

Lessons from the Netherlands



1. Introduction

This report covers the LCC study tour to the Netherlands. A shorter version of this report appears in the December 2011 issue of London Cyclists magazine.

LCC visited three cities on the study trip – Rotterdam, Utrecht and Amsterdam.

- In Rotterdam we were the guests of the local Fietserbond, Dutch Cyclists' Union, representatives led by Jan Laverman.
- In Utrecht we visited the Fietsberaad, now part of the Dutch Cycling Embassy, and spoke to Tom Godefroij, their international representative. We also visited the KPVV, the Dutch Transport Knowledge Resource Centre, and spoke to Hillie Talens, the author of the Dutch Design Manual for Bicycle Traffic.
- In Amsterdam we spoke to the Fietserbond's local representative, Govert de With, and participated in a Study Tour led by Marijolein de Lange, a consultant who works closely with the Fietserbond. We also met Dick Jansen and Steven Schepel who were an engineer and the president of the "Stop der Kindermord" agency that disseminated safe street infrastructure throughout the Netherlands from the 1970s.

The following table provides a useful overview of cycle usage in the three cities (page 7 in Rotterdam presentation)

	Rotterdam	Amsterdam	The Hague	Utrecht
Car (as driver)	23%	15%	20%	18%
Car (as passenger)	12%	8%	11%	8%
Train	1%	0%	0%	0%
Bus/tram metro	13%	12%	9%	6%
Moped	1%	1%	1%	0%
Bicycle	22%	32%	25%	36%
Walking	28%	31%	33%	31%
Remaining	1%	1%	1%	2%
Total	100%	100%	100%	100%

2. Cities:



2.1 Rotterdam

The city is the second largest by population (600,000), after Amsterdam, and has a relatively low (by Dutch standards) modal share for cycling of 22%. Because of extensive damage during WW II the city has largely newly built streets which are wide, often with four lanes of car traffic, most of which have separate cycle tracks on either side. It is not a university town which is one reason given for lower than typical Dutch cycling levels. Buses have been largely removed from the centre of town but there is park and ride. Car parking in the town centre costs 3.50€ per hour.



More than any other Dutch city, Rotterdam has an established metro system with 5 lines and also 9 tram routes. Like London, there is a large river dividing the city. Unlike London all the river crossings have excellent separated cycle paths. The Maastunnel built in 1942 has cycle and pedestrian tunnels accessed by escalators and lifts running alongside the motor vehicle tunnel.

There is secure paid cycle parking at the station plus free non-secure parking. They are planning a compound for 5,400 bikes.

The local cyclists meet with the council on a bi-monthly basis.

In Rotterdam new build tracks are 2.5m if one way, 3.5m if two way. On road cycle lanes are 1.5m without car parking, 1.8m with car parking. A recent piece of work is a wide (4m) two way cycle track along the harbour – because it is by the waterside there are few crossings so a two way track was suitable (the Dutch prefer one -way tracks on both sides of the road).

Cycle Hire

The OV-fiets cycle hire run by Dutch Railways is popular in Rotterdam. Hire costs 3€ for 20 hours.

