
C-5 Cycle streets with mixed use

Town: Utrecht (The Netherlands)

Year of implementation: -

Description

A 'cycle-street' is a street with mixed traffic where the cyclists have a dominant position and motorized traffic is allowed but should not be dominant.

Concerning the dimensions of the road profile a distinction can be made between a tight profile, a spacious profile and a critical profile.

With a spacious profile there is enough room for motorists to overtake cyclists, but this profile has the risk of a higher and thus dangerous driving speed of motorists. Therefore a spacious profile is not recommended.

A critical profile is in between a tight and a spacious profile. There is just enough room for motorists to overtake cyclists closely. Also this profile can lead to dangerous situations for cyclists and a higher speed of motorized traffic. Also this profile can not be recommended from the point of view of safety for cyclists.

A tight profile means that there is not enough space for overtaking manoeuvres. Motorists that wish to overtake cyclists have to wait until cyclists offer the space to overtake. This type of street design leads to lower driving speeds. However cyclists can feel pressed or threatened by motor vehicles wishing to overtake. Therefore this design is only for streets with low volumes of motorized traffic and with relative short road-sections. Speeds should not be higher than 30km/h.



Tight profile

Photo: SWOV Institute for Road Safety research, A. Vis



Critical profile

Photo: SWOV Institute for Road Safety research, A. Vis

In the example of the tight profile the motorists in both direction have to stay behind the cyclists. Between the two directions there is a physical separation. Overtaking is only possible at the junctions. Application of this design principle depends on the function of the road, the observed speeds and the type of traffic (e.g. the number of trucks and busses).

Dimensions

In the case of the example (two directional mixed traffic) 2.25 to 2.50 m per lane (thight profile).

Different aspects for cyclists

Positive

- . more safety for cyclists.
- . no overtaking manoeuvres by motorists.
- . a lower speed.
- . motorists are sometimes pressed to choose another route.

Negative

- . cyclists sometimes feel pressed or threatened by motor vehicles.

Different aspects for non-cyclists

Negative

- . motorists can be impatient.
- . only applicable for streets with low volume and speed of motorized traffic.

Other comments

No other speed reduction measures necessary.

Contact persons

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