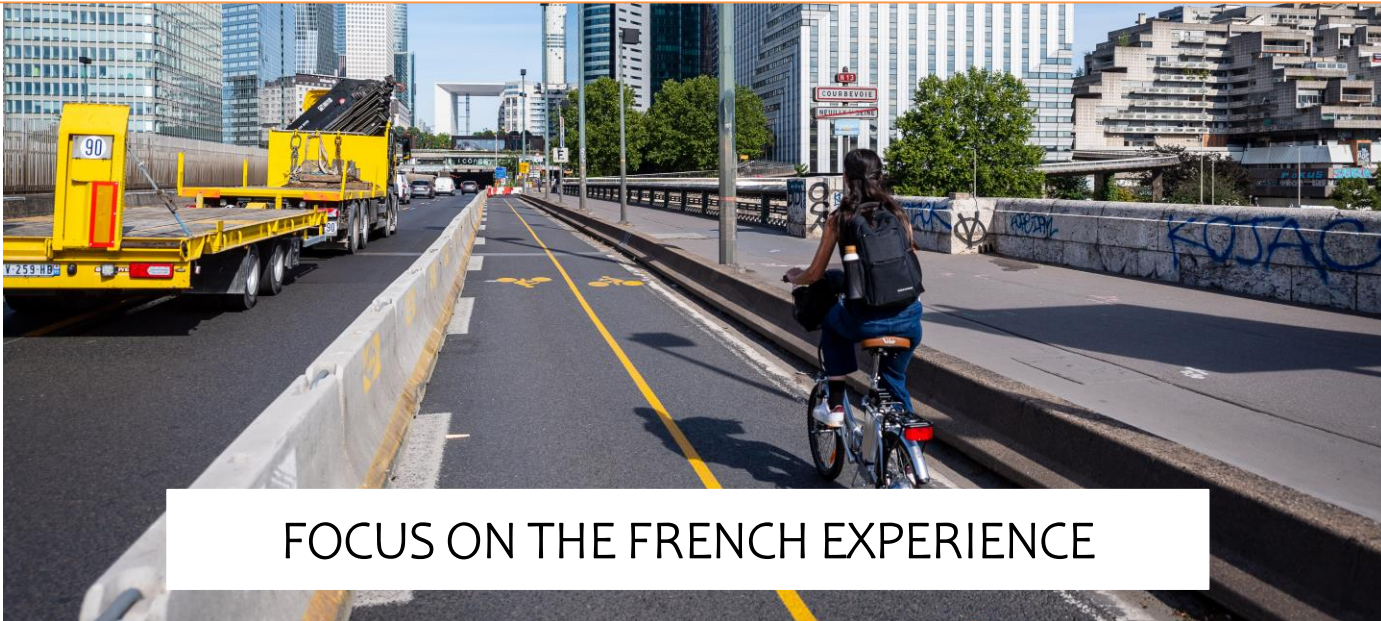




**TRAFFIC MODULATION AMID COVID19  
AN OPPORTUNITY TO REINVENT MOBILITY PLANNING?**



FOCUS ON THE FRENCH EXPERIENCE

# ABOUT CEREMA

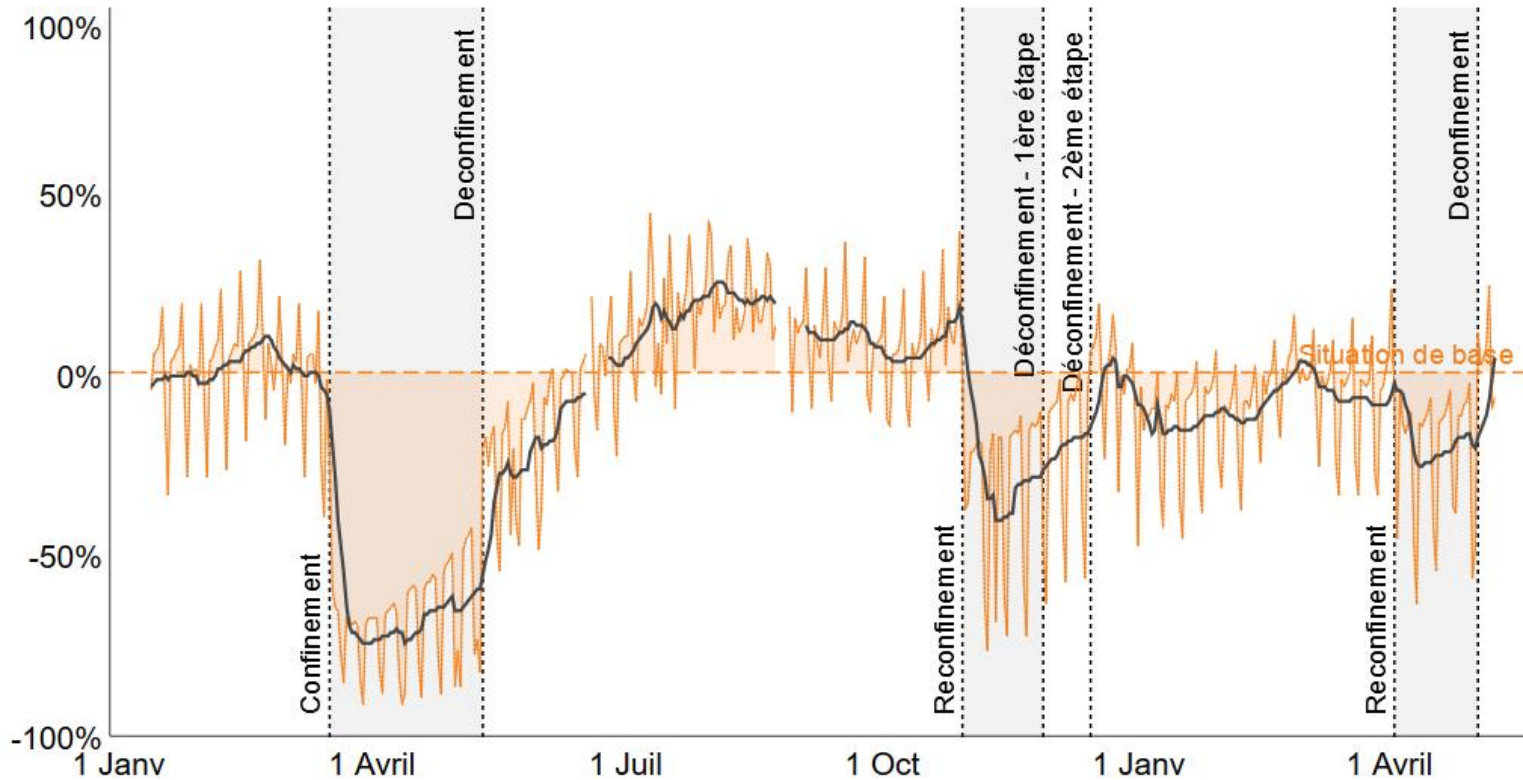
- **France's leading public agency :**
  - Working for French government, private enterprises, local authorities, and public bodies :
  - Supporting public policy for **urban development, mobility, adapting to climate change, and transitioning society**
  - Under the supervision of the relevant government departments
- **Over 2500 agents across 29 branches, 6 areas of competence :**



