



Summary

- 1. Background and general context
- 2. « Coronapistes » users
- 3. Uses and appreciations

Background and general context



Paris Cyling Plan 2015-2020 : becoming one of the wold's cycling capitals







Main contents:

- evaluation questionnaire (7000 responses) and extensive consultations with local associations
- unprecedented investment of €150m
- tripling the share of trips by bike from 5% in 2015 to 15% by 2020
- doubling the length of the network (700km of cycling lanes) with notably the Bicycle Express Network (REVe) consisting of wide, one-way or two-way safe, comfortable and enjoyable bicycle lanes
- creating 10,000 new parking places for bikes







Paris, Champs-Elysées 2019

One-way wide cycle lanes on each side of the avenue.

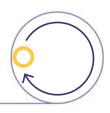






Paris, rue de Rivoli 2019

Two-way cycle lane on the southern side of the street.







Paris, boulevard de Sébastopol 2019

Two-way cycle lane on the western side of the boulevard.











Paris, rue Manuel 2017

Introducting a counterflow lane, widening of sidewalks, removing parking places and revegetation.











Paris, rue Dauphine 2015

Implementation of a 30 km/h zone, widening of sidewalks.



Plan vélo 2015 - 2020

Transformer l'ambiance des rues











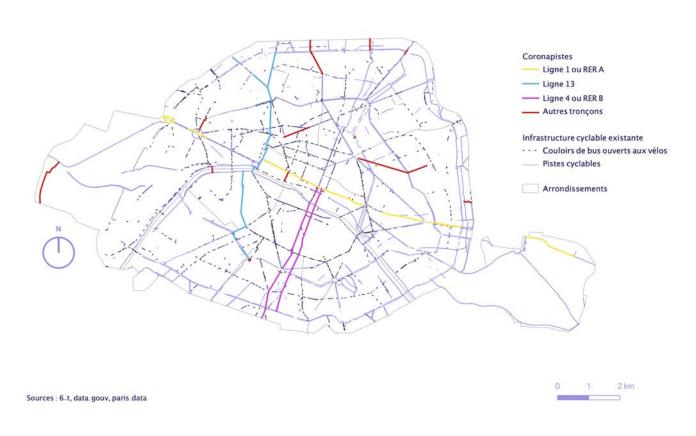


Paris, place Adolphe Max, carrefour avenue de Villiers / rue de Prony, rue du Pélican 2016-2017

Implementation of a filtered permeability street on a square (first column), revegetation and removing two-wheel motorized vehicles illegal parking on a small square (second column), pedestrianisation of a residential street (third column).

The cycling emergency plan, adopted in 2020





- Three pop-up cycle lines
- An East/West line, following the metro line 1 or RER line A
- A North/South line, following the metro line 4 or RER line B
- A North-West/South-West line following a part of the metro line 13
- + Some additional sections, shown in red on the map

Rue de Rivoli: forget crossing through the city center by car





Paris rue de Rivoli, from May 2020

Reservation for pedestrians and cyclists, with a few exceptions for buses, disabled people by car, delivery trucks, storekeepers and artisans, medical staff, emergency vehicles.

Bicycles can use the new two-way lane. The former two-way cycling lane became a one-way cycling lane, and the former mixed lane became a new one-way cycling lane.

One-way cycle lanes on bridges without facilities so far





Paris, Pont au Change, from June 2020

One-way wide cycle lanes on each side of the bridge.

Bridge of Neuilly: a much awaited connection to La Défense





Neuilly-sur-Seine, Courbevoie, Puteaux (92), from May 2020

Development of a two-ways cycling lane on the bridge of Neuilly, facing the headquarters of La Défense.

Porte de Saint-Cloud's Dutch-style roundabout





Paris, porte de Saint-Cloud, from August 2020

Development of a twoways cycling lane on a large roundabout, porte de Saint-Cloud, an access point to the city in the South-West from/to the Boulevard Périphérique. That gives priority to cyclists over cars, except two roundabout entrances / exits.