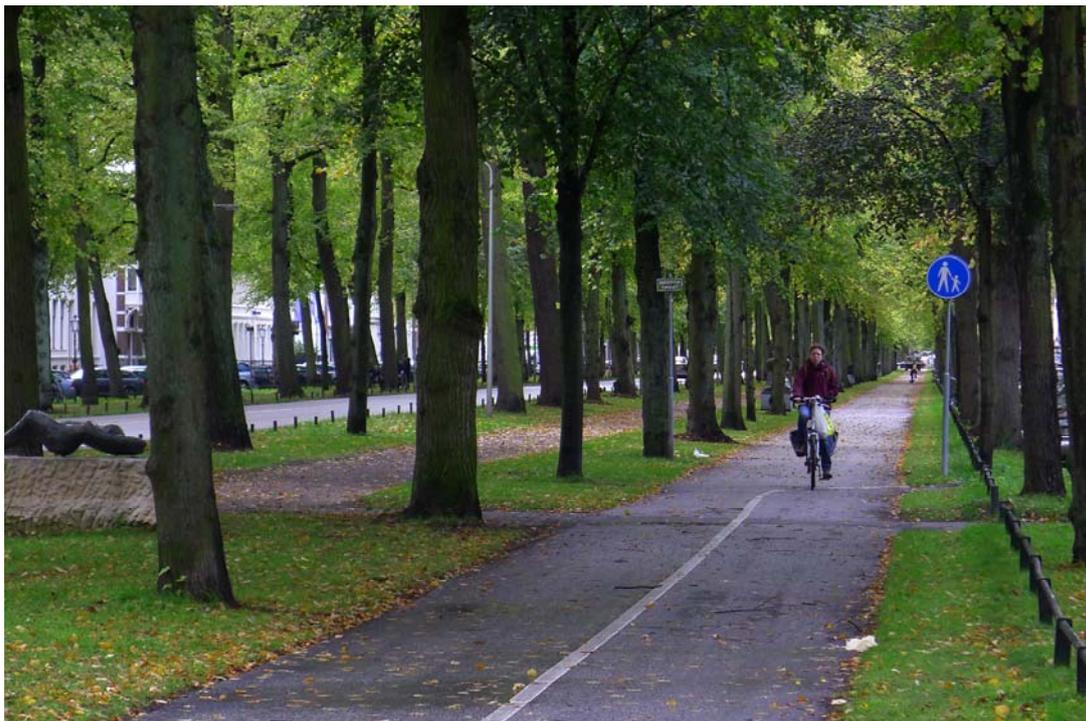
Road works

We saw major road works in Rotterdam. The cycle track was replaced by an on-road lane protected by giant Lego.



2.2 Utrecht

Utrecht is Holland's fourth largest city with a population of 312,000. It is a university town and cycling's modal share is 36%. There are several tram routes through the city and the cycle facilities are designed to account for these routes typically by providing a track behind tram stops but we also saw cyclists moving from cycle track into a shared car and bike lane behind a bus stop on an island. There was also a largely separated bus lane, in a similar position to tram lines with cycle tracks going behind the stops. They use 25 metre triple bendy buses on this route.



Utrecht boasts the first cycle lane in the Netherlands built in 1895– it is currently a cycle path running along a tree lined section of park.



2.3 Amsterdam

In cities like Amsterdam, (pop 765,000) where car parking charges are high (5€ per hour) and commuting distances relatively short the cycling levels in the city centre rise to a traffic dominating 57%. The old town has a modal share of 48% and the city wide (25km) level is 38%. Resident car parking costs 1€ per day with a limited number of places.

Average cycling distance is 2km per day. Most cyclists are 25-55 years old, well educated and have an above average income.

There are 400kms of separated cycle lanes, 225,000 cycle parking spaces (estimated demand 750K). Unlike London, where the concept of filtered permeability is only gradually taking hold, you can assume that virtually all roads will provide two-way cycling even if they are one way for cars. While cycle tracks are common on the outskirts of Amsterdam's centre, the old town has some roads with cycles lanes marked in the carriageway, not unlike some of those in London.

We found that road entry treatments invariably had a raised surface and often were designed to look not like a road entry at all but more like a drive into an estate – there was no continuity of surface colour or level that would encourage a driver to enter at any speed.



3. Cycling Experts:

3.1 Dutch Cycling Embassy

This organisation is an umbrella group for a number of Dutch cycling and related organisations and was formed in 2011 following the example of Danish Cycling Embassy. Its aims are to disseminate good practice and promote the work of its partners. It encompasses the Fietsberaad which is the Dutch 'cycling knowledge base.' Much of its work is available in English on the www.fietsberaad.nl website.

