

THNS 2020

CYCLING IN PARIS REGION

A NEW VISION, THE « RER-V » REGIONAL CYCLING NETWORK PROJECT

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L'INSTITUT
PARIS
REGION

Paris Region key figures



707,000
students



12,012 km²
Surface area



12.1 million
inhabitants
1,010
inhabitants
per km²



6.3 million
jobs (salaried and
non-salaried)



105 million
passengers in
Air Traffic



162,000
R&D jobs incl.

115,000
researchers

€19.8b
R&D
expenditure



€680b
GDP
€55,227
GDP per capita



1,093,000
companies
1,211,000
sites (all activities)
212,000
companies
created
11,500
company failures



Eiffel Tower



Château
de Versailles



La Défense



Stade de France



Disneyland Paris

Prefecture



Greater
Paris Metropolis



County border



International
airport



High-speed
rail network



High-speed
train station
(TGV)



Built-up area



Wooded area



Other area



The Seine and
its tributaries



54.2
million m²
Office space



€143.9b
Import



€89.8b
Export



19 million
passengers

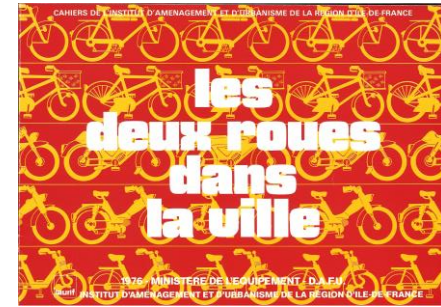
7
high-speed
train stations

Cycling : a slow & progressive inclusion in regional urban policies

- **1976**

after years of pro-cars policies, a first report, real groundbreaking document : « the two-wheels in the city » : the bike is again taken account as a real transport mode
.....but no act and nearly no effect

1976



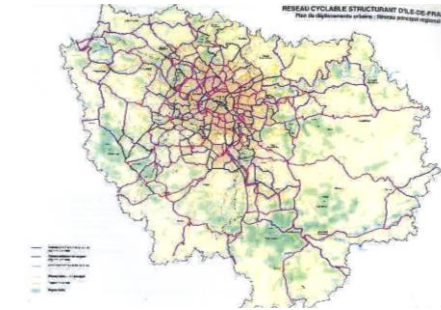
- **1994**

a new regional Master Plan, cycling only deals with leisures

- **2000**

the first regional Mobility Plan (SUMP) is approved and includes a regional network dedicated for biking but without any strong capacities of implementation

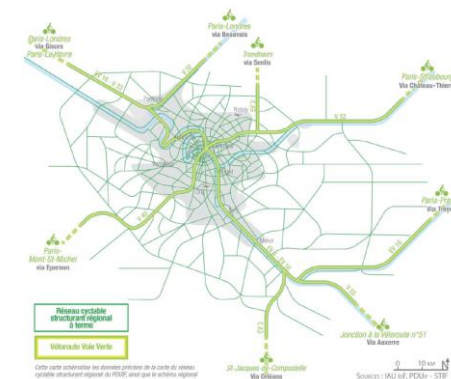
2000



- **2013**

the new regional Master Plan and the new Mobility Plan include together a regional cycling network