<https://www.cerema.fr/fr/europe-international>

# COVID AND LOCKDOWNS : MONITORING IN PANDEMIC : ROAD TRAFFIC

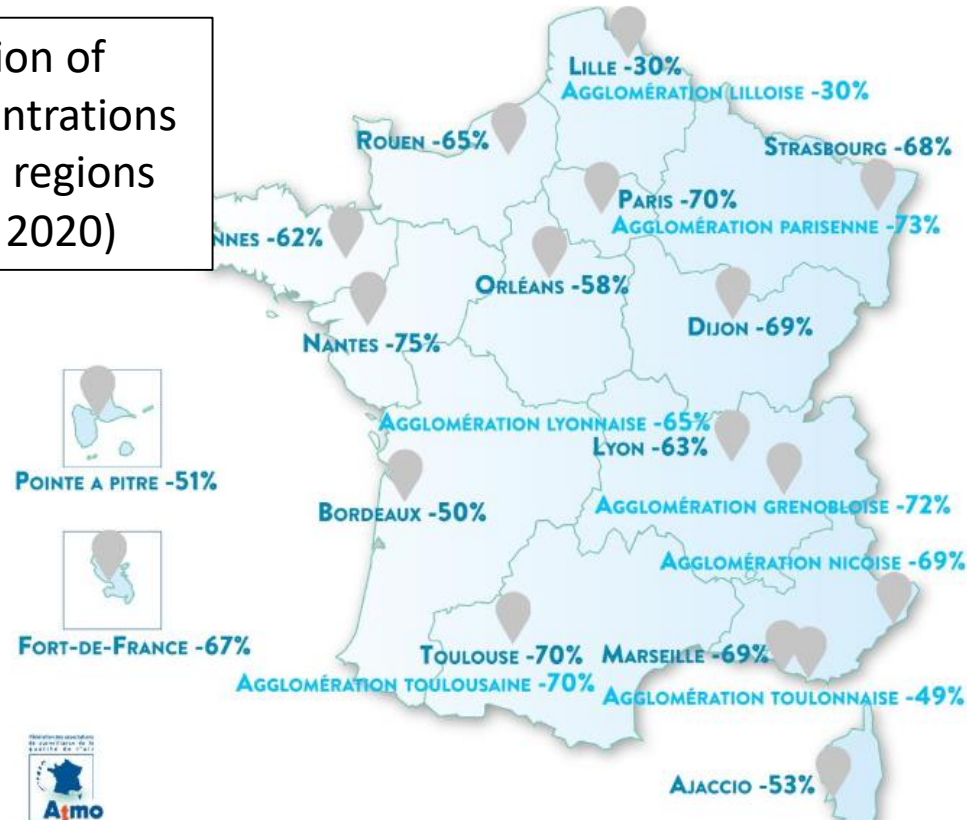
<https://dataviz.cerema.fr/trafic-routier/>



How does pandemic impact road traffic levels (national scale)?

