

Workshop on Planning and Implementation of Bicycle Use in Cities

Promoting bicycles and bicycles lanes :

The role of central authority



Promoting bicycles and bicycles lanes : The role of central authority

- Regulation / Legislation – give a perspective
- Incentives – IkV - Tools
- Evaluation of National Benefits -
Impact assessment
- Persuasion – Cooperation... Influence
- New Rules ?

The role of central authority Regulation

- **Goals of a regulation scheme :**
 - Give a perspective
 - Set expectations
 - Propose adequate scales for the Planification (local, national, European...)
 - Unify safety Rules and Norms

The role of central authority

Regulation - examples

- **Goals : Give a perspective / long-term political vision**
 - Increasing society resilience (ecological Point of view) – less energy, more re-use...
 - Fighting inequality (Social coherence) – improving empowerment
 - Making the whole land known – not only big cities (increasing cycle tourism on secondary roads...)
 - Improving public Health (and thus public finances)

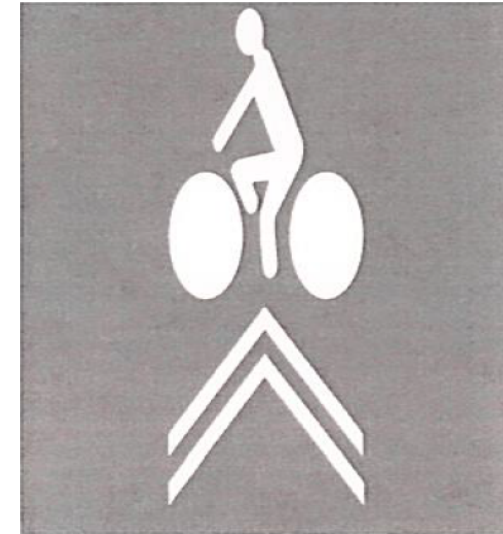
The role of central authority Regulation

Arbitrate competing priorities

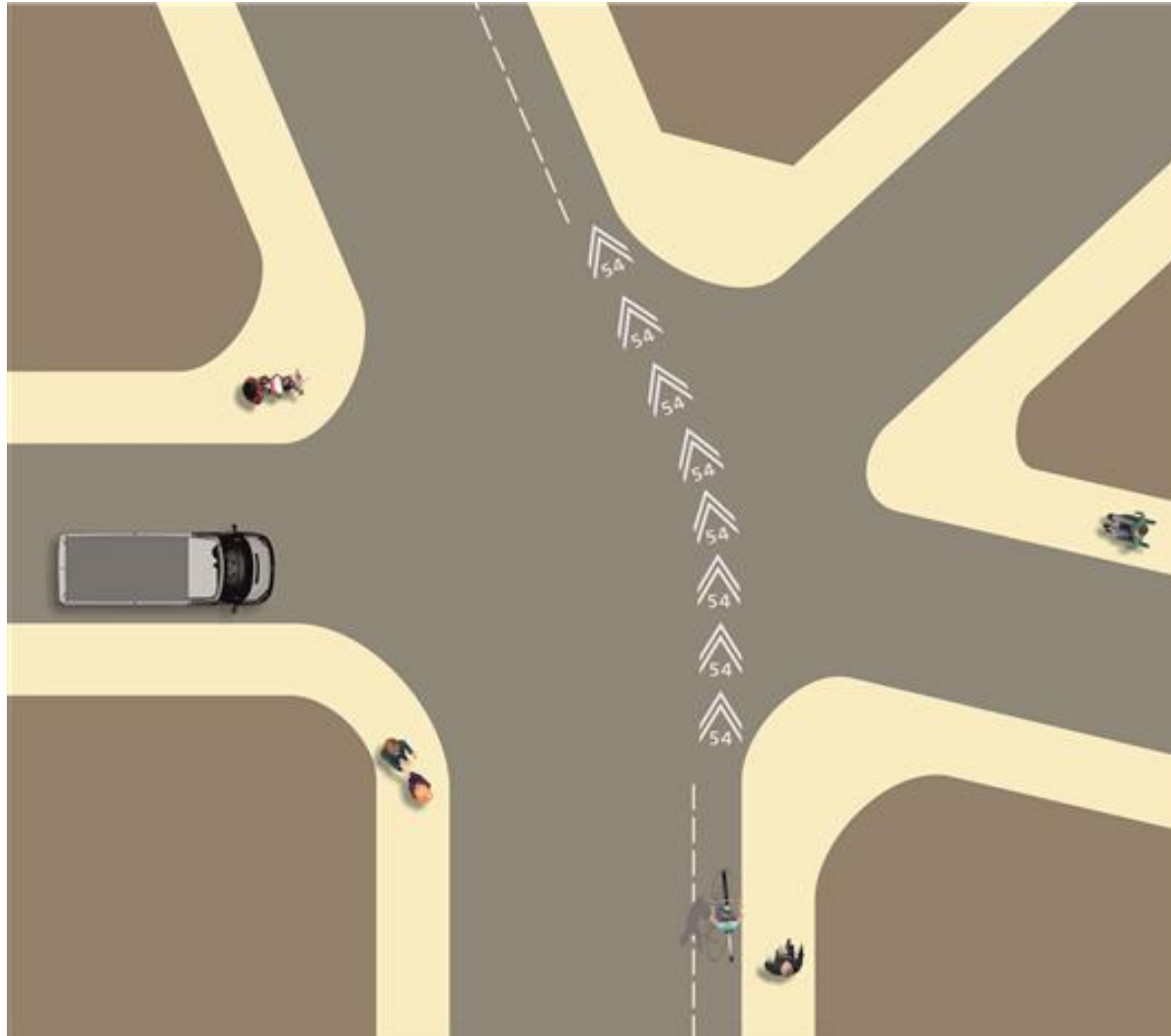
- Preserving landscape and biodiversity
AND
- Developing traffic lanes for bikers on beautiful places