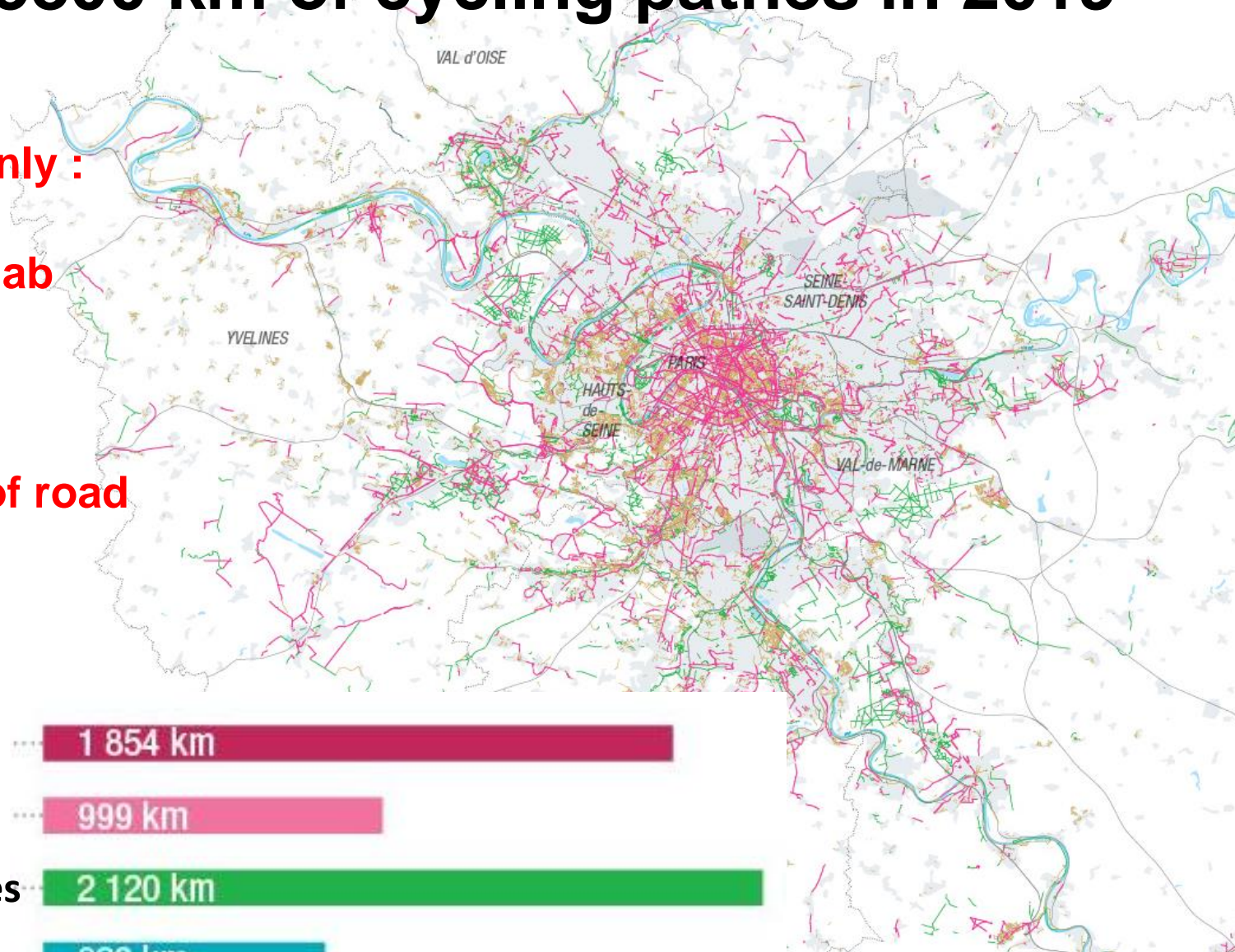
2013



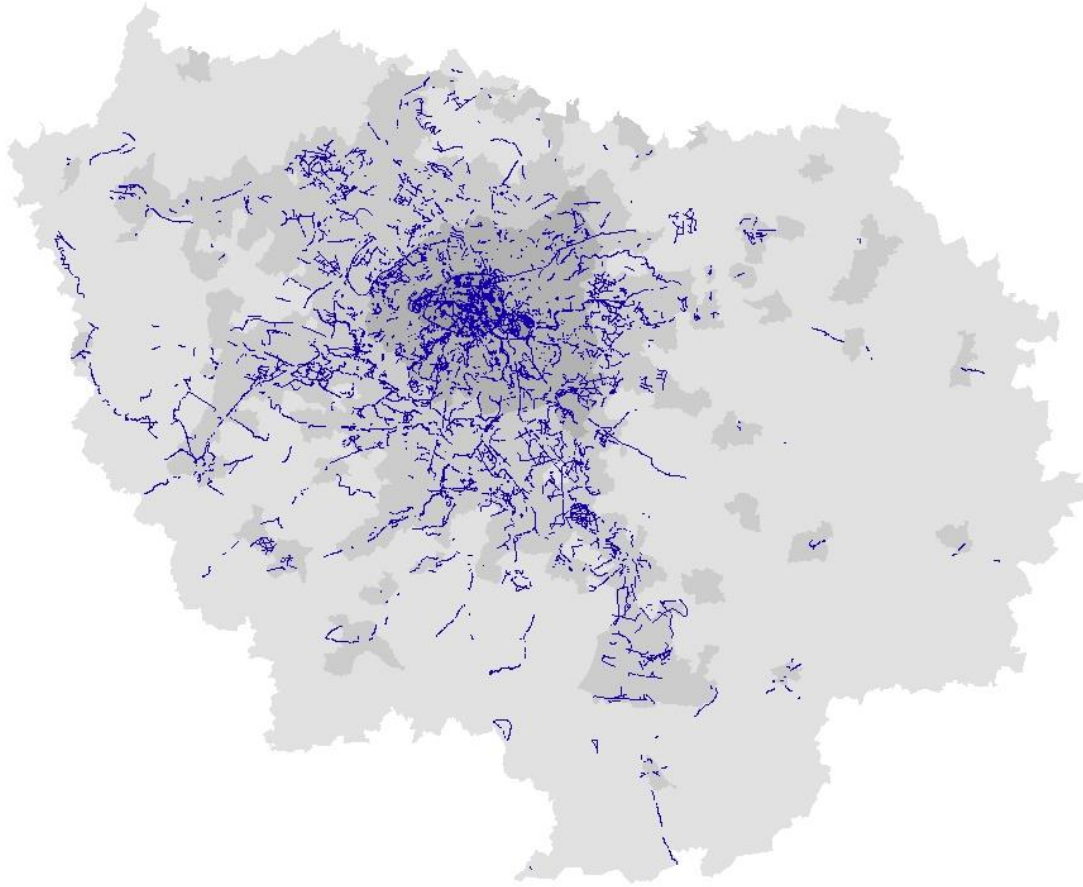
To reach 5800 km of cycling pathes in 2019

Good job but only :

- 0,5 m per inhab
- 0,5 km/km²
- 0,14 km/km of road network



Chiefly all of this doesn't make a real network!