Netherlands has an advantage in that it started early in supporting cycle use (their first cycle path was built in 1885 in Utrecht) Tom Godefrooij, a member of the newly established Cycling Embassy of the Netherlands says they prefer not to say that cycling is 'cheap' but rather than it is "cost effective." Goodefrooij says "you have to maintain investment to sustain cycling levels." And the Dutch do not skimp on their cycling investment – to maintain cycling as an attractive option Amsterdam invests 27 Euros per head per year - about three times the funding rate the rate in London over the past three years. To sustain high cycling levels that investment has to be maintained. The 27% modal share level has been sustained for 25 years. Goodfrooij suggest that this may be the limit of the potential for growth though that could change with improved electric cycles.

Some Dutch cities have higher cycling levels than 27%. Den Bosch has gone up from 33% to 40% and the city of Harden was designed to make cycling journeys short via a permeable road network while motor vehicles have to use a ring round around the town to reach their destinations. In Utrecht the suburb of De Meeren was designed specifically to be bike friendly.

Since the 1990's the Dutch cycling master plan requires cycling to be included in local and regional transport strategies.

The CROW guide to cycle planning (see below) was initiated by the Cyclists Union and then adopted by the Fietsberaad. It is described as a 'guideline to professional consensus on design for cycling.' It is not legally binding but authorities may have to explain why it wasn't followed.

We discussed shared space designs (Mondermann etc): G's view was that it is applicable in residential areas. Their preference is for 'car free' zones rather than pedestrianised zones. The town of Drachten is famous for its shared spaces.

Godefrooij explains that cycling replaces the need for high public transport provision in Dutch town centres. This means there are fewer bus only lanes.

Education

Aside from delivering high quality infrastructure the Dutch also provide education to budding cyclists. All school children do a written and practical cycling exam at age 11 that includes an observed ride on local roads. In Rotterdam specialist training is also offered to new migrants

3.2 CROW (Information and technology centre for transport and infrastructure)

Facts and figures

The modal share of cycling in the Netherlands is 34% of trips up to 7.5km and 15% of trips between 7.5 and 15km. Two cities stand out with very high (50%) cycling levels are Groningen, where the high level is partly attributed to it being a University town, and Zwolle, which has a history of high investment in cycling. .

The Dutch approach

The Dutch recognise that a prime threat to cycle use is urban sprawl which extends work and other journeys. Their solution is to keep new residential areas within three kilometres of town centres. At such distances the bicycle has advantages over public transport and it was noticeable throughout our visit that there was less local public transport than in the UK. There are tram networks in most large cities, notably Amsterdam, but far fewer buses than in London. Shorter travel distances and the convenience of cycling reduce the need for more public transport. Rotterdam, with a population of 610 million, has 170 million public transport journeys per year whereas London with a population that is 12 times bigger has 3 billion bus and tube journeys per year.

The Dutch use cycles for a variety of journeys – the notable figure is that half of education journeys are by bike whereas fewer than 20% of them are by car. Cycling in the Netherlands fell sharply with the growth in car use in the 60's and 70's but, unlike the UK, the fall was arrested when it hit 20% in the mid seventies. At the same time there was a steep rise in the number of cycling collisions a trend that has now been reversed to reach levels lower than in the 60's. According to a CROW slide Holland currently has a safety record, in terms of rate of fatalities per kilometre, that is half that in Germany and a quarter of that in the UK (Note – Colin Buchanan's have cited half that in the UK).

“Dutch policy makers start by deciding the function of a road”, says one of the country's leading cycling experts, Hillie Talens “and from this flows the design and then the use of that road.” It is for the politicians to decide on road use – once that is established the design follows

Designing for cycle users

When addressing the needs of cyclists the Dutch aim to deliver routes that are “coherent, direct, attractive, safe and comfortable.”

Coherence : consistent quality; ease of way finding, choice of routes

Directness: no unnecessary detours; faster than a car, constant speed; minimum delays

Attractiveness: perception of a pleasant route; personal safety; ability to ride side by side.

Safety: mix if possible; separate if necessary; no hard conflicts (see note on safety below)

Comfort: smooth surfaces; minimal stops; protection against weather

In 20 mph zones (which means most residential areas in Holland) cyclists mix with slow moving cars but on main roads dedicated space is frequently provided.