Place de Catalogne's Dutch-style roundabout





Paris, place de Catalogne, from June 2020

Development of a twoways cycling lane on a large roundabout place de Catalogne (within Paris, 14th arrondissement), that gives priority to cyclists over cars.

Rue d'Amsterdam's bicycle street





Paris, rue d'Amsterdam, from June 2020

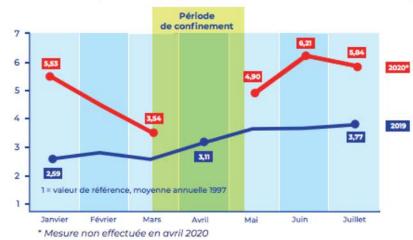
Premise of a bicycle street (within Paris, 8th and 9th arrondissements). Flow directions have been reversed to cut through traffic and improve cycling conditions on the line 13. All sorts of vehicles are permitted, but the itinerary is no longer straightforward for motorized vehicles. The line of bus has been deviated.

Cycling in Paris: a phenomenal success



Indice de fréquentation des aménagements cyclables

Données établies à partir de comptages réalisés sur un échantillon de 6 sites 2 mardis par mois entre 8h30 et 9h30 et 17h30 et 18h30.



L'indicateur vélo (basé sur la valeur de référence 1 en 1997) n'a cessé de croître en tendance en 2019. Les grèves des transports en commun de l'hiver 2019/20 ont entrainé une hausse inédite en janvier 2020 (5,53). Le confinement en revanche a provoqué une baisse de ce chiffre en mars qui reste supérieur à celui de mars 2019 malgré les quinze jours de confinement. La reprise progressive de lactivité atteint le pic jamais atteint de 6,21 en juin (pour 3,64 en juin 2019), traduisant le probable report des usagers des transports en commun vers la pratique du vélo.

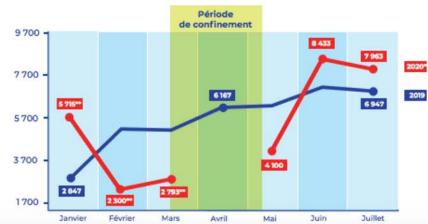
Nombre de déplacements Vélib'

Nombre de locations supérieures à 3 minutes



Indice de fréquentation journalière du Parc des Rives de Seine

Nombre de piétons et de vélos au niveau du Pont de Sully/jour



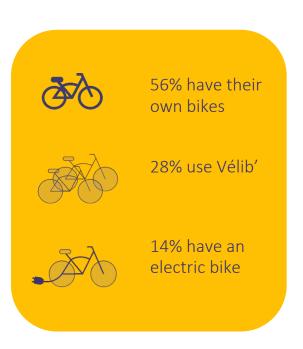


Profile of respondents (study conducted mid-2020)



Similar characteristics to the usual Parisian cyclist

- + Over-representation of men: 59 % (as in 2010)
- + Young people: More than half of people aged between 15 and 39 years old (59%), 19% aged between 25 and 29 years old
- + 85% are working
- + Over-representation of employees and intermediate professions (51% of the working users, compared with 40% of working population in Paris)
- + 32% of managerial and professional occupation (compared with 46% of cyclists in 2010)



On the Parisian cycle lanes, one fourth of the cyclists come from the suburbs

- + 72% of respondents live in Paris
- + One in 4 people surveyed live in the suburbs

Frequency of use and trip purposes



A more important part of new cyclists, and a frequent use

- + More than 50% cycle since the last public transport strike in December 2019 January 2020 (14 %) or since the end of lockdown (44%).
- + 66% cycle every day or almost every day and 23% use the coronapiste twice a week or three times per week

For work-related trips mainly



- 7 respondents in 10 (68%) use coronapistes to go to or from work
- + 10% cycle for leisure and ride.



Work related-trips are overrepresented on the lign 4



On the lign 13, leisure-related trips represent 12% of trips



The new cyclists (who cycle since lockdown)





+ 86% are former public transport users



+ 72% of trips are made to go to or from work and 64% of new cyclists cycle for this purpose every day



+ 45% of new cyclists are women (compared to 41% in the total sample).



