



**PLAN VÉLO  
& MOBILITÉS ACTIVES**

14 SEPTEMBER 2018

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- For citizens
- For local authorities
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## LEADING ARTICLES

The National Mobility Conference, which was held last autumn, showed the importance of placing major focus on active mobility, and cycling in particular, in mobility policy.

Beyond the high expectations expressed, cycling is indeed a practical solution for everyday journeys in France, and an effective response to speeding up the country's ecological transition.

However, the proportion of journeys made by bike in France remains far too low: cycling accounts for only 3% of everyday journeys, while the European average is more than this figure. We must change this story.



The Government has therefore decided to implement this plan, which is not only wide-reaching, but also joined-up and specific. It aims to triple the proportion of everyday journeys made by bike, with the objective of reaching 9% by 2024, when France hosts the Olympic Games. Through this plan, the state is making an unprecedented commitment to removing the current barriers to greater use of this transport solution.

The launch of the plan ushers in a new approach. Its success will depend on commitment from all those involved on the ground : authorities, businesses and organisations.

**Édouard Philippe, Prime Minister**

The French people are no stranger to ambitious green transformations in their everyday lives. Changing their travel habits by taking up cycling is simply another! The benefits of cycling, for both health and the environment, are well-known. It must be regarded tomorrow as a mode of transport in its own right, as an integral part of everyday life. In France, cycling has huge potential but we are still far from where we need to be,



and a long way behind our neighbours: 10% of journeys in Germany and 28% in the Netherlands are made by bike, compared to just 3% in France. Action is required !

With the plan being launched today, we are working to help remove the barriers to cycling. We are committed to making it a true mobility solution, in addition to a much-loved sport.

Our country is strongly committed to the path of ecological transition, and the Cycling and Active Mobility Plan that we are launching today is a concrete, ambitious and funded step towards it.

**François de Rugy, Minister of State, Minister for Ecological and Solidary Transition**

The National Mobility Conference revealed that the French people have high hopes for cycling. It clearly highlighted the need to provide France with a genuine policy for cycling through an ambitious cycling plan. At the close of the conference, I had stated that it was necessary to stop being patronising about cycling. Less than one year later, I am delighted that we are presenting the core aspects of the Cycling and Active Mobility Plan.



To tackle the barriers identified in our consultations, the government's plan is based around four major focal areas : making cycling safer, combating theft, creating a set of incentives (notably tax incentives) and fostering a genuine cycling culture. Cycling takes centre stage in our mobility policy, from infrastructure funding and the tax framework to developing open data and intermodal transport use.

We are aiming high : tripling the proportion of journeys made by bike between now and 2024. And as local authorities, employers, businesses operating in the sector and user organisations acting together we must develop cycling and active mobility. This plan is the beginning of a collective movement towards using the bike across all regions !

**Élisabeth Borne, Minister of Transport**

## THE NEED FOR A CYCLING PLAN ?

**Non-polluting, affordable, accessible to all and healthy, cycling has many advantages for both users and the wider community. Now France must put this mode of transport back at the centre of mobility. The plan proposed by the Government aims to triple bike use in order to achieve a target of 9% by 2024, the year of the Olympic Games.**

### The still relatively low position of cycling in France

Between the 1970s and 2000s, the status of cycling shifted from a mode of transport (10% of commuting journeys in the 1970s) to one, primarily, of a leisure or sporting activity. Although there has been renewed interest in cycling since the end of the 1990s, the proportion of journeys remains very low at around 3% nationally. This puts France in 25th place within the European Union, where cycling use is over 7%.

Only 2% of those in active employment use a bike to get to work, with commuter journeys often being longer than other everyday journeys. The car retains a predominant place in commuter journeys, even for distances under 5 km, which would often be better made by bike. In France, the drive to use the bike has been confined to the city centres of a few major urban areas where the modal share sometimes exceeds 10 % (Strasbourg, Grenoble, Bordeaux...). The Cycling Plan aims to build on these local movements and extend the use of cycling beyond those regions and sections of the population who currently benefit from it.