- a lot of too short trunks
- lack of continuities for quite long itinerary
- very variable quality
- lack of signage
- A lot are underused

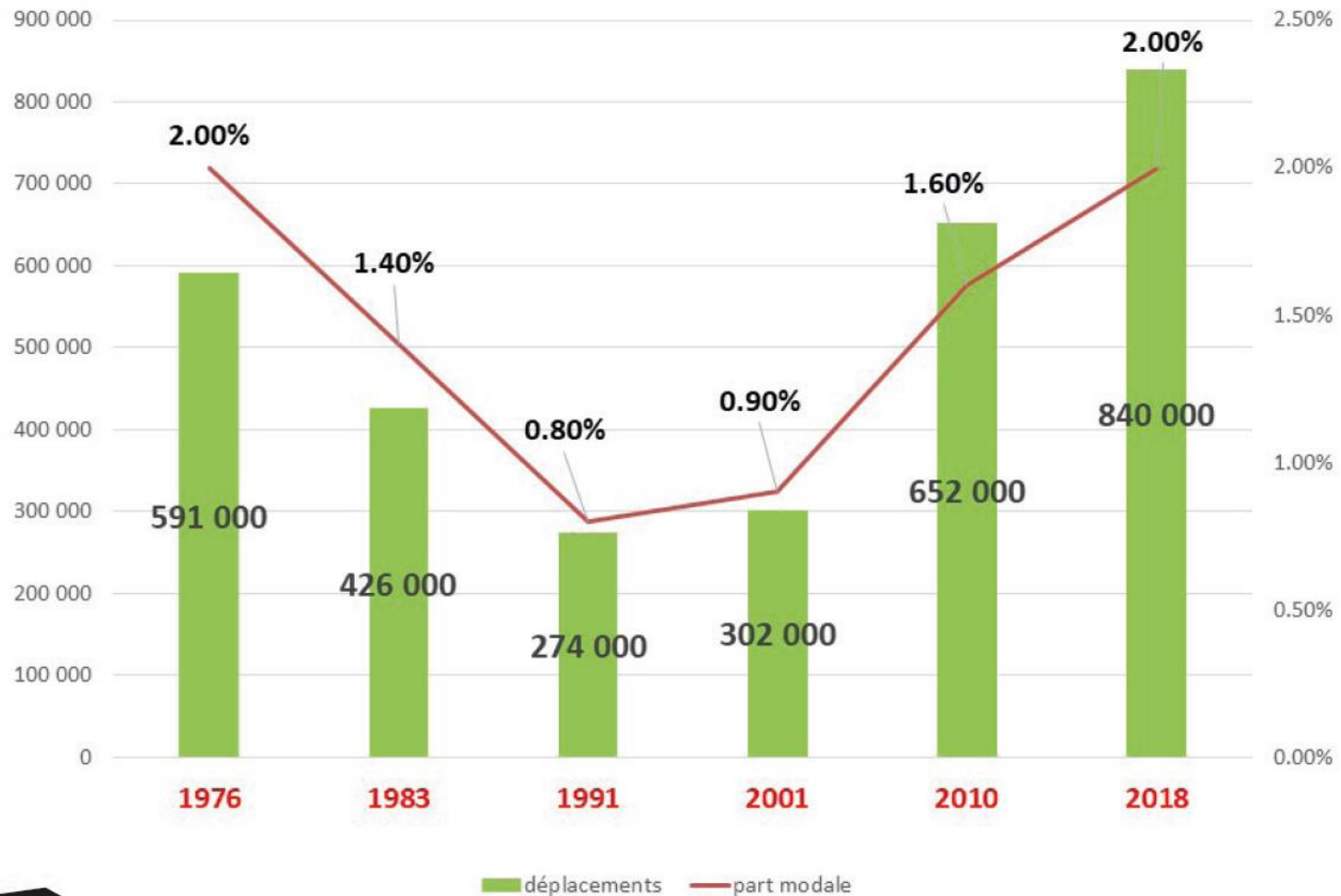
Old facilities, some beginning to vanish