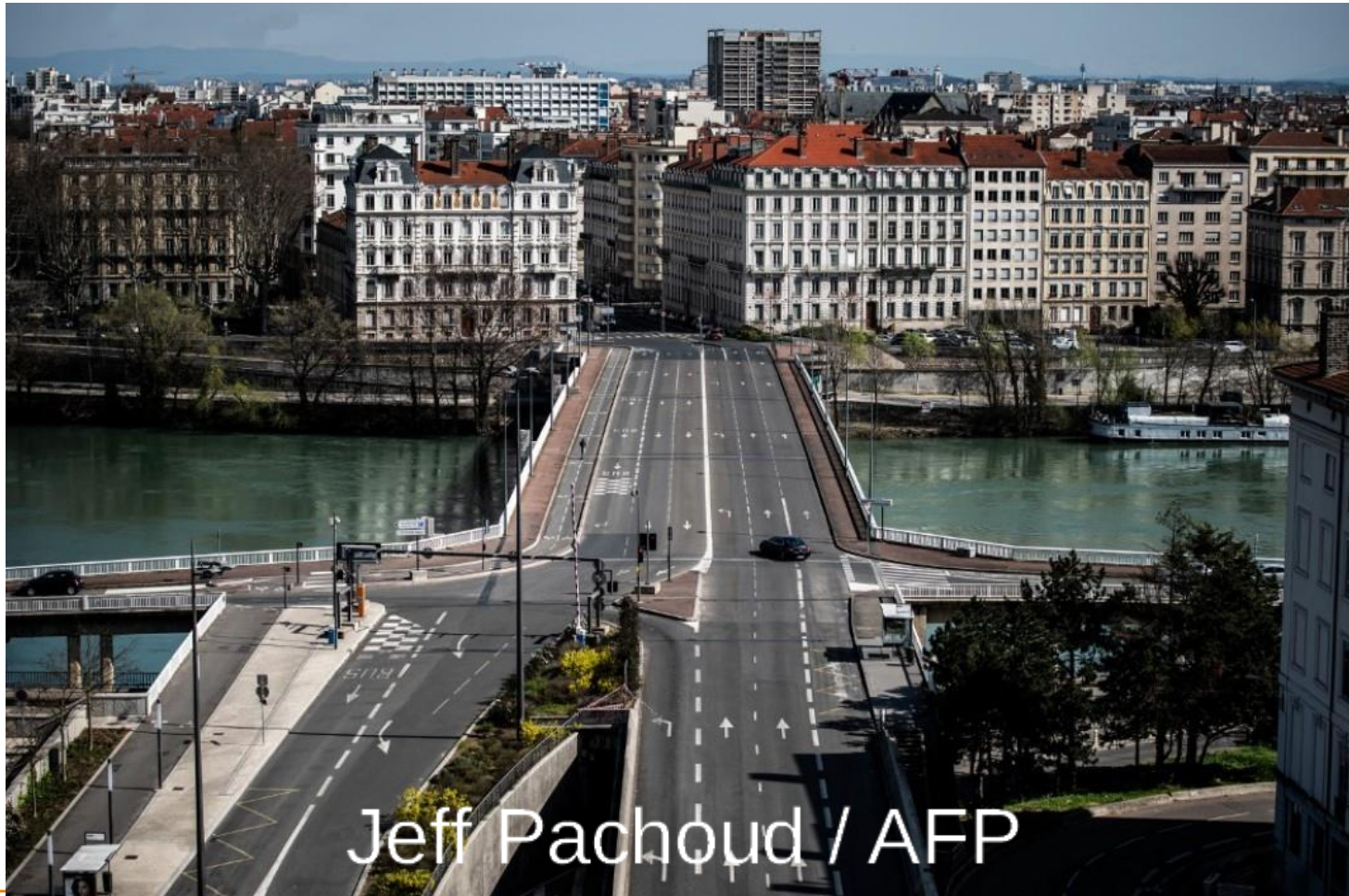
# COVID AND LOCKDOWNS : MONITORING IN PANDEMIC : AIR QUALITY

Evolution of  
Nox concentrations  
in French regions  
(spring 2020)



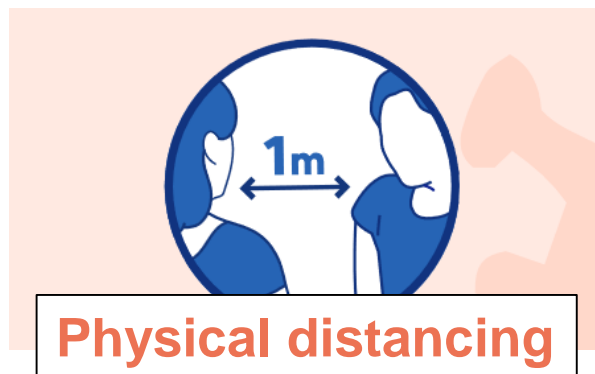
Approx 3500 deaths avoided during spring 2020 (due to particles or NOx )

# NEW OPPORTUNITIES ON PUBLIC SPACE...



Jeff Pachoud / AFP

# TO FACE CHALLENGES WHILE ENDING THE LOCKDOWN?



# A NEED TO ACT FAST TO ADAPT PUBLIC SPACE

End of first lockdown :  
A need to act fast

Networking of territories (webinars)

Express guidelines and training for  
temporary infrastructures



« Temporary facilities : test to develop sustainably »