### The 5 advantages of cycling for cyclists and the community

#### 1. Health

Cycling helps prevent diseases such as obesity, diabetes and coronary heart disease, which are linked to inadequate physical activity and sedentary behaviour. When used as a substitute for motorised transport, it also improves air quality. Through a marked increase in physical activity, it has a very positive impact on public health. What is more, some studies have also shown that cycling to work results in a perceptible decrease in sickness absence. Going to school by bike increases the ability of pupils to concentrate. These health benefits far outweigh the risks to which cyclists are exposed, such as the accident rate and exposure to pollution in urban areas.

#### 2. Ecological and energy transition

The bike offers a valid alternative to the car for many journeys, and makes a significant contribution to reducing emissions of CO<sub>2</sub> and atmospheric pollutants. In high density areas, it also lightens the burden on the public transport system, which is often in high demand at peak times.

#### 3. Urban appeal

In addition to limiting air and noise pollution, cycling also frees up precious public space in city centres and improves quality of life by reducing congestion and providing a boost to local businesses. Nearly 60 % of our journeys are under 5 km, and nearly 50 % of these are made by car, whereas in many situations cycling would be a much better option as it makes journey times quicker and is reliable.

#### **4. Mobility access for all at a lower cost**

Cycling is the most affordable mechanised mode of transport and has very low costs, compared to 40 centimes /km for driving. Besides, it also incurs much lower costs to the public purse than other means of getting about because of its lighter infrastructure, the total cost of public transport, for example, being around 45 centimes/km. New innovations are increasing the use of the bike : electric bikes are helping to reduce the challenges of hilly terrain, distance and physical condition; cargo bikes are an alternative to using light commercial vehicles in city centres and open up new possibilities for urban logistics; and adapted bikes can be a mobility solution for disabled people. Finally, short-, medium- and long-term bike rental, bike-sharing schemes and entry-level models are helping to lower the costs of cycling. Thanks to its high-performance and these innovations, cycling therefore represents a key tool for absorbing social and regional splits with regard to mobility.

#### **5. Job creation**

A third of the bikes sold are assembled in France. Cycle tourism and innovative businesses offering cycling-related services such as urban logistics, tourist activities, bike-sharing schemes and maintenance, etc represent fertile ground for job creation. The United Nations Environment Programme puts the number of jobs directly linked to cycling in France at around 35,000, and estimates the additional potential for new jobs in the EU to be 750,000, based on the assumption of the modal share of cycling in urban centres rising to equal that of Copenhagen.

### **The barriers to cycling**

- **The lack of a joined-up, safe cycling infrastructure**

Many regions do not yet have a structured network of cycle paths enabling smooth and safe cycling journeys. Gaps in cycle paths, which exist in many regions, engender a sense of insecurity and hamper journeys. While these breaks are not insurmountable, they present numerous danger points for cyclists, such as bridges, tunnels, highway interchanges, narrow roads and heavy traffic...

- **Bike theft**

Over 300,000 households reported having been victims of theft in 2016. Individuals largely bear the financial burden for this phenomenon, with replacement costs coming to a total of 90 million euros. Following a theft, victims tend not to buy another bike, or to buy a lower-range bike and therefore equipment that is not as safe. Thefts are often due to an inadequate number of secure parking places, for example around transport hubs.

- **A legislative and regulatory framework that does not encourage cycling**

Some provisions of our tax framework do not currently put cycling on an equal footing with other modes of transport. For example, the tax allowance framework used by companies to reimburse the costs incurred by employees for work-related journeys includes many different mechanised modes of transport, but does not include cycling.

- **Cultural barriers and second-rate image**

Very few individuals admit being unable to ride a bike, and it is estimated that only 2 to 10 % of the population has never learned to ride a bike. This primarily affects certain vulnerable groups, while cycling could represent a driver for social inclusion and give people access to employment. Unlike in other European countries, in France not all children learn to ride a bike at school. Some people who cycle in their leisure time do not see themselves making journeys by bike everyday. Cycling is not yet considered to be a mode of transport in its own right.

### FUB Satisfaction Survey

The Federation of Bike Users (Fédération des usagers de la Bicyclette, FUB) and its partners ran the first Cycling Cities Satisfaction Survey through the [www.parlons-velo.fr](http://www.parlons-velo.fr) platform between September and November 2017. This national survey, which collected over 113,000 responses, aimed to gather data on the perceptions of cyclists on riding conditions in their region.