New & good facilities, but still lack of users



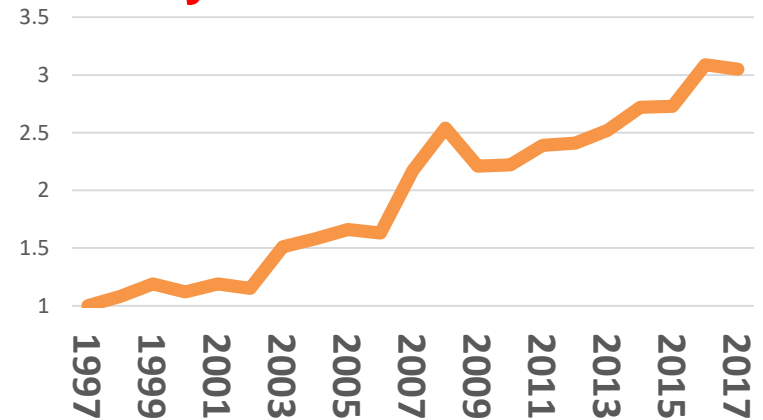
Consequently, the cycling mobility used to increase very slowly



A specific case, Paris City

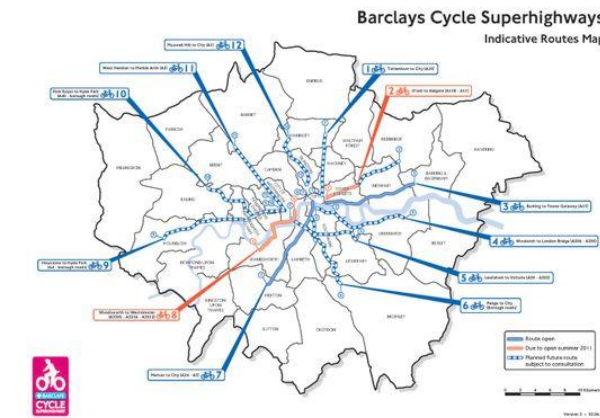


- 900 km of cycling pathes (8,6 km/km²)
- 3 times increase of traffic in 20 years