# ACCELERATION OF CYCLING POLICIES WITH DIFFERENT OPTIONS TO ADJUST PUBLIC SPACE

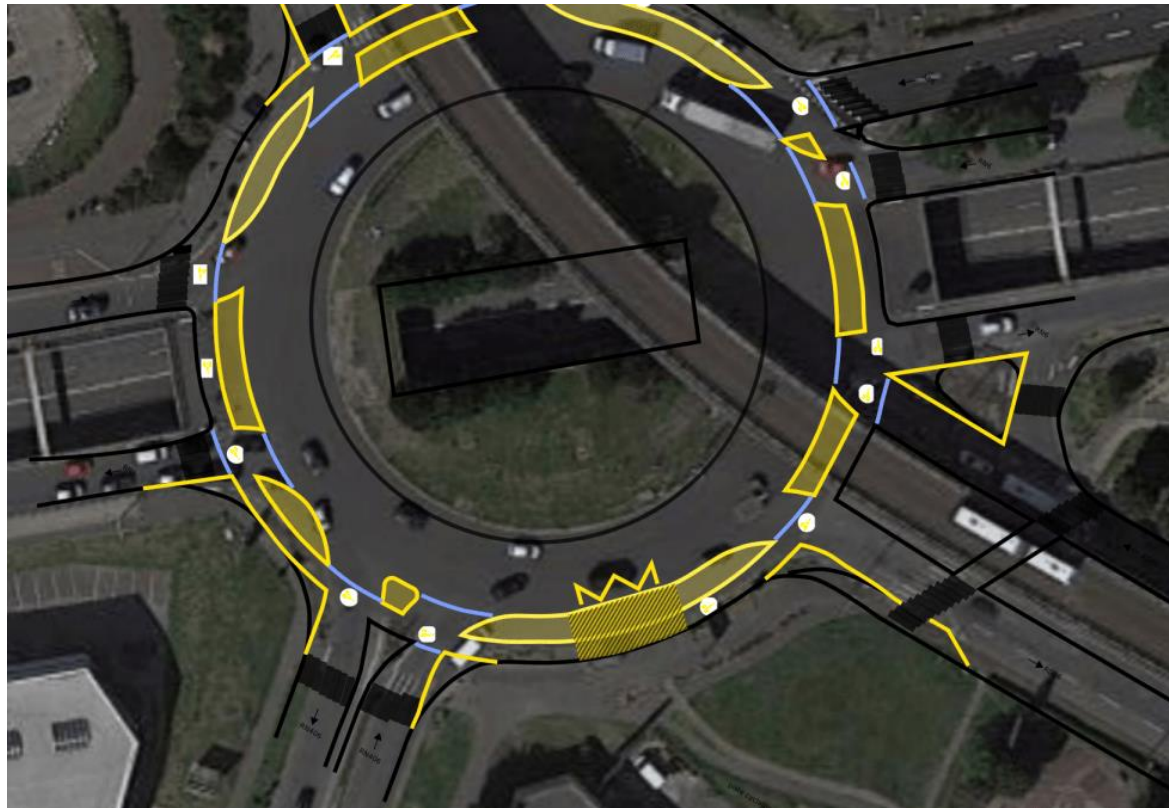
Reducing the number of lanes dedicated to motorised traffic





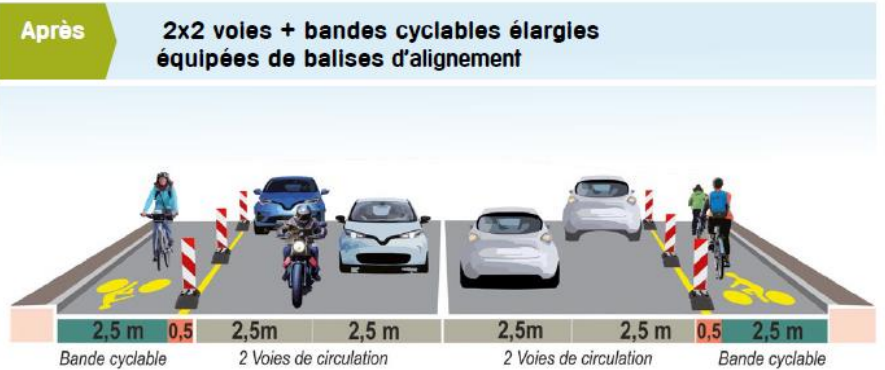
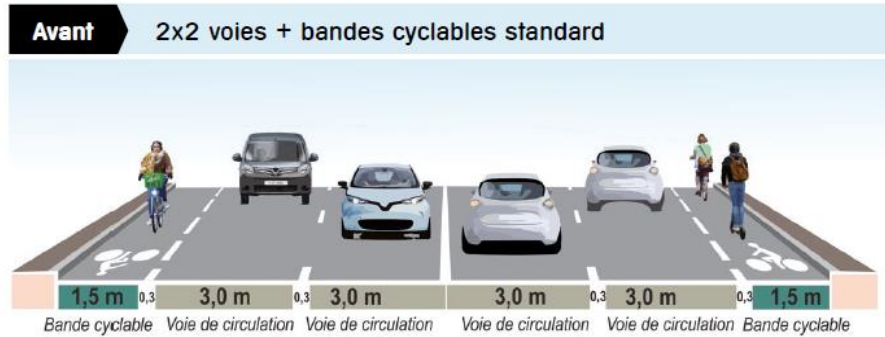
# ACCELERATION OF CYCLING POLICIES WITH DIFFERENT OPTIONS TO ADJUST PUBLIC SPACE