The results showed that French cities have significant work to do to enable their inhabitants to move to actual cycling. **The majority of respondents reckon that current cycling conditions are inadequate** : only 21 of the 316 cities listed achieved an above-average score, and 90% of respondents think that current conditions do not allow children and older adults to cycle safely.

The barriers identified included : the **perception of a lack of safety and respect, with 90 % of respondents stating that drivers frequently park on cycle paths** and only 8 % feeling that they are respected by drivers of motor vehicles. Separate cycle paths were preferred, with **80 % of respondents calling for more site specific routes**. Finally, theft was a major barrier : **only 20 % of respondents find it easy to park their bikes securely** near train stations or public transport hubs, and 92 % of them consider bike theft to be a frequent occurrence and fear for the safety of their bike.

### The drivers for developing cycling in France

Based on the work undertaken at the National Mobility Conference, the Government is therefore launching **a plan that aims to triple the proportion of journeys made by bike, from 2.7% to 9% in 2024.**

This is an unprecedented set of actions by the Government, which is demonstrating its desire to prioritise cycling as a mode of transport. Many government departments are directly involved in its implementation, including the Ministry of the Interior, the Ministry for Ecological and Solidary Transition (including the Ministry of Transport), the Ministry of Territorial Cohesion, the Ministry of Solidarity and Health, the Ministry of Labour, the Ministry of National Education, the Ministry of Public Action and Accounts, the Ministry of Economy and Finance, the Ministry of Sport...

The plan has 4 strands aiming to provide the means of overcoming the barriers identified and meeting the expectations of the French people :

- developing **high-quality cycle infrastructure** and improving road safety more generally ;
- **security** : combating bike theft ;
- **incentives** : creating a suitable set of incentives that fully recognises cycling as a valid and beneficial mode of transport ;
- **developing cycling culture.**



Local authorities, employers, businesses in the cycling sector and user organisations play a key role in developing active mobility and cycling. It is primarily through their efforts that our ecosystem and cycling will move forward. This plan therefore aims above all to provide them with the means to unleash a cycling-friendly dynamic across all regions.

The plan constitutes, then, a base for all stakeholders working to translate our collective ambitions within each region. **Under the leadership of the Ministry of Transport, it will be subject to regular follow-up with stakeholders and is designed to be updated and enhanced.**

## I. SAFETY : DEVELOPING CYCLING INFRASTRUCTURE AND IMPROVING ROAD SAFETY

**By making cycle routes safer and strengthening road safety measures to benefit cyclists, the Cycling Plan aims to remove one of the main barriers to developing this mode of transport.**

- **Creation of a National “ Active Mobility ” Fund worth €350 M**, aiming to support, accelerate and develop projects for the creation of formative cycling areas within communities,
- **This fund will particularly target gaps in cycle routes**, and particularly those created by infrastructure linked to public projects, notably major transport infrastructure. It represents an unprecedented funding commitment from the state. The first call for proposals will be launched in 2019.
- **The “ Cycling and Regions ” call for proposals, managed by ADEME, was launched on September 14 2018 with a view to enabling regions to anticipate the availability of the National “ Active Mobility ” Fund** and to provide more general support to regions, particularly medium-sized urban areas, in defining their cycling policy.
- **The Local Investment Support Grant** (dotation de soutien à l'investissement local, DSIL) underpinning regional development may be used by local authorities to “develop sustainable local transport services”. €500 M has been set aside for mobility initiatives over this presidential five-year term. It could be used to fund infrastructure for developing active mobility, with a particular focus on projects that facilitate intermodal transport use.
- **Improved planning of formative networks for active mobility.** The up-coming framework law for mobility will strengthen provisions relating to active mobility in planning documents , and will prescribe the development of continuous and safe cycling and/or pedestrian formative networks along with areas for cycle parking. These designs will be written into planning documents. Entry into force once the law is voted through.
- **Improving regional networks by relaxing the current definition of a “greenway”.** This involves simplifying the legal status of greenways in order to facilitate concurrent use with the maintenance vehicles used by those managing public space (VNF, ONF, etc.) and thus enable the creation of new greenways. A specific decree will be published in March 2019.