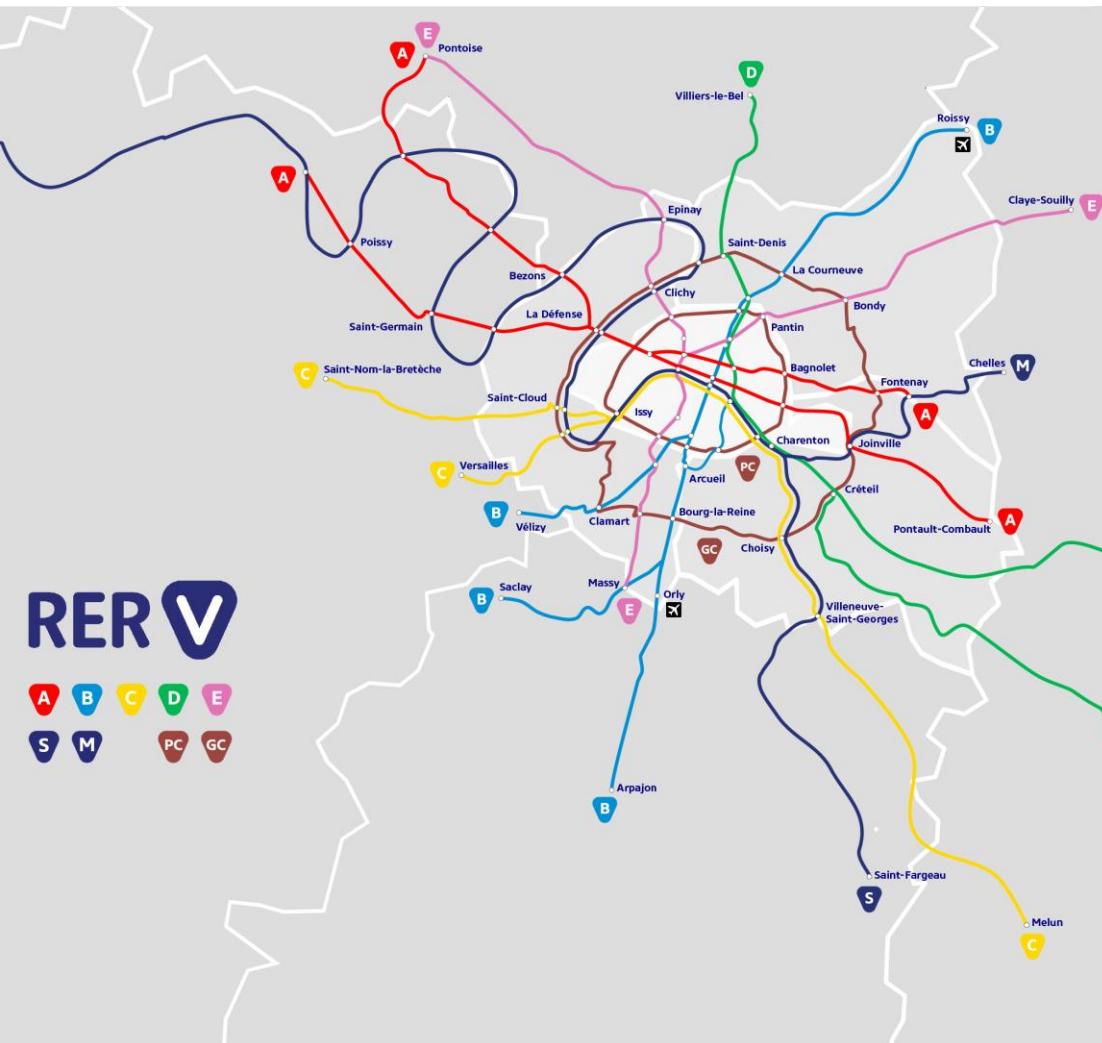


Other european metropolises show the way

- Supercykelstier in Copenhagen
- Cycle Superhighways in London
- Fahrradrouthenhauptnetz in Berlin



Early 2020, finally a new vision for cycling in Paris Region: the RER-V project



- RER-V for Réseau Express Régional Vélo (same name than suburn trains RER)
- 9 lines, 650 km of **continuous itineraries**
- designed for **heavy traffics** (bike as a mass transit mode)
- initiated by cycle **associations** (<https://velo-iledefrance.fr/>)
- built by **local bodies** (municipalities and councils)
- with the **financial support** of the **Region** (300 M€ funds)

