



Benchmarking Dutch cities

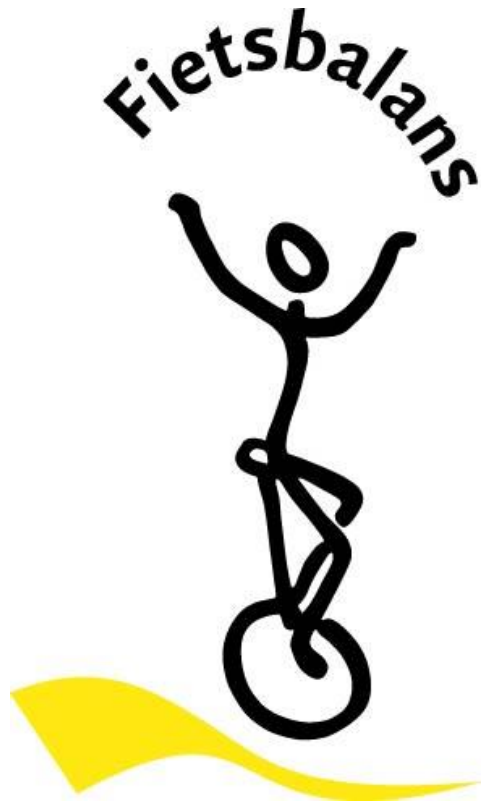
From objective to subjective

Benchmarking 1999 - 2017

- Fietsbalans
- Fietsbalans II
- Cycling City Elections
- Cycling City 2018



Benchmarking to promote cycling



The Fietsbalans® (Cycle Balance)

Assessment of local cycling
conditions

Fietsbalans 2000 – 2005

Fietsbalans II 2006 – 2012



The projects objectives

- Encourage local authorities to adopt a better cycling policy by comparing them
- Enhance the status and strength of the local Cyclists Union Branches



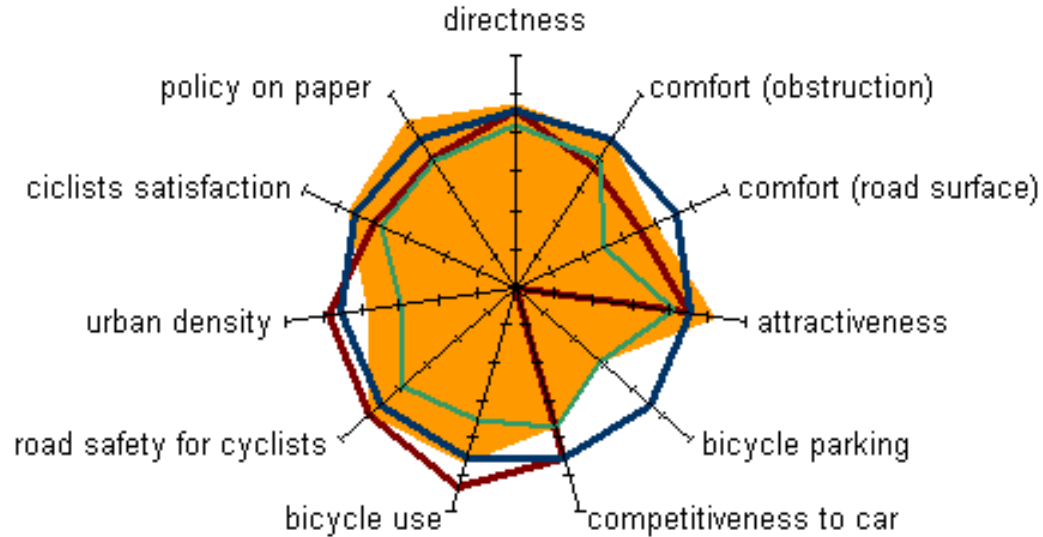
11 Aspects of cycling conditions

- Directness
- Comfort (obstruction)
- Comfort (road surface)
- Attractiveness
- Competitiveness to the car
- Bicycle parking (from 2006)
- Bicycle use
- Road safety for cyclists
- Urban density
- Cyclists satisfaction
- Policy on paper





Assessment Houten



Cycling City elections

- Title “Cycling city” already part of Fietsbalans
- Competition instead of benchmark
- Bidbooks
- Best practices
- Themes

Best cities competing

- No benchmark
- Number of cities competing relatively low
- Best of the best
- Great proces with lots of publicity



