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
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
Questionaire

• Fahrradklima test
• 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: >
Meeste 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.