How to develop cycling in urban areas?
The French experience
Most of European countries have a national cycling policy.

Some are «leaders»

Others are «beginners»

All of them have “push and pull measures”
France has no “national cycling policy”

- No quantified targets for cycling modal share
- No financial help to local authorities for cycle facilities
- No national campaign towards the population like “cycling is good for your health”, only advertising from Health ministry: “cars are dangerous for cycling: so if you cycle, put an helmet”!
France has adopted 2 major laws

1996: Law on Air and Rational Use of Energy
   “More place for public transport, cycling and walking”
   ➔ 2 obligations:
      ➢ A Urban Mobility Master Plan for each area>100 000 inhabitants
      ➢ Cycle facilities in every urban road projects

2001: Law on Solidarity and Urban Renewal
   “More place for public transport, cycling and walking”

New urban planning tools for local authorities:
   SCOT (territorial coherence scheme) and PLU (local urban plan)
      ➔ connect traffic & transport policy with other policies: spatial planning, road safety, economy and environment
      ➔ limit urban development (dream of the compact town)
      ➔ discourage car use: limit car parking areas
France has adopted the Eurovelo project (1998)

12 veloroutes
65 380 km
in Europe
France has combined Eurovelo network with national project: 6 500 km to encourage walking and cycling
France is tackled by other countries to realise the network.
France has realised technical guidelines

Best practice have been picked up from leaders countries (NL, DK, CH...)

[Diagram of technical guidelines]
The first realisations were not the best!
Fighting against obesity, especially for children, become a priority

75 % of school trips are less than 3 km: about
80 % of children go to school in their parent’s car
French cyclist lobby is composed with local authorities and users

Club des Villes Cyclables

A lobby of 750 towns,
1 region (Ile-de-France) and 2 counties
15 millions inhabitants concerned

+ FUBICY: French federation of bike users
170 associations (18 000 cyclists)
Cycling: a big challenge for a regional scale

The example of Ile de France with Paris: more than 11 millions of inhabitants; travel distances of commuters always increasing

The goals for a regional sustainable policy:

- Reduce urban sprawl,
- Discourage car use, encourage public transport…
- Improve a cycle network around public transport stations
- Increase bicycle parking facilities
- Promote the combination “bike and public transport”
Cyclists need cycling facilities
Cyclists need different solutions for short, medium or long stay
Intermodality: cycling and public transport

Tramway of Strasbourg, Bordeaux, Nantes,

Underground of Paris on sundays
Cycling: a challenge for a local scale

- Paris about 10 years ago without bicycles
- Paris in 2009
Cyclists like short distances
Bus and bicycles together: a safe solution
Free bike service: an unexpected and incredible success
2005 Lyon Velo’v
2007 Paris Veli’b
With free bikes, we discover a new town
And what about walking?

- Walkers need short distances, compact towns as safe areas as 30 km zones.
Cycling is not dangerous

Don’t cycling is dangerous