

(6-t)



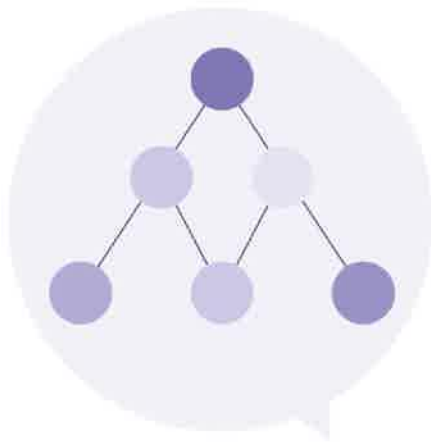
## The Paris Cycling Revolution: the result of strong political will

**Marion Lagadic**

Scientific director at 6t

DPhil Student at the University of Oxford

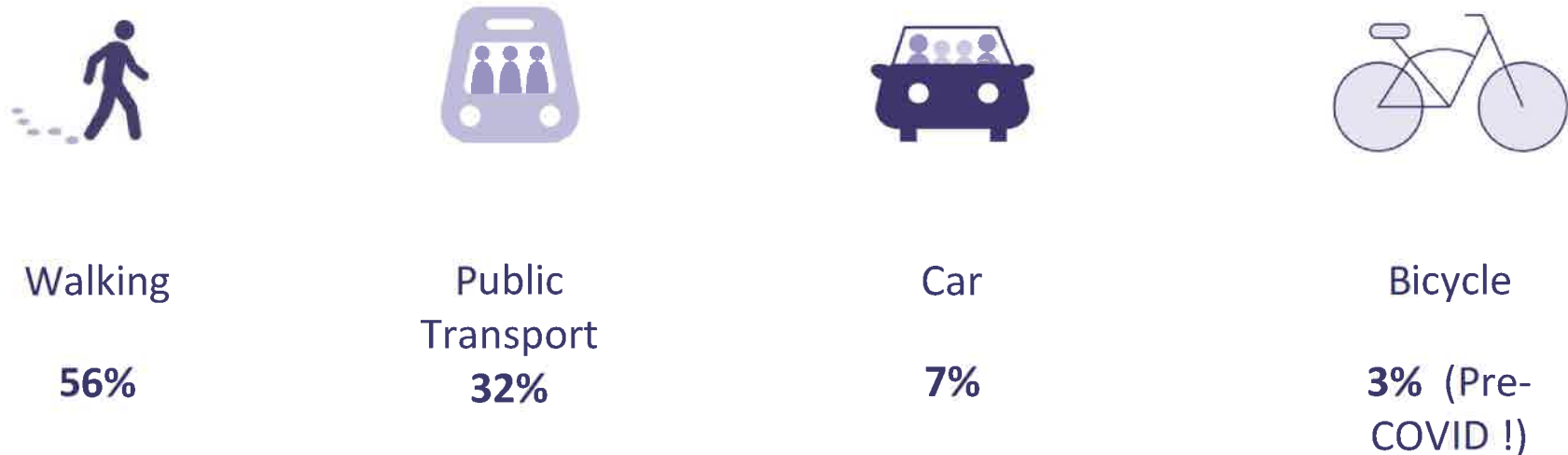
Bicycle Usage Environment Improvement Conference – Saitama, November 4th



1. **Setting the context: Paris mode split**
2. **A fast cycling revolution**
3. **The pandemic as a boost**
4. **The way forward: the 15-min city**

# Setting the context

## Mode split in Paris (EGT 2018)



→ While a lot of space is dedicated to cars, they represent a minority of trips taken by Parisians

Source :

OMNIL, Enquête Globale Transport 2018, Résultats Détaillés,

[https://www.omnil.fr/IMG/pdf/resultats\\_detailles\\_egt\\_2018\\_vfinale-2.pdf](https://www.omnil.fr/IMG/pdf/resultats_detailles_egt_2018_vfinale-2.pdf)



# A fast cycling revolution

## History of cycling in Paris

- + Bicycles popular in the post-war period, but displaced by cars
- + 2007: launch of the Vélib'
- + 2016 : The Mayor of Paris closes river banks to cars. Start of a long legal fight. Project confirmed in 2019 on the grounds of heritage protection.
- + 2017-2018 : Arrival of dockless shared bicycles and e-scooters. Regulation challenge, but show the need for more, better infrastructure
- + 2015-2020 : Development of the 'Express Bicycle Network' (REVe), including the Rue de Rivoli
- + 2020-2022: Pop-up cycling lanes during the pandemic, maintained to improve the network
- + 2021: New 'Plan Vélo' (Cycling strategy), focused on inclusiveness, safety, and parking