The five principles of “Sustainable Safety” used by the Dutch are:

- Functionality of roads (Through roads, Distributors, Access roads)
- Homogeneity of mass, speed and directions
- Recognisability of the road design and predictability of the road course and road user behaviour,
- Forgiveness of the environment (physical) and between road users (social)
- Level of alertness of the road user.

Three key issues are:

- Safe road users
- Safe vehicles
- Safe roads

Street markings

Elephant's feet (rows of large squares) are commonly used to highlight cycle routes through junctions but these markings do not have legal force. What provides legal status are so-called sharks teeth which are visible at most crossing points. These white triangles are effectively “give way” signs.

Driving tests

We were told that you fail your test if you do not look back for cyclists when opening a car door. Govert de With, representative of the Amsterdam branch of the Cyclists Union, observed that “virtually all Dutch drivers are also cyclists so they are aware of what it is like to ride in traffic

Mopeds

There are two types of mopeds in the Netherlands: those with yellow plates – helmet must be worn and not allowed on cycle tracks (legislation removed them from tracks in 1991) ; low power mopeds with blue plates on which helmets do not have to be worn and are allowed on cycle tracks. The Cyclists Union says it would like mopeds excluded from cycle tracks because of their speeds and weight (max of 30kph in theory). Electric bikes (a growing sector) are treated like cycles and are limited to 25 kph. Some larger bikes (faired HPVs) are allowed on all roads whereas regular cycles must use tracks where signage shows they are mandatory.

Wheelchair Users

It was surprising to see wheelchair users on many bike tracks, including those outside of town. This is clearly an additional benefit of having extensive facilities for cycle users.

3.3 Fietserbond

The Dutch Cyclists Union has 35,000 members with 145 branches and 1500 active members. Membership costs 28€ and benefits include discounts, magazine, legal advice. In Amsterdam there are 4000 members, 2 staff (funded by the council) .

The Union was founded in the 70's, as a result of the "Stop der Kindermoord" movement. In Amsterdam it currently provides advice to council, sits on the municipal traffic committee, publishes maps, magazine, website and organises cycling tours.

4. Infrastructure

4.1 Quality of the Experience

An important aspect of cycling in The Netherlands is the experience. It pays not to look too closely at infrastructure itself but how it enables a good cycling experience even if the quality of infrastructure varies quite considerably.

Route choice

Wherever we went in the Netherlands we did not worry which road we would take. There was never any worry that our journey would be scary or inconvenient no matter which road we chose. We are probably all seasoned cyclists and would cycle anywhere. But imagining the same situation in London we would want to avoid Euston road, Tower Bridge, the A40, etc.

Partly this is clearly because everybody cycles everywhere all the time. But there is also cycle provision everywhere. It is by no means always segregated and some facilities are no better than London cycle lanes. But it is a complete comprehensive network you can rely on. No dead ends, no cyclist dismount signs, no steps, every junction has been designed with cycling in mind.

Minimum stopping chance

After a while we noticed that we were riding at a moderate pace and that we hardly had to stop. Stopping and starting is simple for drivers and pedestrians. But the Dutch understand that it is a real inconvenience for cyclists. It takes a lot of energy to keep starting from a stand.

This is achieved in a number of ways. Firstly cyclists can bypass many junctions and lights. Cyclists also have priority at most side roads. But at the big junctions signalised crossings can mean a delay. Somehow this doesn't seem such a problem. It seems to make sense to stop at busy high risk places and to keep going at minor intersections.

Riding side by side

Riding socially is not only permitted (as in the UK) but explicitly written in design manuals. There is clear reasoning: When you go by train, in a taxi, in a car or walk you can have a chat side by side, so you should also be able to when riding a bike.

Therefore cycle facilities are designed with this in mind (i.e. wide) but also other road users accept it (possibly with the exception of scooter riders using the cycle tracks).

