location: Rotterdam

Completed: 2015

Involved organisations: City of Rotterdam



One of the biggest frustrations for cyclists which was reported to the City of Rotterdam is long waits at traffic lights. To address this and ensure cycling remained an attractive option for residents, the City installed rain sensors at key intersections throughout the city. In the case of precipitation, cyclists get two green lights per cycle, and other road users only one helping them get home a little dryer and happier.

Cycling Countdown Timers

Location: Portland, OR, USA

Completed: 2020

Involved organisations: Portland Bureau of Transportation (PBOT), Technolution



Photo: Peter Koonce

Through the Dutch Cycling Embassy, PBOT secured and installed several near-side cycle countdown-timers in 2020. The timers are part of a trial to study their efficacy in the US context within the Federal Highway Administration (FHWA) Request To Experiment (RTE). The signals have been a big success, and the hope is to use the results to start a formal process to change the Manual on Uniform Traffic Control Devices, inspiring broader installation across the US.

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