# A fast cycling revolution



## The River Banks





# A fast cycling revolution

## History of cycling in Paris

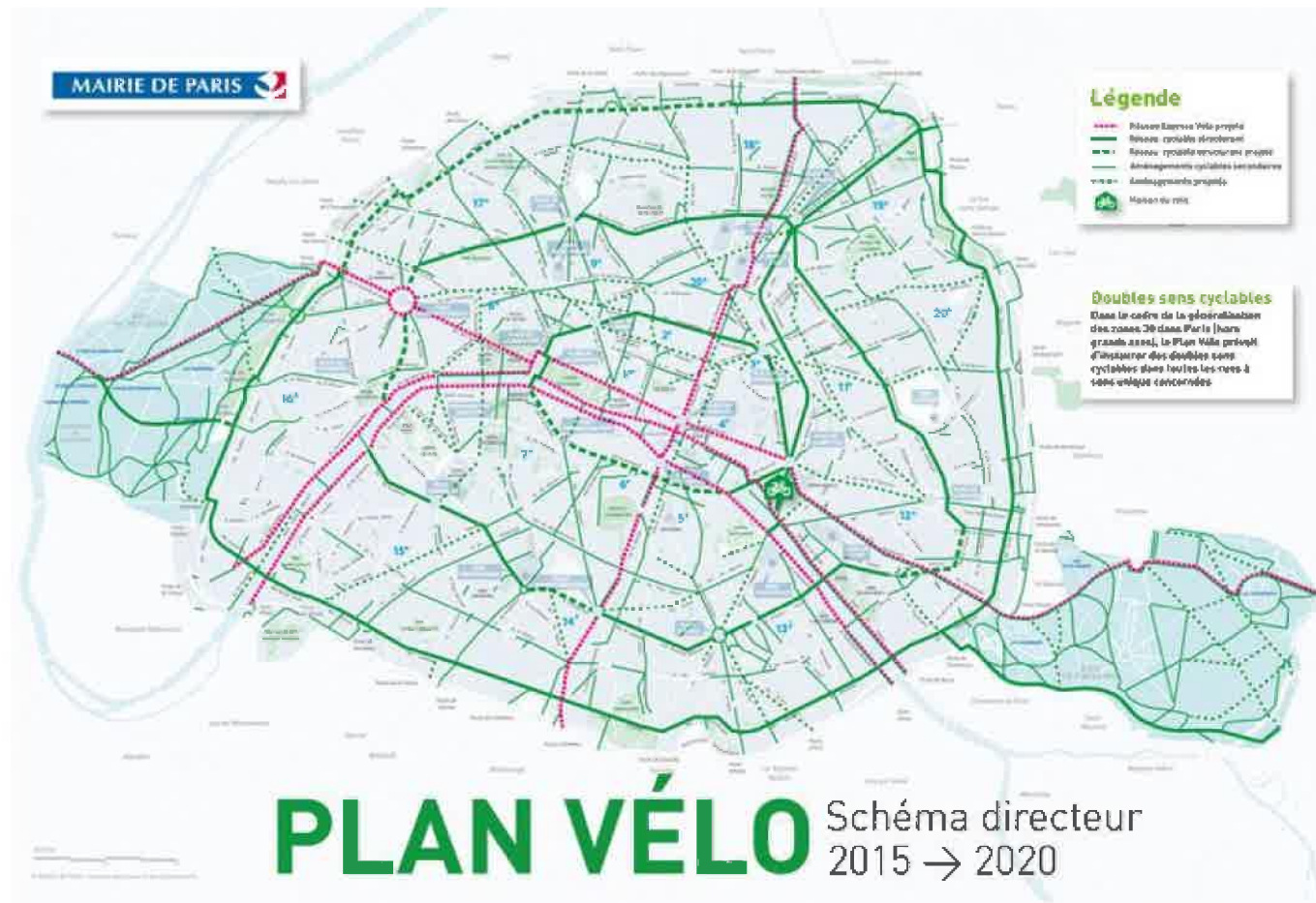
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# A fast cycling revolution