4.2 Road Junctions

The consistent well thought out design of road junctions is a prime example of Dutch cycling provision. Turning traffic gives way to cycles and other traffic going straight on. Jan Laverman, an activist with the Dutch Cyclists Union, quoted a Dutch rhyme children learn: “straight on traffic has right of way over turning vehicles on the same road.

Signalled junctions often have by-pass tracks for cyclists wishing to turn right (=left). Some junctions with low traffic levels have UK style ASL bike boxes allowing easy left (=right) turns. Busier junctions will have separate tracks with cycle only traffic lights, sometimes with twice as many green phases as for other traffic. At a few large junctions there is a green ‘scramble phase’ allowing all cyclists to cross in any direction. At crossings of major trunk roads the Dutch build totally separate routes, going under the roadway, enabling cyclists to continue through without stopping or having to give way. Side junctions in town typically have raised entry treatments. Often both ASLs (for on carriageway crossing) and off carriageway provision is made.

Diagonal crossings – In Utrecht we were shown a relatively rare diagonal cycle crossing which enabled cyclists to cross from a cycle track on the right-hand side of the road to a two way track on the left side. The light phase permitted cyclists to do this in safety. The route was marked by ‘elephants feet’ which do not have legal significance in Holland but are respected by vehicles



4.3 Roundabouts

Dutch roundabouts are designed to calm traffic and improve safety rather than increase motor traffic capacity says Hillie Talens. That means the entry points are at a sharp angle to slow car speeds rather than at a wide angle to maintain higher car speeds through the roundabout. Exits for roundabouts are always single lane. At most roundabouts cyclists use the outer lane and have priority over turning traffic entering or leaving the roundabout. They are a surprise to use for Londoners, as cars stop and wait for all the cycles to pass. Crucially the cycle track meets the carriageway lane at a sharp angle enabling better visibility and eye contact.



We were told a general rule is that cyclists have priority on urban roundabouts but cars have priority on major roads outside of town. Roundabouts are single lane on entry and exit (up to 25,000 vehicles per day).

There are four types of roundabout:

- Bike on street – residential roads or 30kph
- Bike lane- minor roads, as in UK
- Separated path with priority – on busy roads separation can be 5 meters to avoid queing traffic blocking routes eg: Hugo de Grootplein in Amsterdam
- Separated path without priority – rural distributor roads

Molenlaantwartier in Rotterdam. [tom sd1/109_PANA/P103061.jpg sec).

Roundabouts with signals

The most complex roundabouts have traffic signals to control all movements, giving adequate time for cyclists and pedestrians to cross. (eg. Weterringschans /tom sd5/DCIM/110_PANA/P1100742.jpg sec.)

4.4 Underpasses;



This is the preferred Dutch solution at major traffic crossings. They prefer under passes to bridges because it is easier to cycle down then up – a crossing we saw in Utrecht was clearly signed and offered connections in all directions. There is a version of such a crossing in (Gerhard to provide Walthamstow example).

4.5 Woonerfs.



These are shared use areas with clear priority for pedestrians. We were told that Woonerfs, despite being a Dutch invention, were currently less popular as a traffic measure. Wide area 30kph zones with clearly defined pedestrian spaces are seen as safer, especially for small children.

4.6 Cycle Tracks



The popular Dutch cycle track is usually 2 metres or more wide, designed for side by side cycling or overtaking. They are often located on the inside of parked cars (on tree lined streets parking spaces are often squeezed in-between the trees). At junctions, tracks either merge with the road, in a clearly defined way, to facilitate turns; or move away from the road to create a separate series of crossings for cyclists (commonly with priority over turning cars).

4.7 Cycle Lanes



Dutch lanes, like those in the UK can be mandatory (cars may not enter) or suggested/advisory (which cars may enter). They are mostly 1.8 to 2 metres wide and they are usually coloured red. Cycle symbols in a lane, of either type, have legal status and prohibit car parking in the lane or stopping outside of permitted loading times. So called 'suggested lanes' without cycle symbols are not coloured and can be 1.5m in width.