“ **Cycling and Regions** ”, a call for proposals managed by ADEME, aims to support regions in order to help them anticipate the applicability of the investment fund described above, and to provide regions with more general support in defining and implementing their cycling policy. It has three proposed strands :

**Strand 1** :supporting the preparation of a strategy for developing cycling infrastructure by funding research.

**Strand 2** :supporting the regional development of cycling by funding the emergence of cycling services and the implementation of innovative services.

**Strand 3** :supporting regional planning in order to implement a cycling policy with regional integration by funding recruitment of cycling/active mobility policy officers and public awareness campaigns.

- **Supporting the roll-out of safe cycle paths / Improving cyclist safety**

**“ A Highway Code adapted to all forms of active mobility,  
on the highway, on our streets and on our pavements ”**

The rules relating to road traffic and signage play a crucial role in developing walking and cycling. In the last ten years changes have been made to the Highway Code to support active mobility. The Cycling Plan builds on this trend.

- **2006-2012 : “ Street Code ” scheme to rebalance the place given to different modes of transport and “ share the street better ” :**

- **Introduced the principle of caution in relation to vulnerable road users** (article R.412-6 of the Highway Code);
- **redefined some traffic calming zones** (30 km/h zones, pedestrian zones...) and created shared spaces ;
- **rolled out contra-flow cycling in the 30 km/h zones and shared spaces ;**
- **strengthened pedestrian priority at crossings ;**
- **created a “ give way to cyclists at the red light ” sign** allowing cyclists to go through a red light displaying this sign after giving way to other users on green (solely when turning right and going straight on at a T-junction).

- **2013-2015 : the Active Mobility Action Plan (“ PAMA ”) improved the safety of active modes of transport through better road sharing :**

- **Created the “ highly obstructive ” parking offence for the following :** parking or stopping on a pavement, on a pedestrian crossing, 5 metres before a crossing where there is no marked space, on a bike lane or cycle path, with the amount of the fine increasing from 35 to 135 euros ;
- **“ give way to cyclists at the red light ” :** further manoeuvres were permitted ;
- **legal confirmation of the 30 km/h speed limit throughout urban areas :** the General Regional Authority Code was modified to enable management to reduce the speed limit on all or part of their roads ;
- **distance from the right-hand side :** cyclists permitted to move away from the right-hand side of the carriageway where there are parked vehicles ;
- **Highway Code modified to permit drivers to cross the solid white line when overtaking a cyclist.**

- **Improving the visibility of pedestrian crossings :** in order to improve the safety of pedestrian crossings and the mutual visibility of drivers, moped riders, motorcyclists

and cyclists, only bike parking spaces can be placed, on the carriageway, five metres in front of pedestrian crossings. This measure, set out in the mobility framework law, will enter into force in 2019 for new installations. Highways managers will have to ensure their compliance with existing structures.

- **Creating bike boxes at traffic lights** : so that cyclists waiting at lights can be identified by motor vehicles, in particular heavy goods vehicles, a space in front of the traffic light (bike box) will be included in all new installations, coming into force in the 1st half of 2019. Highways managers will have to ensure their compliance with existing structures.
- **Developing contra-flow cycling throughout the road network in the urban zone with a maximum permitted speed of 50 km/h.** Permitting cyclists to travel in both directions and on all of these streets, as long as the local authorities responsible for traffic policing do not judge this to be technically impossible or dangerous. This scheme has been implemented in Belgium and has proven its efficacy in developing cycling, slowing down drivers and improving conditions for pedestrians on the pavement. Entering into force in the 1st half of 2019.
- **Authorising cyclists to use non-glare lighting devices** that are not currently permitted by the Highway Code, and to install further lighting devices on bikes in addition to those mandated in the Highway Code : multiple front and back lights, stop lights and direction indicators. Entering into force in the 1st half of 2019.
- **Cycling in traffic calming zones** : to give cycling all the space it requires in urban areas, pedestrian zones and shared spaces, cyclists would be able to travel two abreast with no obligation to fall back to allow a motor vehicle to overtake. Trials will be conducted in 30 km/h zones in order to study the potential roll-out of this measure to other zones. Entering into force in the 1st half of 2019.
- **Making it compulsory for heavy goods vehicles to have specific equipment to detect the presence of and warn vulnerable road users:** a large proportion of serious cycling accidents are linked to the blind spots of other road users, and in particular of those driving large vehicles (buses and lorries). In order to provide a structural way of reducing these accidents, it is essential that heavy goods vehicles be equipped with systems enabling them to detect road users in their blind spots. France has asked the Presidency of the European Council to prioritise debates on the proposed regulation to make such equipment compulsory for heavy goods vehicles. Within this context it will take a strong position prioritising the issue of cyclist and pedestrian safety.