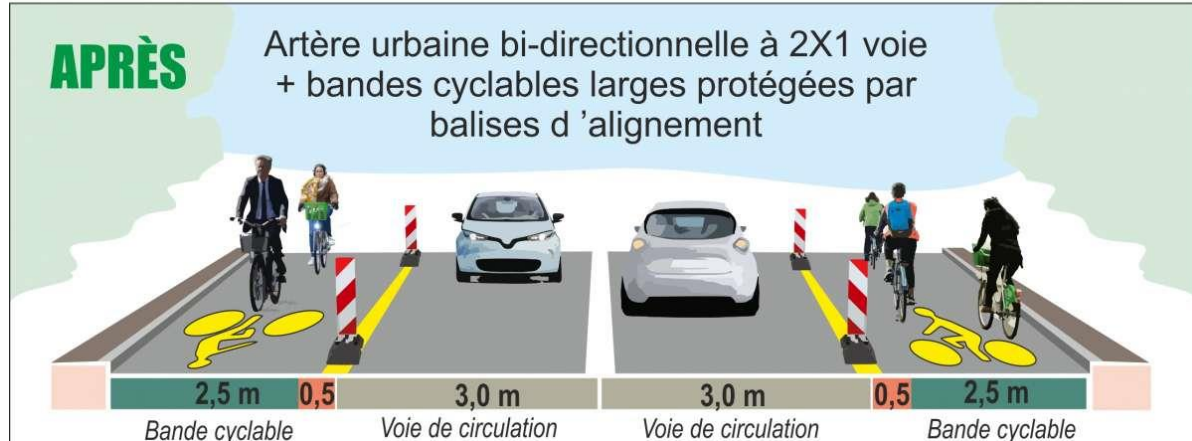
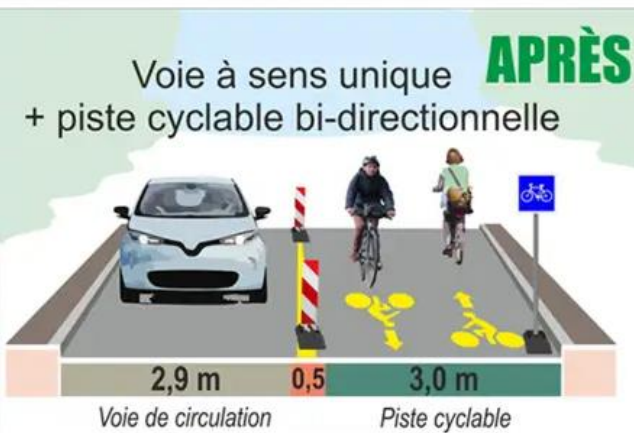
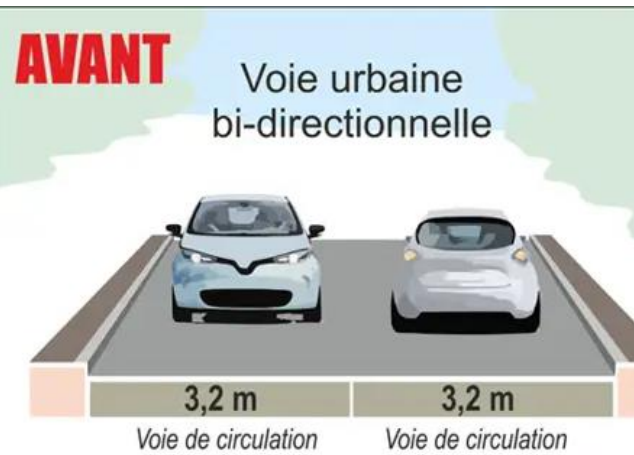
Covid 19, in urgency, a new way of making : the post lockdown facilities

- cycling considered as a safe mode of transport
- emergency faced to PT difficulties, risk of huge car congestion and pollution
- 140 km of new pathes built within 4 months,
- low cost solutions but fast implementation
- radical solutions to take back space from cars
- new connections opened eg to economic zones
- results : lots of commuters, bike traffic doubling compared to 2019