Because of their legal status Dutch cycle lanes, even advisory ones, are free of stopped or parked cars.

4.8 Mixed provision

In Amsterdam we were shown the road treatment at Van Woustraat. This is an example of "infrastructure light" as used where road widths are narrow or variable. For much of the way there are no marked lanes, cycles go outside parked cars and motor traffic can move into the tram area to overtake cycles. Coming up to main junctions there is a tram/bus stop with a passenger refuge between the two lanes. Before this all general traffic is directed off the tram track area, sharing a wide lane with cycles, a bit further on there is a mandatory cycle lane, leading into an ASL for left (=right) turns at the traffic lights.

Almost every side street is either car free or strongly car calmed, with mixed use and narrow, raised junctions.

The contrast with UK is dramatic. Here they frequently put the cycle investment on the links where it is not needed and tend to ignore the junctions where there might be a need for separation. In Amsterdam motor traffic flow has a lower priority than cyclists' convenience and comfort.

There is a video of this street here: <http://is.gd/82Y5iM> Such a treatment could be applied on some relatively narrow busy high streets in London

Where Dutch planners recognise that a desired route is not sufficiently cycle-friendly they offer parallel alternatives – Amsterdam has its own cycle map, similar to the London guides. In format which highlights a network of routes

4.9 30 kph zones



In residential zones 30 kph is standard and typically cycle lanes are not provided. Exceptionally cycle lanes are used, in some cases to provide continuity or to enable cycles to pass congested traffic.

4.10 Buses and Trams



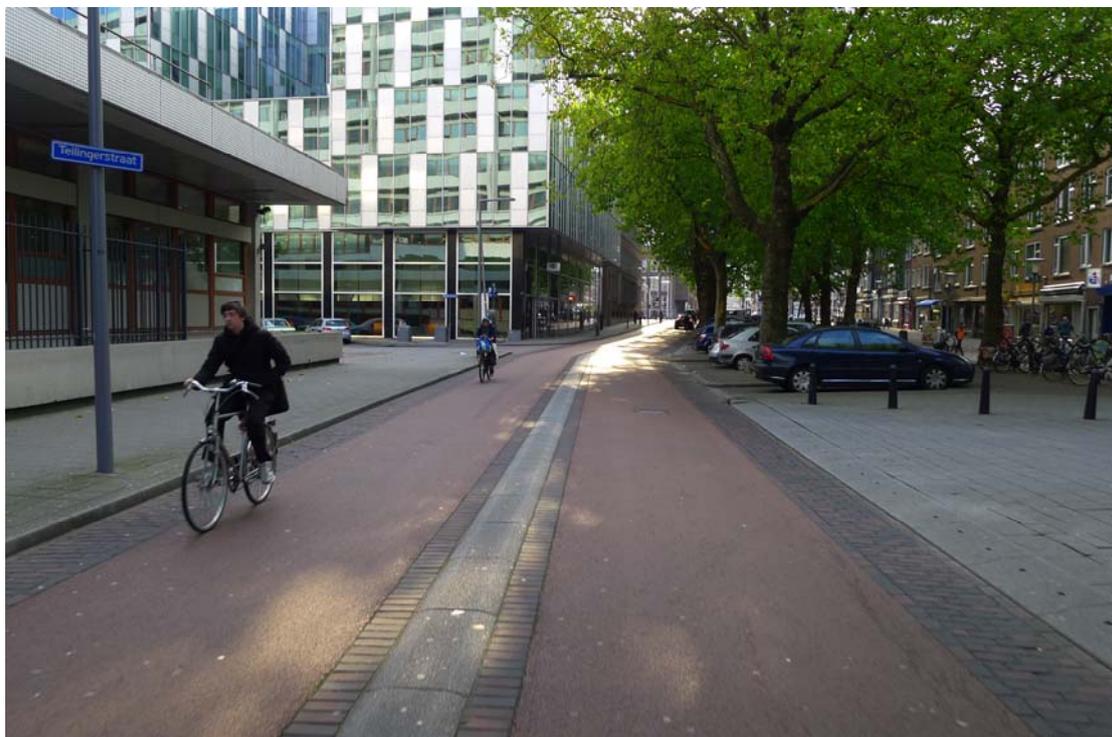
Except on the quietest streets cycle tracks go behind bus stops and waiting areas. In some places a cycle lane will turn into a cycle track behind the bus stop area.

