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Paris : Velib as a part of the transportation
strategy

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Bike use in French cities (I)

- 80's and 90's : Continuously decreasing use
 - Modal share : between 0% (Marseille ; Aix-en Provence) and 5% (Grenoble, Nantes...)
 - 00's : Increasing use in many cities such as :
 - Lyon center (x4)
 - Lyon town (x3)
 - Lille center (x1,5)
 - And Rennes, Lorient, Montpellier, Bordeaux...
- : decreasing modal share of private cars.

Bike Use in French cities (II)

One exception : Strasbourg

1st cycling scheme and programme in 1978.

Then favourable policies : traffic calming, cycle bridges, reducing car space...

Estimated figures in the late 90's : 25% in city center, 10% to 12% including the suburbs

Up-to-date figures expected in 2009 - 2010

Bike Use in French cities (III)

Some good examples in the last ten years :

- School for young teenagers (11-16) in JACOU (Montpellier) : modal share 50% up to 80%, instead of 1% or 2% in most French schools.
- Travel Plan of S.T. Microelectronics Company (Grenoble), resulting in +15% for cycling and +15% for public transport (from 10% to 25%).
- New « street code » (July 2008) already implemented in Metz, Paris, Strasbourg, Bordeaux...

Tourism and leisure

1998 – 2008

- : birth and implementation of a national network of cycle routes and greenways.
- : national manual and recommendations.
- : government funding in 2000-2006, and again in 2009.

Results : 4000 Km of greenways

8000 Km of other cycle routes

+1000 Km / year

- : high and strongly increasing foreign practice
(Burgundy, Atlantic coast, « Loire à vélo »...)

Paris : Bike wakes up (I)

2,2 million inhabitants (10 millions including the Paris region).

less than 50% Parisian households own a car.

Very dense city – good public transport system « intra muros ».

90's : bike modal share 1%.

December 1995 : big strikes in the public transport companies. People don't look the same way at bikes...

Beginning of a cycling policy (paths and lanes, reducing car space, parking facilities etc...).

Good results in the early 00's... boosted by Velib from July 2007 on.

Paris : Bike wakes up (II)

2008 : modal share 3%

cycling scheme 2002 – 2010 almost achieved –
new scheme for 2009 – 2015

cycle network : 400 Km in 2007

An additional 200 Km in 2014 – special focus
on urban missing links, routes to neighbouring
cities, big squares and plazas...

Paris : Bike wakes up (III)

Bus lanes : 250 Km – 190 Km open to cycling (+ 27 Km in the next years) – mostly widened (up to 4,5 m) and protected.

Development of zones 30, « zones de rencontre »...

Development of parking facilities : end 2008
38000 stands + 1100/1200 each year.

Participation in the « Bicycode » engraving system (by the FUBicy : national association of urban cyclists).

Paris : Bike wakes up (IV)

Some problems not really (enough) faced :

- Number, speed, invasion and danger of motorised two-wheels.
- Very few bike storage facilities in building (housing, offices...) and in the railways stations.
- Speed of cars still too high.
- ... VIP (elected, medias...) don't really cycle-except sport, sometimes - and don't yet really believe in bike interest.



Paris : Velib (I)

Velib' = Vélo + liberté (liberty freedom)

Bike-sharing system

Designed and operated by JC Decaux Company

Contract based on urban furniture (incomes of advertisement spaces for JC Decaux – Velib incomes for Paris – Velib costs for JC Decaux).

First example : Lyon – May 2005 – 2000 bikes
⇒ 4000 in 2008.

Success – 5 to 8 daily uses per bike (2 to 3 were expected...).



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Paris : Velib

Paris : Velib (II)

- Opening in Paris - July 2007

Today, 20600 bikes and 1450 stations (1 station every 200 m or 300 m).

- First $\frac{1}{2}$ H : 0 Euro
Additional $\frac{1}{2}$ H : 1 Euro
2 Euros
then 4 Euros
- Subscription : 1 euro – 1 day
5 euros – 1 week
29 euros – 1 year



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Paris : Velib

Paris : Velib (III)

Users : Paris inhabitants
Employees
Tourists

Rather high night use : 15% to 20% in the 22^h00-06^h00 period.

Velib = 1/3 cycle traffic in Paris \Rightarrow made it possible and reliable for citizens to use their own bikes again (getting them out of cellars, balconies...).

250 000 long time subscribers.

70 000 to 100 000 trips per day (maximum : 200 000).

Mean trip duration : 22 minutes.



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Paris : Velib (IV)

2 main problems : theft and vandalism (like in Toulouse).

Small repairs : on the spot (every station has a tool container underground).

Big repairs : on a boat (delivery in several places at the Seine river).

Vans and trailers carry excess bikes from rich stations to poor ones.



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Paris : Velib



Paris : Velib (V)

Accident : very few...

but : 5 velib users killed in 2008 (and none in private bikes !) - all by bus or trucks (lack of visibility).

2 actions :

- information, raising public awareness ;
- work with the ministry of transport (improvement of bus and trucks equipments).

Paris : Velib (VI)

Some comments :

- Velib is expanding (2009-2010) to 30 neighbouring cities with 300 stations and 3 000 bikes – paid by Paris and JC Decaux.
- Velov (Lyon) and Velib (Paris) are now getting new generations of bikes (stronger, less electronically sophisticated...).
- somewhat surprising (but not that much...) : in Lyon, the recent development of Velov (2008) did not increase the overall traffic (velov and other bikes)...
- Not to be forgotten : Velov or Velib or... is not the solution, just a part.
- last but not least : the economic system of Velov or Velib is not the only possible one... and will certainly evolve !



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Paris : Velib

Velib and Bike in French cities (end)

Some websites and resources :

- Government :

www.monsieurvelo.developpement-durable.gouv.fr

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Velib and Bike in French cities (end)

- National technical center : CERTU

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Thank you for your attention !