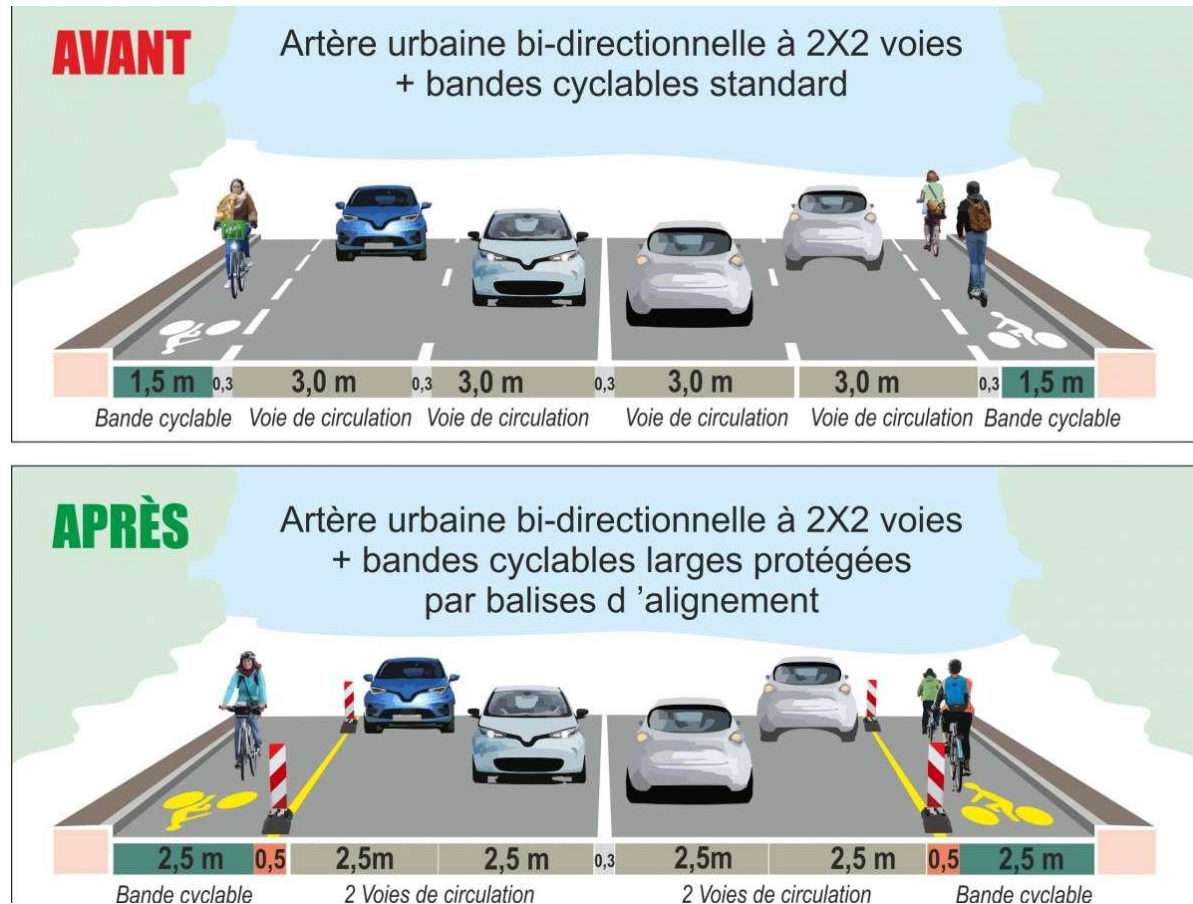
Covid 19, in urgency, a new way of acting : the post lockdown facilities

- The concept



Covid 19, in urgency, a new way of acting : the post lockdown facilities

- The concept



Covid 19, in urgency, a new way of acting : the post lockdown facilities

- Some implementations



Covid 19, in urgency, a new way of acting : the post lockdown facilities

- Rivoli street in Paris, records broken with more than 20,000 bikes per day

70's only cars



2000's cars & buses



Late 2010's cars & buses & bikes



2020 only bikes & buses

Last, why promote urban cycling?

Because It's good for :

- **the planet** : it's a real zero emission mode of transport
- **the city** : it's compact, quick and flexible, adapted for a huge part of urban trips
- **your health** : regular cycling lowers the risk of coronary disease and obesity-related diseases or diabetes by approximatively 50%.

Thanks