- Fighting against congestion
AND
- Sharing scarce space in the city center

For tourists, it is also possible
to have specific indications for cycling roads



So that they may follow the cycling route



The role of central authority Regulation

Goals : Propose adequate scales for the
Planification, propose adequate tools

- Allow local experimentations
- Organize workshops about space planning and space sharing
- Register best practices...

... *And adapt rules*



Implement incentives

- Contracts between State and local bodies – co-funding projects, plans or programmes (State-Region contracts)
- Create new incentives :
 - After refunding of Travel pass for developing public transportation
 - Instead of mileage allowance for the use of the own car, propose mileage allowance for the use of the own bike... (brandnew law)

Mileage allowance for bikes

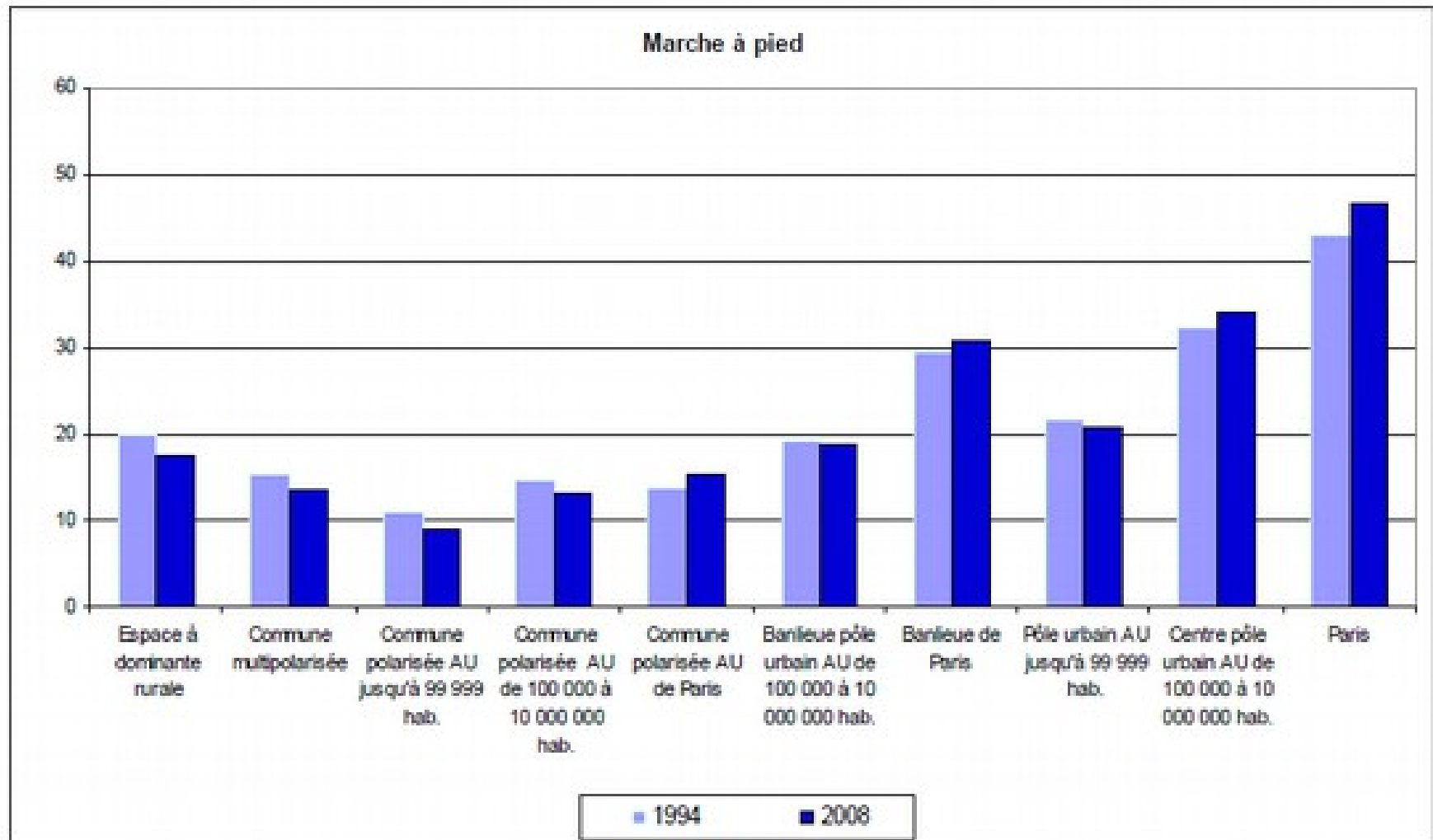
- As a contribution to the law for promoting a transition to other sources of energy...
- Proposed by the Parliament
- In the first moment, it was implementing a mandatory incentive to be used by the private sector
- Now, it is optional for companies – if they want to promote cycling as a way of transportation to the office...

Evaluation

- Further than Health Economic Assessment Tool (HEAT) – new tool to be used by local authorities to appreciate risks : MOTIV’AIR
an interesting study in which accidents are taken into consideration (<http://projetmotivair.org>)
- Last comprehensive study about mobility 2008