## The Express Bicycling Network : North to South and East to West



# A fast cycling revolution



## The Rue de Rivoli





# A fast cycling revolution



## The Rue de Rivoli

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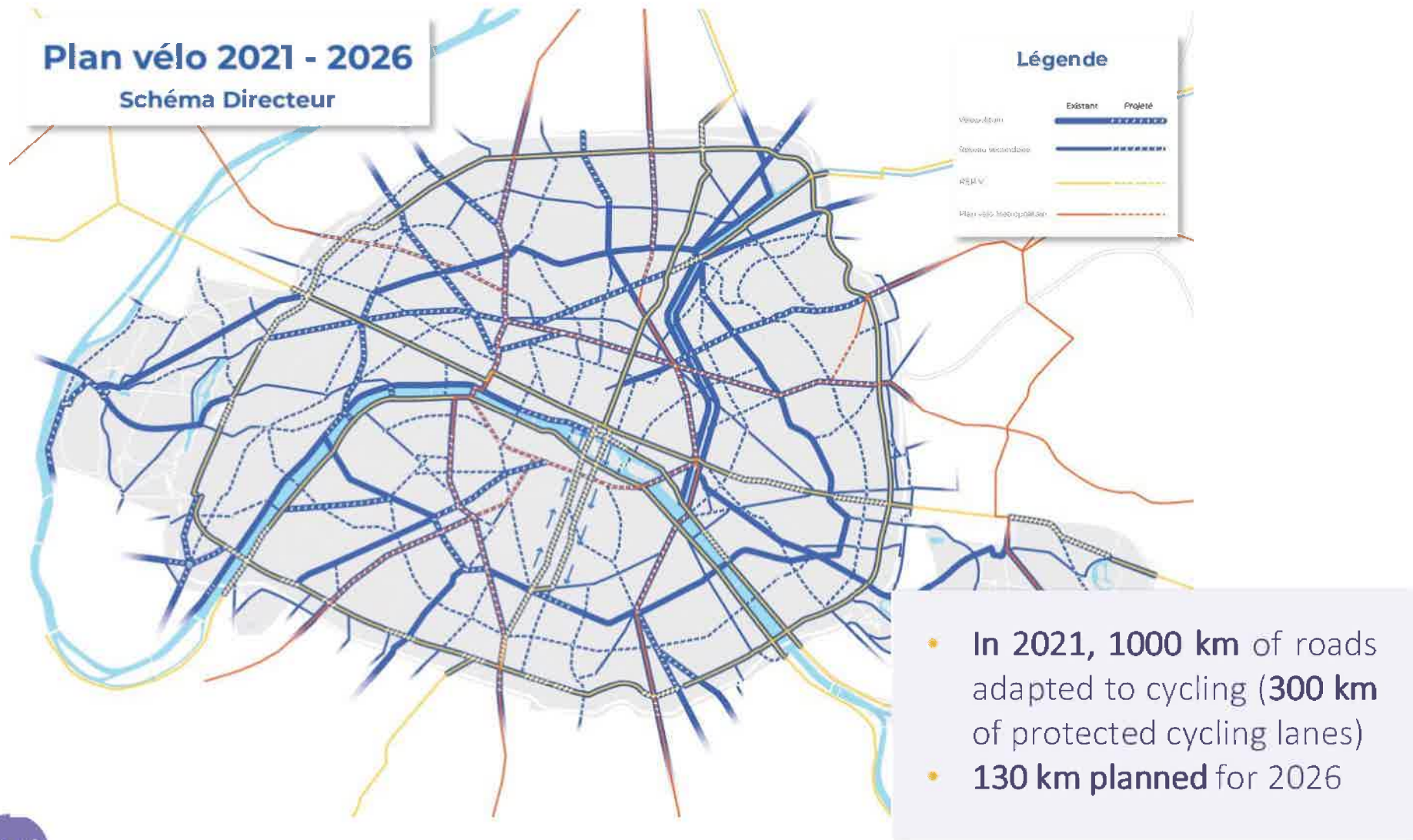
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# A fast cycling revolution



## Ensuring acceptability ?

The Mayor was strongly criticised within the Paris region and in national media, but stuck to the project for several reasons:

- + Support from a majority of Parisian constituents
- + Conviction that hard decisions need to be made today to make Paris ready for the future

Also, favourable urban context: compact city, lower commuting distances



**Such an ambitious project cannot make everybody happy right away !**



# The pandemic as a boost

In the immediate aftermath of lockdown (May 2020), Paris City Hall sought to avoid contamination risk by :

- + **discouraging** the use of **public transportation**

- + Fostering **active mobility** and **bicycle use**

→ **52km of provisory bicycle paths were deployed** using tactic urbanism methods

6t evaluated the use of these infrastructure for the Paris City Hall\* through a survey of about 1500 cyclists using these new lanes

- + **44%** of users **had started using the bicycle since the lockdown**: new cyclists !