## Testing new solutions



# ACCELERATION OF CYCLING POLICIES WITH DIFFERENT OPTIONS TO ADJUST PUBLIC SPACE

## Enlarging existing facilities



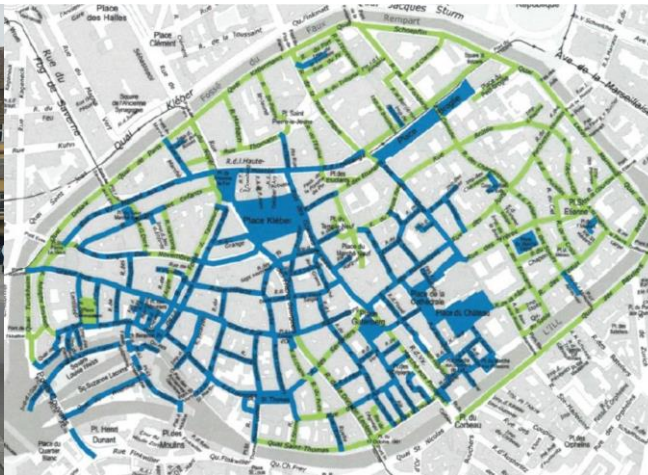
# ACCELERATION OF CYCLING POLICIES WITH DIFFERENT OPTIONS TO ADJUST PUBLIC SPACE

## Taking actions on parking facilities



# GIVING MORE SPACE TO PEDESTRIANS MAKING DISTANCING EASIER WHILE IMPROVING PUBLIC SPACE

## Extension of pedestrian priority zones in city centres



# GIVING MORE SPACE TO PEDESTRIANS MAKING DISTANCING EASIER WHILE IMPROVING PUBLIC SPACE

Temporarily reserving streets for pedestrians (allowed to cyclists)

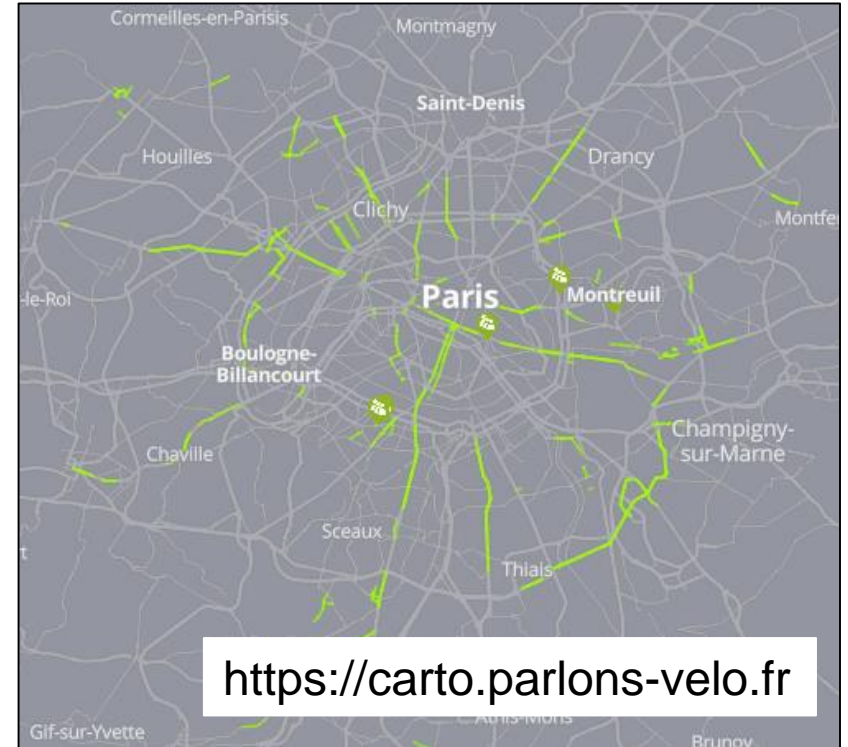
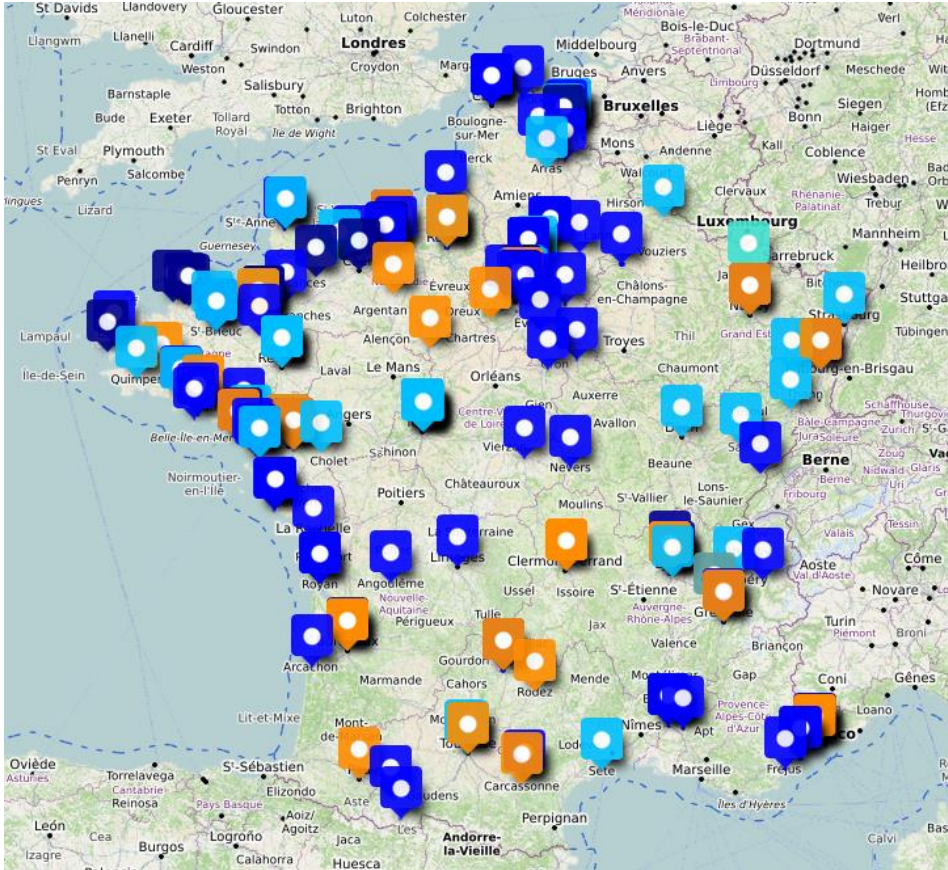