## II. SECURITY : COMBATING THEFT MORE EFFECTIVELY

**In France over 300,000 households every year are victims of bike theft, representing 10 % of bike sales. This phenomenon, which has a significant economic and social cost, is one of the main barriers to regular cycling and using a bike as an everyday**

means of getting around. The measures put into effect to eliminate this set of problems require the involvement of the entire cycling sector and the police force.

- **Roll-out of bike marking schemes** :Currently, stolen bikes recovered by the police cannot be returned to their owners because they cannot be identified. In order to combat the theft, handling and illegal resale of bicycles, bikes sold commercially will now be tagged at the point of sale. Several simple schemes are currently available, but remain optional. Their roll out will enable the police to combat stolen goods networks and return recovered bikes to their owners. This scheme will then be extended to the European level. Entering into force 12 months after the promulgation of the law for new bikes, and 24 months for second-hand bikes sold commercially. This measure will be made possible through the strong commitment of those working in the cycling sector to combat theft.

### Currently several tagging schemes are available in France

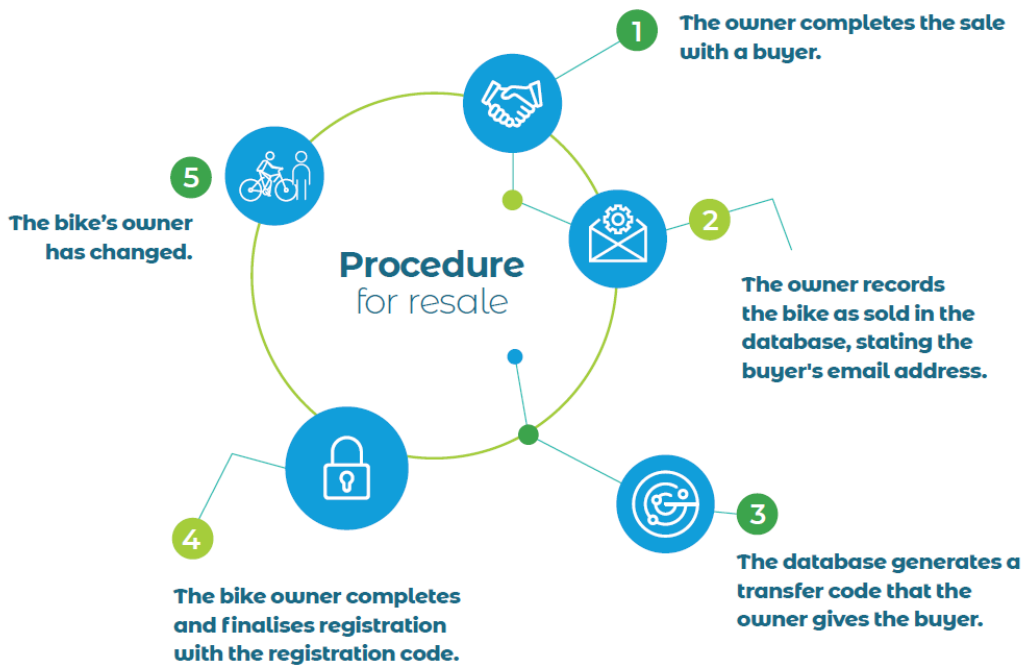
Over 400,000 bikes are currently tagged, making it possible to return a growing number of stolen bikes. Making the measure compulsory at the moment of sale will increase its impact and encourage innovation in tagging technology.