- + **66%** if these new cyclists now used the bicycle **everyday**

- + **86%** of them used **public transport** before

- + **87%** of users surveyed were **satisfied** with the new lanes

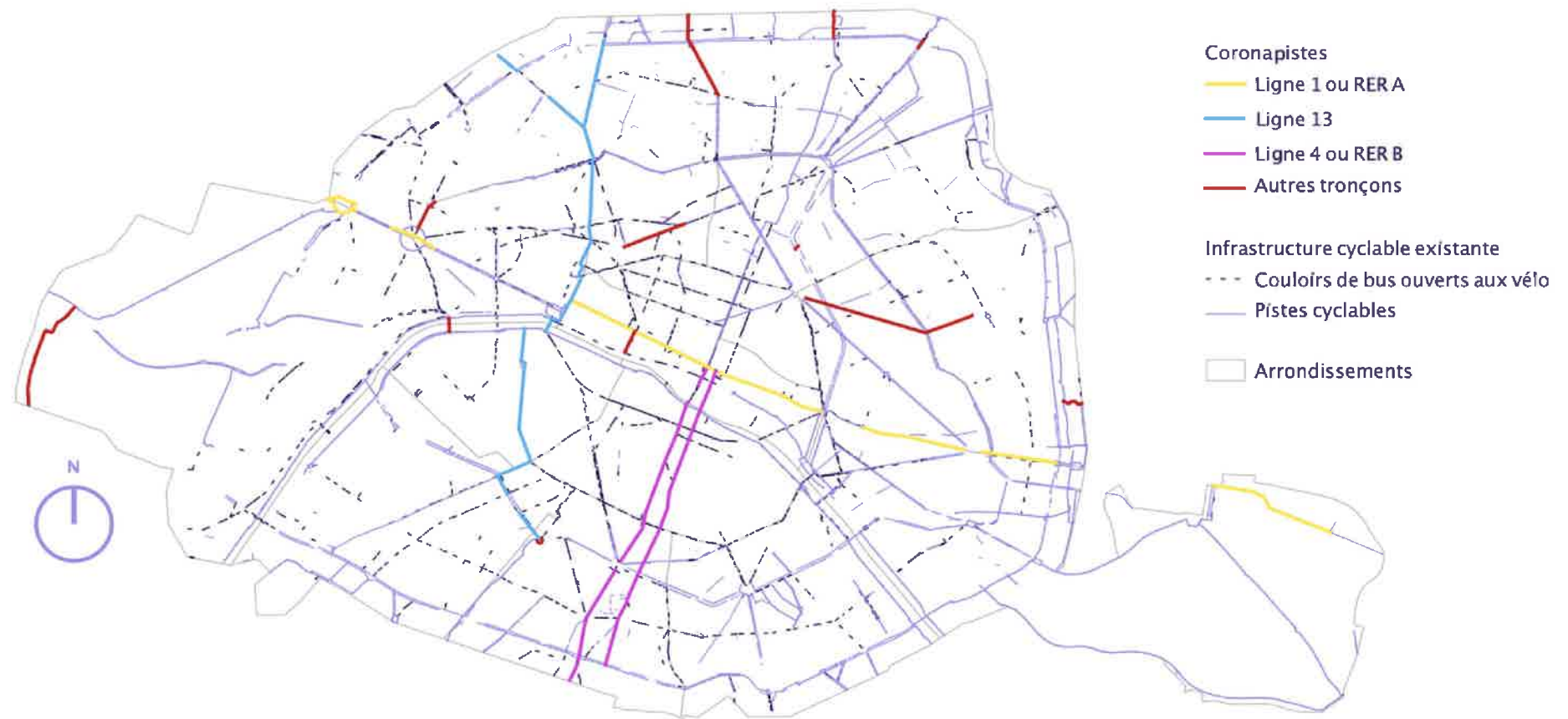
\* The study is not public. Source: results presented as the UGI-IGU Paris 2022