+ 26% live in the Paris suburbs



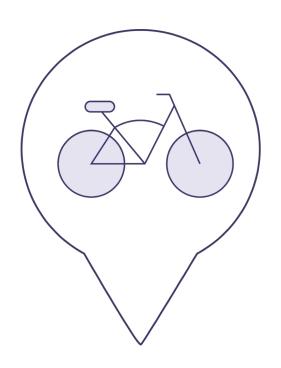
+ The use is more widespread : 52% of employees and intermediate professions



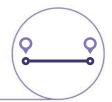
+ Over representation of new cyclists on the lign 1 (38% compared to 29% on the lign 13)

The coronapistes seem to have helped making cycling more democratic for women and lower social groups than usual. According to a survey conducted in 2010, 60% of cyclists in Paris were men, and 46% belonged to the category of hihghly qualified working population.

3. Uses and appreciations



Typology of trips made on the coronapistes



A majority of trips to/from Paris

- + 67% of trips are made within the city
- + Paris is most people's destination, few people cross the city

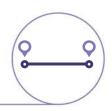
The standard trip begins or ends in Paris, specially to go to or from work, and lasts in average **33 minutes**.

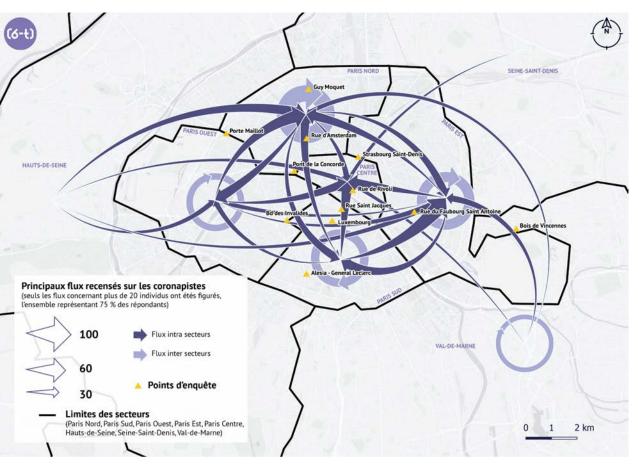


The coronapistes are also used for trips to the suburbs or from one département to another

- + 10% of the Parisian respondents start or end their trip from the suburbs
- + Few trips from/to one part of the suburbs to another
- + Very few trips from/to the outer suburbs, despite new facilities

Traffic flows by sector





- Paris North as the main catchment area for intra-urban trips and trips across sectors
- + City centre is the convergence point of the trips across sectors

Average duration of the trips



Depending on the trip purpose

	Moyenne	Ecart-type	Médiane
Pour un rendez-vous professionnel (hors lieu de travail habituel)	<u>28</u>	11	30
Autre	29	17	30
Pour faire des courses, aller à un rendez-vous de santé, banque, etc.	<u>30</u>	15	30
Pour rendre visite à des amis ou pour sortir (cinéma, spectacle,)	33	21	25
Pour aller au travail ou en revenir	<u>33</u>	14	30
Pour vous promener, visiter la ville	<u>57</u>	42	40
Pour faire du sport	<u>59</u>	49	45
Total	36	23	30

p = <0,1%; F = 40 (TS)

La relation est très significative.

Les éléments sur (sous) représentés sont coloriés.



- + The average duration for a hometo-work trip using the coronapistes is 33 minutes, while the duration was 19 minutes in 2010.
- + The trips are longer, usually made by public transport: 86% of the new cyclists used them before lockdown

Depending on the lines

36 minutes on the line 1

34 minutes on the line 4



38 minutes on the line 13

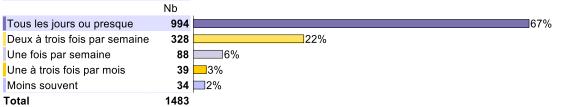


Frequency of use



In Paris

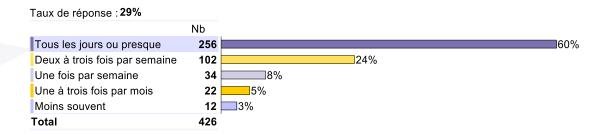




- + 67% of the coronapistes users cycle on them every day
- + 95% use them at least once a week

In the suburbs

- + 83% use coronapistes in the suburbs
- + Among them, 60% use them every day or almost every day



Appreciation of the coronapistes



Cycling in Paris

+ The coronapistes enable 59% of the users to change their itinerary.

