Lessons from international experience

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How to better use –our public– money to the benefit of walking and cycling

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Different public players...

National / federal State
Local Authorities
• Regions
• Counties
• Towns

And their agencies, companies, subsidiaries...
... and various Areas

Areas A – Public bodies' and players' responsibilities for themselves

Areas B – National support to local authorities and other stakeholders

Areas C – Regulations and incentives
Areas A – Public bodies' and players' responsibilities for themselves (I)

A-1 Roads and Streets

a - National Roads Network (State) and local Roads Networks

• Plan, Programme, Design, Implementation, Operation, Maintenance.
Areas A – Public bodies' and players' responsibilities for themselves (II)

b – Street Code and Highway Code

- Sharing the public spaces
- Traffic calming under national laws, with local application

Rather cheap solutions if...
- key point 1 : less speed !
- key point 2 : more control (speed, parking rules...) !

Some difficulties for W and C :
- Too much on–street car parking.
- Too many badly designed crossroads.
- Street furniture
  ...
Areas A – Public bodies' and players' responsibilities for themselves (III)

c – Production and dissemination of technical recommendations, manuals, guidelines, fact sheets... (including legal matters), websites.

d – on-street car parking policy... must be more off-street oriented

e – accessibility for disabled in streets

f – Competitions, awards, prizes.

g - ...
Areas A – Public bodies' and players' responsibilities for themselves (IV)

A-2 Land planning, land use.
- Plans, schemes etc... favourable to W and C (short distances, public transport structured developments...)
- Provision of development land under bike – and mobility – related conditions.

A-3 Transport Operators
- Public owned TO : orders from the owners for W and C policies (Railway, Urban Transport, waterways... companies) addressing infrastructure, services, informations...
- All TO : orders from the responsible authorities
Areas A – Public bodies' and players' responsibilities for themselves (V)

A-4 Exemplary State, exemplary public authorities

- promoting W and C inside.
- purchasing company bikes (including pedelecs).
- providing bike equipment, travel allowances...
- implementing workforce travel plan
- bike storage in their housings, public buildings and facilities, provision of development land.
- ...

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Areas A – Public bodies' and players' responsibilities for themselves (VI)

A-5 Gathering, setting up, operating data bases, facts and figures, knowledge, etc... : Surveys – Statistics - Studies... (partnership with relevant Institutes)

A-6 Technical manuals, fact sheets etc... (in addition to the streets and roads matters – cf. A.1.c)

A-7 Campaigning (Road safety; health; environmental and economic benefits...)
Areas B – National support to local authorities and other stakeholders (I)

B-1 Innovation, research, experimentation. Specific call for W and C projects or wider research programmes

B-2 Public Transport and bike

- National funding for PT investments with a bike chapter (storage at stops/stations and feeding routes)
- National policy for bike transport in buses, trams...
- ...
Areas B – National support to local authorities and other stakeholders (II)

B-3 Bike rental systems
Support from the national level (interoperability; innovation and tests...)

B-4 Cycling Cities contracts between some Cities and the State.

B-5 State support for associations, federations and various bodies with:
  • responsibilities at national level
  • activities of national interest
Areas B – National support to local authorities and other stakeholders (III)

B-6 State support for other stakeholders at international / european level (conferences, networking, european programmes...)

B-7 Bike encoding
Operated by the State or, preferably, someone else
Areas B – National support to local authorities and other stakeholders (IV)

B-8 Learning how to cycle
In order to teach young people, women, immigrants etc... how to cycle:

- Helping associations, bike schools, bike instructors... to establish a common high level basis
- Helping authorities and players to secure their roles and financings

B-9 Bike mechanics teaching

B-10 (Fast) Cycling (super) Highways
National programme in favour of design and implementation of cycling superhighways in cities.
Areas C – Regulations and Incentives (I)

C-1  Tax system and subsidies
- energy and power
- bike (pedelec) purchase
- Home-work travel allowances
- ...

C-2  Workforce travel plans, as well as mobility management, support to individual or family mobility changes etc...

C-3  Land use and buildings regulations, including bike storage
Varying the “ways in” the matter. What can I do, that I usually forget?

Ex 1: bike storage in housings.
   Municipalities have at their disposal:
   - land use regulations and controls
   - financing public or private operators
   - land (both public and private) ownership
   - orders to their housing companies...

Ex 2: Counties (or others...) and secondary schools:
   - provision of bike storage facilities inside of the school
   - establishment of safe and convenient bike paths, to/from the school
Varying the “ways in” the matter.
What can I do, that I usually forget?

Ex 3: State and health (active modes of transport)

Ex 4: State and GreenWays:

- GW and hazardous industrial sites
- GW through sensitive sectors (sea proximity; historic heritage; nature...)
- achievement of missing links
- signalling of the major routes
- promoting of touristic potential (website, association of service providers, links to railways stations...)
- use of towing paths or old railways (often national companies' property)
And a thousand different situations, players, organisations...

Up to each of us!
Thank you for your attention!

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