**fiets
stad** 2018

Questionnaire

- Fahrradklimatest
- German questionnaire localized to NL
- Campaign
- Online and offline
- Facebook as biggest vote-winner



Totaal aantal invullers:

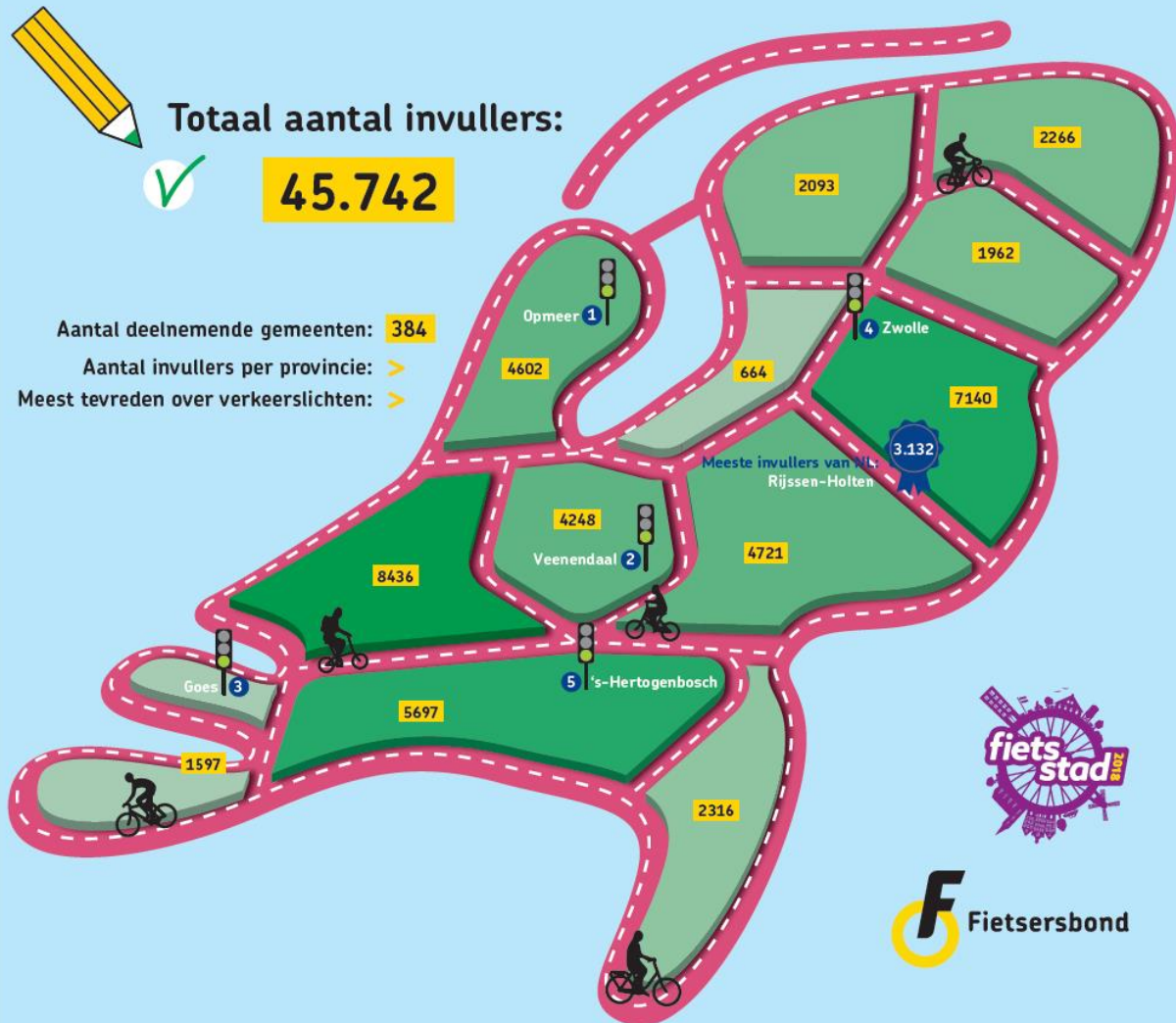


45.742

Aantal deelnemende gemeenten: 384

Aantal invullers per provincie: >

Meest tevreden over verkeerslichten: >



Objective data

- Detour factor
- Density factor
- Priority on roundabouts
- 50 km/h road without dedicated cycling infra

Cycling City 2018

- Results to be presented before the city council elections
- Results will be used to influence city plans
- We believe combining experiences with objective data will improve the results.