Without the coronapistes:

- + 21 % would shift from bike to public transport
- + 49 % would cycle on the road with cars, that would increase the risk of accidents

87% are satisfied or very satisfied by the coronapistes



« They enable us to cycle faster »



« They create better safety feeling toward other street users »





Only 13% of users are dissatisfied or very dissatisfied about the pop-up cycle lanes and complain about a sense of insecurity towards motorized vehicles on streets, but also towards pedestrians

Perpetuation of the coronapistes



Cycling to Paris from the suburbs, and vice versa

+ 8 in 10 respondents who cycle are satisfied of very satisfied by the suburbs coronapistes, and also by the continuity of bicycle lanes

38% of respondents cycle in the suburbs and link the existence of cycle paths and cycling in Paris



Without the coronapistes, they would cycle less often than now in Paris

The continuity of cycle paths between Paris and the suburbs is an important component that encourages cycling, specially for new cyclists that don't have fixed habits

Conclusion





- Almost half of respondents started to cycle after the lockdown, partly thanks to coronapistes
- One third of the persons surveyed commute between Paris and the suburbs.
- Pop-up cycle lanes seem to have helped to make longer journeys, as well as cycling more democratic for women and lower social groups than usual
- The majority of cyclists are satisfied with these new facilities and their perpetuation might maintain new habits

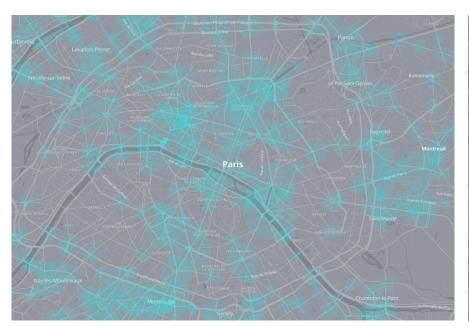
18/03/2021 -

Towards a new cycling plan



Towards a new cycling plan (2021-2026)





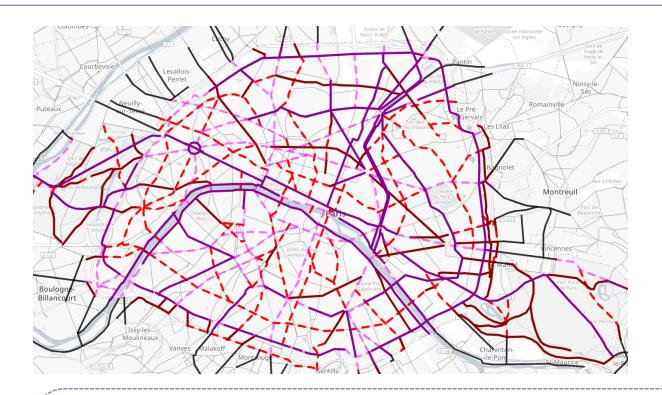


- Black spots noted by users (Concorde, Denfert, Opéra, Place d'Italie, Place du Châtelet)
- Priority axes for users (some axes have already been redesigned for cycling, more or less recently

Source of the maps: carto.parlons-velo.fr

Towards a new cycling plan (2021-2026)





- 1/ Designing metropolitan-scale or Paris-scale major streets (RER V and axes for the 2024 Summer Olympic Games.)
 The arrondissements deal with the local street cycling lanes
- 2/ Securing crossroads (especially big squares and gateways)
- 3/ Expanding counterflows lanes in all one-way streets (while generalizing the 30 km/h speed limit by the end of 2021)



Thank you for your attention