# The pandemic as a boost



Pistes cyclables temporaires ou Coronapistes à Paris



# The pop-lanes are now permanent

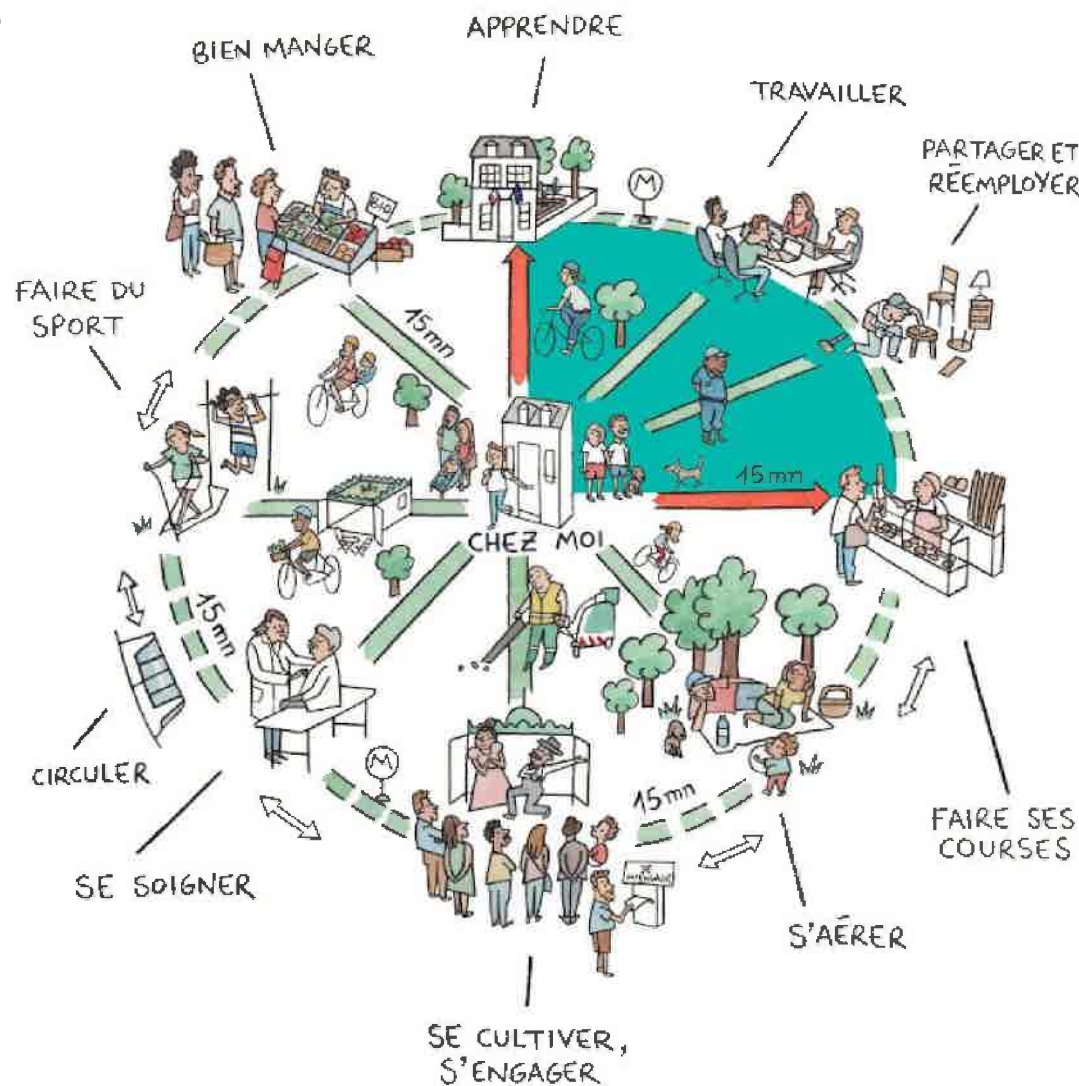


# The way forward : the 15-min city



## City Hall's new strategy to ensure acceptability

- + An all-encompassing project in which the bicycle fits







ご清聴ありがとうございました。

**6t-bureau de recherche**

58 rue Corvisart

75013 Paris

Tel : +33 1 53 09 26 36

Mail : [info@6-t.co](mailto:info@6-t.co)