Many Dutch towns have tram systems, running down the centre of the road, tram stops are on islands separated from the cycle track and general traffic. Negotiating junctions with many tram tracks can be unnerving, but the drivers do watch out and give a good warning of their approach. Marijoliën de Lange, a consultant to the Dutch Cyclists Union told us “you are not a real Amsterdammer until you have crashed your bike on the tram tracks”.

Where bus lanes are in residential areas and speeds are 30kph Dutch guidance is that they can be shared with cycles. On high speed routes separation is advised.

(There is an article on bus stops and cycles in the November issue of Cycle Mobility).

4.11 The Bicycle Street.



Where cycle flows a very high the Dutch create cycle streets along which cyclists have priority and motor vehicles have to give way to them. Signs on these streets say “cars are guests here.”

The layout of these streets varies but a common factor is that motor vehicles have to go very slowly and wait for the cycles to pass. In some cases a kerb runs down the centre of the street – notionally to slow cars down but it is also easy for cars to straddle the kerb whereas bikes have to stay to one side.

4.12 Signals



Dutch regulations permit smaller chest-high traffic lights for cyclists. These sometimes are used to provide a separate phase and, in locations where cycle volumes are very high, you may have two bicycle phases in the complete cycle.

Remote detection of cyclists is used (100m is preferred to the 20m variety) and in Amsterdam the “green wave” has been used which allows continuous cycling in an average speed is maintained.

We saw several examples of “count up” lights for cyclists, these display the number of seconds before the next green phase. This provides re-assurance, “count down” displays as trialled at some crossings in London can increase stress.

4.13 Leisure routes

On the outskirts of Rotterdam we were able to ride along some leisure routes – these are funded from a separate budget to urban cycle routes but are integrated into the main route network. A signage system identifying numbered nodes makes wayfinding easier



4.14 Cycle parking.



The Dutch recognise that cycle parking is a vital ingredient of their transport infrastructure. Amsterdam station has 7000 cycle parking spaces. Rotterdam and Utrecht are both building station compounds for 5000 bikes to meet demand. As well as large areas of open access parking, main stations will have guarded cycle parks available for a small charge to regular users. Currently almost 40% of rail travellers use a bike at one or both ends of their trip. On Dutch streets cycle parking stands are ubiquitous – residents of flats either have indoor parking or use street stands. Bike theft is a problem, as in London, but in Amsterdam a campaign helped reduce it by a half over x years. They estimate that around 8% of the bicycle pool is stolen annually (down from around 16%). A problem we don't quite have in the UK is too many abandoned bikes occupying the scarce parking space

Fietshangers (bike lockers <http://is.gd/JyD6kf>) are a common sight on Dutch streets. They occupy about the same space as a car (and are therefore easily installed among parked cars). Each locker takes five bikes.. The first examples in London have recently been put up in Lambeth

Workplaces and new developments install cycle parking though the legal rules on this have recently been changed.

4.15 Cycle highways

Cycle superhighways Dutch style are well ahead of their London equivalents. On urban streets the main routes will be on tracks 2 metres wide, behind the parked cars. New inter-urban cycle highways are being built, three to four metres wide providing direct routes with very few interruptions. Surfacing we saw on highways was high quality and there appeared to be no issues of maintenance.



4.16 ASLs



We were shown ASLs in Rotterdam and Utrecht as a relatively new innovation – they were used on a minor road meeting a major one. The principles of the design are the same as in the UK although the turn may be into a cycle track rather than the carriageway. Lead in lanes are 1.5m wide.