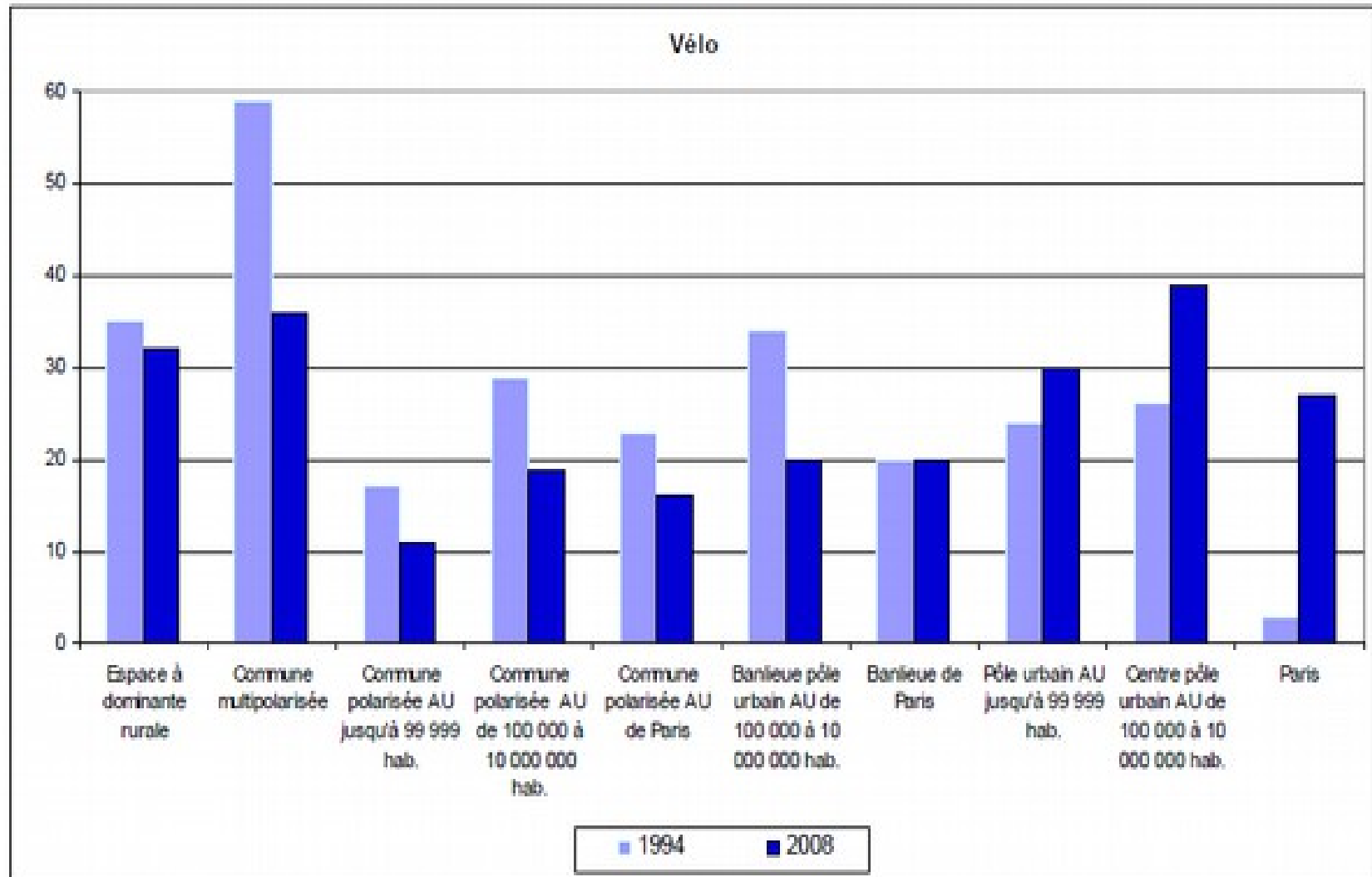
Walking on workdays

Graphique 5b : Part de la marche à pied dans les déplacements locaux de semaine, selon le type de commune de résidence (en %)



Cycling on workdays

Graphique 5a : Part du vélo dans les déplacements locaux de semaine, selon le type de commune de résidence (en %)



Liabilities ? Potentialities ? Perspectives ?

Lot of bikes exist in France (one Frenchman of two owns one) but they are not used daily (only 5 % do it, and 1/3 use it regularly on workdays)

- 3 % of the journeys are made by cycling
- Half of the journeys are under 2 km
- Every Year, 5 cycles are sold for 100 inhabitants

12
10
8
6
4
2
0

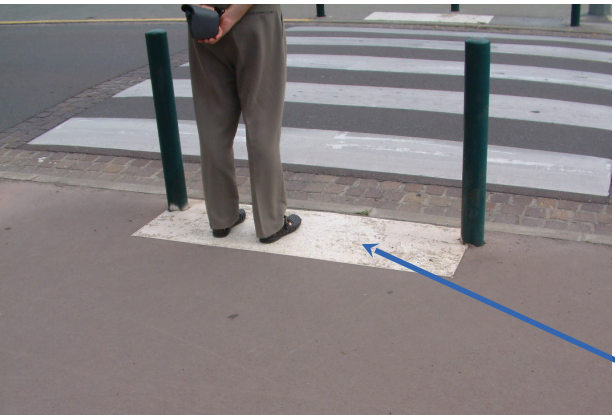


- 1 colonne
- 2 colonne
- 3 colonne

Adapt the rules ?

- Play an active role in disseminating, publicize existing rules,
- Play an active role in coordinating plans – with schools, with non-profit associations...
- And, if necessary, adapt the rules to the emerging needs.

Or adapt the traffic lights



Real future ? Dream ?

