The CARRot versus the Stick over 30 years of EvoLUtion of French Bike Regulations

Parlons Vélo!

IMAGINONS UNE FRANCE CYCLABLE
FUB is the French cycling union gathers 300 local groups.
FUB is the French cycling union. It was funded in 1980 and gathers 300 local groups.
How Rules Improves Everyday Cycling?

Which Rules?

Road Safety Code

Rules of Urbanism

Other Rules and Regulations
WHICH RULES?

ROAD SAFETY CODE

RULES OF URBNISM

OTHER RULES AND REGULATIONS
ROAD SAFETY CODE

Avoid the bad signals

Contraflow cycling

Car parking next to crosswalks

Traffic lights became "give-the-way"
CONTRAFlow Cycling

MANDATORY SINCE 2007

100 m contre 1250 m
MANDATORY SINCE 2007
Traffic lights became "give-the-way"
BECAME POSSIBLE IN 2015
Red lights: trust cyclists!

or how giving way at red lights improves safety
CAR PARKING NEXT TO CROSSWALKS
2019

Voitures garées formant un masque de visibilité

Sas pour vélos

2021

Hausse des accidents piétons

Interdiction de stationner voitures ou 2 R.M. à moins de 5 mètres d'un passage piétons

5 mètres
Hausse des accidents piétons
Avoid The Bad Signals

Such as mandatory helmets or "easy" motorized scooters
MANDATORY HELMETS

NOW IT’S MANDATORY UNTIL 12 YEARS OLD

SINCE 2017
MANDATORY UNTIL 12 YEARS OLD

SINCE 2017

WE AVOIDED MANDATORY HELMETS BECAUSE WE CONSIDERED
MOTORIST WILL DISCOURAGE PEOPLE OF CYCLING.
WE AVOIDED MANDATORY HELMETS BECAUSE WE CONVINCED
MPs IT WILL DISCOURAGE PEOPLE OF CYCLING
MOTORIZED SCOOTERS
12 years old
Limited to 20 km/h
2019
Fines for riding on sidewalks
12 years old in 2019
Limited to 20 km/h
Fines for riding on sidewalks
RADARS AND LORRIES
2019 (STICKERS)

OVER HALF CYCLIST KILLED IN PARIS FOR 15 YEARS

PAY ATTENTION!

“Attention cycliste arrière droite”

ALLOW THE MAYOR TO FORBID LORRIES WITHOUT RADARS IN A DEFINED AREA IN DEFINED HOURS

“Attention piétons avant droit”
2019 (STICKERS)

Over half cyclist killed in Paris for 15 years

Pay attention!
ALLOW THE MAYOR TO FORBID LORRIES WITHOUT RADARS IN A DEFINED AREA IN DEFINED HOURS
RULES OF URBANISM
RIGHT TO TRANSPORT

75% of trips are shorter than 7 km.

60% des Français seraient prêts à faire du vélo.

3% des déplacements se font actuellement en vélo.

Lack of safe infrastructure.

1982
375% of trips are shorter than 7 km

60% des Français seraient prêts à faire du vélo

3% des déplacements se font actuellement en vélo

Potentiel cycliste

Lack of safe infrastructure
LACK OF SAFE INFRASTRUCTURE
RIGHT TO ACTIVE MOBILITY

2019
AS SOON AS POSSIBLE

100% CYCLING CITY
SAFE BIKE PARKING

BICYCLE FIXING CHECKS
SUPPORT FOR BICYCLE OWNERSHIP
FIGHT AGAINST BICYCLE THEFTS

CYCLE FRIENDLY CITY
CYCLE LOGISTICS
INTERMODALITY
PRO-CYCLING NGOs

CYCLE ROUTES
CYCLING FUNDS RIGHTS FOR BIKES
CYCLING INDUSTRY JOBS
BIKE TO WORK INCENTIVES
INNOVATIVE SERVICES
USABLE CYCLE NETWORKS

WITHOUT CUTS
SAFE FOR ALL
COMPLETE
COHERENT
LISIBLE

Cahier des charges commun, exigeant et appliqué systématiquement
NEW URBAN STREETS

1996

[Diagram with various elements and annotations, including 1996 L.A.U.R.E. L 228-2, Aménagement rédactionnel, Actuel, Complétude, Outside Cities, Outgoing Links, Demain, Network Secondary, Network Express, Ville ( Salisbury ), Quartier tranquille, pas de transit motorisé, and 2019 (Thanks Yellow Jackets!).]
.tableau d'étude

génie à 50k

MISSING LINKS
Demain
2019 (THANKS YELLOW JACKETS!)
INSPIRED BY THE DUTCH WHERE 43% OF TRAIN TRIPS STARTS BY BICYCLE

*source - NS annual report 2017*
Situation dégradée: Pouvoir prendre gratuitement le prochain train/car en cas de saturation ou problème

Petits trains
?? How many?

Grands trains
2% des places

5 bikes per coach

NEW TRAINS WITH PLACES FOR BIKES

2020
NEW TRAINS WITH PLACES FOR BICYCLES

Petits trains
Petites places

Grands trains
Grande place

2020

Ensemble des trains
5 BIKES PER COACH
Every railway station will be equipped with secured and flexible parking facilities for bikes.

2019

350 million
2019-2025

Easier rules to install bike parkings in neighbourhoods

Creation parking sécurisé
Droit au stationnement vélo dans
à majorité simple
installer un arceau à leurs frais
Every railway station will be equipped with secured and flexible parking facilities for bikes.
Grande Gares par décret

2% des passagers

Petites gares min. 10 places

350 MILLIONS
2019-2025

2019
350 MILLIONS
2019-2025
RULES IN ALL NEW BUILDINGS

MANDATORY SINCE 2010
EASIER RULES TO INSTALL BIKE PARKINGS IN NEIGHBOURHOODS
MANDATORY ANNUAL NEGOCIATIONS

MOBILITY

Si accord

F.M.D. + ?

F.M.D.

Sinon
Apprentissage avec des partenaires agréés (M.E.N.)
**Mais**
**Contrôle sur le temps scolaire**

en moyenne seulement 18 min d’activité physique / jour contre 60 à 120 min / jour recommandé par l’OMS
PRESS RELEASE
24/06/2019

GOOD NEWS: FUB NOW PUBLISHES IN ENGLISH TOO

France: Towards cycling as transport!

On 13th December 2017, French Transport Minister Elisabeth Borne closed the National Forum on Mobility with the commitment that “cycling would no longer be looked upon with contempt”.

In this context, the last few months have seen French parliament fiercely debate the draft Mobility Orientation Bill submitted by Government. FUB has been actively involved so that cycling can finally be considered as a means of transport in its own right, with some success. Indeed, approximately 10% of the tabled amendments (over 300) were linked to cycling.

Following adoption by the Senate in March, the French National Assembly approved the Mobility Orientation Law on June 18th. Two further commissions await. But with the law already debated extensively in both Houses, we can already acknowledge some breakthroughs and future points of vigilance.

The right to active mobility: A symbol

Being able to walk and pedal becomes a right. Whilst this is essentially just symbolic progress, the stated objective to fight sedentary lifestyles will be enshrined in the Law. This will constitute an excellent judicial pillar.

Cycling education at school: Forthcoming cultural change

The official “Savoir Rouler” (Learn to Ride) education program has been adopted by the National Assembly. The objective is to “ensure that every child is able to ride a bike autonomously and safely in the public space by the time he/she enters secondary school”. The details fall short of FUB’s recommendations on the subject, as well as the Senate’s. there is no mention of whether this program will be universal and compulsory or not.
THANKS FOR LISTENING!

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