4.17 Signage

Signage matters to Dutch cycle planners. Routes are always clearly marked, and direction signs help you find your way. In Rotterdam we saw a network of leisure cycle paths marked with green signs pointing to the next numbered node [photo]. At these points several routes meet and there will be a map helping you plan your ride to the next points. There is also a network of international long distance paths, often on a scenic route, less direct than the interurban cycle highways.

5. Going Dutch in London

Not everything is brilliant about cycling in the Netherlands and some elements are unique to the country. So it would be silly to simply argue for copying whatever the Dutch do. To analyse what could and would not work in the UK three categories can be used. :

1. **Stuff they have but we don't want/need**
2. **Stuff they have and we want**
3. **Stuff they have but we will never have (in the short term)**

5.1

Some elements of Dutch style infrastructure are either not desirable or specific to their situation. So it would not be productive to try and copy.

5.1.1 Trams

We have one tram in London and we are unlikely to have anymore. So there is no need to factor this in. But there may be something to be gained by applying what the Dutch do about trams to major bus routes in London (see point 2)

5.1.2 Klinkers (paving stones)

Some of us were quite unhappy about the surface quality of a lot of cycle tracks and indeed residential streets. The Dutch like to use 'Klinkers' – small paving stones/tiles. They are much better than some of the granite sets we see on historic streets in London. But they are unlikely to be rolled out in London. So it's not a problem we will have. The Fietserbond is campaigning to replace klinders.

5.1.3 Dooring lanes

Particularly in Amsterdam we saw quite a few 'dooring lanes'. The kind of narrow on carriageway cycle lanes along parked cars. In fact at times if you might not know it was Amsterdam, so similar was it to some areas in London.

Clearly there is old infrastructure in Holland and they haven't got everything right all the time. There is no need to copy this.

But perhaps more importantly we did hear the 'something is better than nothing' argument from people we met. And we don't think this would be a good approach in London. What the Dutch never had to do is to start from zero in terms of mode share.

5.2 Design for cycling from the outset

Every street will always be considered for cycling (and walking) first when it is designed or re-designed. Cycling is not added on after everything else is addressed.

Continuity – networks

Priority – convenience

On street cycle parking

5.3

There are clearly some high quality facilities which we want. But we have to see it through the capabilities of a London Mayor with a limited budget. For example the Dutch would probably have a cycle underpass at Bow roundabout.

50% mode share

The Dutch seem quite pragmatic about cycling. It's very cost effective compared to public transport modes. They are not going to build a tube when they can have a cycle network cheaper. Cycle networks are provided instead of bus networks in many areas. In London we are unlikely to dismantle the tube and bus network, nor would we want to. So cycling won't easily be able to take a large junk out of the huge mode share public transport has in London. Despite all the complaints the public transport system in London provides a good service for a city ten times the size of any in the Netherlands.

6. References

This guide is based on our study visit to the Netherlands in October 2011. You will find other examples of Dutch and related design at these locations:

UK

- Notes on European best practice : http://www.ciltuk.org.uk/download/Notes_on_good_practice_common_in_Europe_to_augment_existing%20.pdf
- David Arditti's summary of Dutch infrastructure - in the CPEC Files section
- Rik Andrew's Flanders report – in the CPEC Files section
- Cycling Embassy of the UK document links <http://www.cycling-embassy.org.uk/documents>
-

Netherlands

- David Hembrow's blog and photos: <http://www.hembrow.eu/cycling/photos.html>
- IAmsterdamize blog <http://amsterdamize.com/>
- Fietsberaad/Dutch Cycling Embassy information site <http://www.fietsberaad.nl/index.cfm?lang=en&repository=Cycling+in+the+Netherlands>

USA

- Bikes Belong – Compendium of good practice from US : <http://www.bikesbelong.org/>
- Portland – Cycle Tracks, Lessons Learned <http://tinyurl.com/ykh69vg>

Denmark

- Copenhagenize blog: <http://www.copenhagenize.com/>