Following a report of the theft of a tagged bike in November 2017, Gagny police discovered a stolen goods network. Of the 75 bikes recovered, only the one marked bike could be returned to its owner.

The registration databases to be approved will protect personal data and allow for transfers, and will be joined up in order to enable single-access by the police.



## Tagging schemes currently available



- **An action plan to combat bike theft** :the police, in conjunction with other government services and community organisations, will develop a plan to combat bike theft. This will include giving all police and gendarmerie personnel access to bike registration files, making online reporting of thefts widely available throughout all regions, making use of the GPS technology with which some bikes are equipped, improving statistical monitoring of incidents and supporting bike insurance.
- **Secure bike parking at train stations and transport hubs.** Cycling is an essential means of transport to get to stations ; in some countries in northern Europe, 40 % of passengers using the train everyday go to the station by bike. In order to improve cycling facilities at stations it is necessary to increase the amount of secure parking, and the future framework law on mobility will propose setting objectives for the SNCF for secure parking to be achieved by 2024. The ways in which these objectives are implemented will take into account the available land around train stations and transport hubs, and will be undertaken in consultation with the regional authorities concerned.
- **Bike parking inside buildings.** During the construction of new office or residential blocks, the creation of secure or non-secure bike parking places is prescribed, depending on the type of building, by the Building and Housing Code ; buildings for industrial or tertiary use, for example, must provide bike parking for at least 15 % of the employees present in the buildings at any one time. The requirement to provide bike parking infrastructure will also be mandated for works on existing buildings with car parking facilities. Parking standards for private and public spaces, both new and existing, are currently being developed and will be circulated in a guide. The objective is to provide cyclists with secure parking for the majority of their occasional or everyday journeys. Decree issued after promulgation of the law and before the end of the year 2019.
- **Use of energy saving certificates (certificats d'économies d'énergie, CEE) for secure parking** :a trial CEE programme, ALVÉOLE (see box below) is working on funding bike parking facilities in social housing. New and broader programmes, which include support for the creation of secure parking in school or university institutions or near multimodal transport hubs such as train stations for example, have been submitted as part of the call for current planning. If they receive final approval, they will enable reimbursement of up to 10 % of infrastructure costs.



### III. CREATING AN INCENTIVE NETWORK THAT FULLY RECOGNISES CYCLING AS A BENEFICIAL MODE OF TRANSPORT

**The decision to hop on a bike to commute or to get to services and activities must become an accessible reality for many citizens. A number of tax incentives aimed at businesses should contribute to this, with employers playing a key role in encouraging cycling.**

#### **The Bike Kilometre Allowance (Indemnité kilométrique vélo, IKV), an effective but under-used scheme**

Introduced by the 2015 law on energy transition for green growth and set out in detail by the 2016 decree on its extension to the private sector, the Bike Kilometre Allowance (IKV) gives **private-sector companies the ability to cover all or part of the costs incurred by employees for journeys made by bike or electric bike between their usual residence and their place of work.** The bike travel costs correspond to the amount of the Bike Kilometre Allowance, set at **€ 0.25 per kilometre travelled**, multiplied by the shortest distance of the return journey that can be travelled by bike between the employee's usual residence and place of work and by the number of annual working days. **Employees are exempt from paying welfare contributions and income tax on this allowance, up to a maximum of € 200 per year and per employee.**

This scheme has proven to be effective in encouraging employees to change their mode of transport and **“get on their bikes” for their commutes.** Previous trials, led by the Inter-ministerial Coordination for Cycling and ADEME, along with those conducted at the Ministry for Ecological and Solidary Transition, where this scheme was implemented in 2017, have shown that such a measure can produce a **25 to 70% increase in the number of employees cycling to work**, while encouraging those who already cycle to do so more regularly. These variations partly depend on local criteria for highway infrastructure and business parking facilities, but also the public transport options.

These trials have shown the validity of accelerating the propagation of such a measure to all employees, in both the public and private sectors. Consultations with employers have also shown the need to simplify the measure to limit its administrative cost and thus facilitate its propagation, and to **give those employers who wish to do so the opportunity to go beyond € 200/year.**

- **Creation of a Sustainable Mobility Package for all employees :**
  - **All public and private employers will be able to contribute to their employees' costs for cycling to work on a flat-rate basis of up to € 400/year, exempt from taxes and welfare contributions.** This contribution, called the “Sustainable Mobility Package”, will replace the Bike Kilometre Allowance currently in place, with a view to enabling easier adoption by employers and increasing its widespread use. The government will work with employers and



employees in order to enable its effective widespread adoption, as in Belgium, where over 80 % of companies offer support to employees who cycle to work.

- **The government will make the Sustainable Mobility Package available to all its staff by 2020, with a top limit of € 200/year**, and will encourage all employers to be registered in the scheme.
  
- **Adding cycling to the tax allowance framework**
  - **The tax allowance kilometric scale is primarily used to reimburse employees for the costs of travel undertaken for professional reasons in a private vehicle. One“ cycling ” item has been added to this allowance.** This measure demonstrates the inclusion of cycling as a mode of transport on an equal footing with cars and two-wheeled motor vehicles and simplifies reimbursement for work-related journeys made on a personal bike (domestic assistance or care workers, breakdown company employees, etc.). Entering into force in the 1st half of 2019.
  
  - **Support for buying electric bikes** (including electric cargo bikes) through energy saving certificates (CEE) as part of an CEE standardised“ electric bike ” operation sheet currently being developed, with a view to publication by order in late October 2018.
  
  - **Support for creating company bike fleets** :companies signing up for a commitment to rent bikes for five years or more (or three years for companies with fewer than 10 employees) will be able to make a deduction from their corporate tax obligations for the costs incurred in providing their employees with bikes for their commutes, with a top limit of 25 % of the costs incurred in purchasing and maintaining the bike or electric bike fleet. Entering into force in the 1st half of 2019.

**Publication of an NF standard for utility bikes**, with the objective of **safeguarding authorities wishing to offer their own logistics services** by enabling them to ensure the compliance of the products they are offered.

This is the culmination of work by a group created several years ago by cycling and walk/cycle development coordination professionals, led by the Automobile Standards Office (Bureau de normalisation automobile, BNA), which monitors “ bike ” and “ electric bike ” standards in France and abroad.

The **standardisation project currently being published partly concerns cargo bikes, tricycles and quadricycles intended for the transportation of people or goods and trailers** ; it covers as much their mechanical components as their electric and electromagnetic features if electrically-assisted (including for trailers), and takes a lead from the current ISO standard for assisted pedal cycles within the same limits (power limited to 250 W, maximum assisted speed 25 km/h).

## IV. DEVELOPING A CYCLING CULTURE

From raising awareness of cycling among children to early education in road traffic rules and promoting the benefits of cycling, a number of steps will be taken to ensure that the “ cycling reflex ” may be naturally adopted from a very young age.

- **Developing completely safe cycling.**

In January 2018, the Inter-ministerial Committee on Road Safety (Comité interministériel à la sécurité routière, CISR) decided on the general roll-out of the “Savoir rouler” [How to ride] scheme, which was already in use in some educational authorities. The scheme consists of encouraging children to learn “ biking skills ” safely. Therefore, by 2022, the widespread use of the scheme will mean that by the time they start secondary school all young children will have become safe, independent cyclists. The Ministry of Sport will manage the organisation and gradual roll-out of the scheme. The Ministry of National Education, sports federations, cycling organisations, cycling instructors and local authorities will jointly contribute to implementing this scheme.

**The Government has committed itself to providing France with a truly national policy to support cycling and thus strengthen coordination between the work of different governmental departments.** The development of cycling, at all regional levels and in conjunction with public health and education policies, touches on major issues such as access to mobility for all, combating isolation, community cohesion and the optimisation of existing transport networks.

Under the leadership of the Ministry of Transport and in conjunction with all the ministries involved, the plan will be subject to regular follow-up with stakeholders and is designed to be updated and enhanced.

- **Rolling-out school mobility plans** :school mobility plans are designed to ensure that pupils and those accompanying them can travel safely from home to the school they attend, and to promote active mobility and public transport, and more generally the ability of pupils to travel to school independently. The government will support the development and roll-out of the first school mobility plans in 2019, with the objective of defining best practice in relation to the methods of development and the content of these plans for purposes of their propagation. This approach is consistent with another measure announced by the most recent CISR on the protection of pedestrians :**supporting the development of dedicated, supervised “ walk-bus ” and “ cycle-bus ”-type routes (picking up pupils on foot or on bike)**, in order to reduce car traffic around schools, improve pupil safety at pick-up times and establish new habits for regular journeys.

**ALVÉOLE** (apprentissage et local vélo pour offrir un liberté de mobilité économique en énergie [cycle education and facilities to offer energy-saving freedom of mobility]), led by the Federation of Bike Users (FUB) is a **programme eligible for “energy scarcity” energy saving certificates**. It offers a way to accelerate the **creation of well-equipped, secure bike facilities in existing communal areas of social housing and to support households using this facility to develop independent mobility through bike schools**, where necessary accompanying this by familiarisation with bike maintenance and repair through **diy-repair workshops**.

A higher proportion of people living in social housing lack the confidence to get about on a bike and face challenges in relation to mobility and health. In this context, learning to ride a bike has dual benefits.

In 2017 and 2018 around **300 secure bike parking facilities were created and over 2,200 households received support**.

- **Development of physical activity for health** :pursuing the development of appropriate physical activity, including the use of active mobility, in terms of prevention through the work carried out jointly by the Ministry of Sport and the Ministry of Health and Solidarity with a view to implementing a sports and health strategy. Promoting physical activity is a key part of the national preventive health plan for preventive health.
- **Facilitating the inclusion of new forms of mobility within the mobility organisation**
  - **Managing new mobility services** :the framework law for mobility will provide local authorities with the tools they need to manage the installation of new services on public highways, such as the bikes, scooters or kick scooters in the sharing schemes and with no docking station.
  - **Data on cycling** :over a hundred data sets relating to cycle networks have been made available (data.gouv.fr). The framework law for mobility will give information service providers access to data describing cycle networks, real-time data on the availability of the bikes in the sharing schemes with or without docking stations, and data on rental services and the parking in train stations and transport hubs. Combined with making data on other mobility services available, this will encourage intermodal use. The methods by which data will be made available (format, update quality, any financial contribution, conditions for reuse) will be subject to consultation with stakeholders. Date of entry into force : end 2019 for major cities and end 2020 for others.

## WHAT THE CYCLING PLAN WILL CHANGE

### 1. For citizens

**More safe cycle paths on the road and infrastructure such as bike boxes and contra-flow cycling**, in order to share the public space better and reduce accidents.

**Schemes to support employees who cycle to work expanded and simplified by employers.**

**The development of greenways**, to encourage cycling along canals without hindering the movement of maintenance vehicles.

**The roll-out of a major initiatives to prevent cycle theft and increase the chances of recovering stolen bikes** : widespread use of bike tagging and the creation of a national owner registry.

**Better compliance with traffic calming zones**, with cyclists able to ride two abreast with no obligation to fall back to allow a motor vehicle to overtake.

**Measures to make bike parking easier and safer**, in stations and buildings.

**Widespread cycling lessons from an early age** in partnership with the Ministry of Sport, National Education and Road Safety.

### 2. For local authorities

**A national “ active mobility ” fund** worth €350 M, aiming to support, accelerate and develop projects to create formative cycle routes for regional authorities.

**Planning at all regional levels**, in order to develop a safe and continuous formative cycle and/or pedestrian network and areas for bike parking.

**Publication of an NF standard for utility bikes, with the objective of** safeguarding authorities wishing to offer their own logistics service.

**New ways to regulate the use of public highways** :personal mobility devices, bikes or tri-scooters, low-emission zones with easier management.

### 3. For companies

**An employer contribution package** of up to € 400/year towards the costs of employees who cycle to work.

**Implementation of a cycle tax allowance framework** with a view to simplifying reimbursement for work-related journeys made on a personal bike.

**Tax advantages** for companies who commit to long-term rental of bikes for their employees to use for commuting.

**Support to purchase electric bikes (including cargo bikes)** as part of an Energy Saving Certificate (CEE) programme.