# GIVING MORE SPACE TO PEDESTRIANS MAKING DISTANCING EASIER WHILE IMPROVING PUBLIC SPACE

## School streets opportunities



# HUNDREDS OF NEW PROJECTS IDENTIFIED



# ADDITIONAL WAYS TO DRIVE CHANGE



Governmental measure : « coup de pouce vélo »



50 € for bike repairings

A 100 millions Euros plan



Bike training courses financed



Temporary bicycle parking funded (60%)



# FIRST RESULTS

## Biking in France

Main figures for 2021 (from 1st of January top 2<sup>nd</sup> of May) \*

Bicycle traffic	+ 28 %
Weeks	+ 24 %
Week-ends	+ 41 %
<b>Geographical background</b>	
Cities	+ 28 %
Suburban	+ 34 %
Rural Areas	+ 21 %

\* Compared to 2019 figures

# LOW COST, REVERSIBLE SOLUTIONS, SERVING AS A TEST TOWARD A NEW MOBILITY PLANNING TOOL?

- **More than 1000 km (620 miles)** of cycling infrastructures have been planned and more than 600 km (370 miles) are implemented
- Implemented in **record time** (some projects were stuck for many years), at **moderate costs**, initially due to pandemic
- A **dazzling acceleration of cycling policies**, and an overall increase of active modes users, even in rural areas (media impact)
- Infrastructures are flexible, adaptable, reversible, they are life-size development tests, allowing **research of new solutions** (nearly 10% were removed)
- **Many projects are already in perpetuation phase** (Government supports some of them)

# AN INSPIRING METHOD FOR MOBILITY PLANNERS?



# THINKING OF TOMORROW MOBILITY



THE GOVERNMENT FINANCES NEW PROJECTS

# WHAT TO DO AND WHAT TO AVOID?

## Do's

- **Have an overview and carry out tests on key locations (high potential : hotspot of an existing network for example)**
- **Take advantage of the test methodology to try ambitious solutions**
- **Keep in mind that change is not immediate**
- **Rely on users to assess new facilities**
- **Support, communicate and encourage new usages**

## Don'ts

- **Plan temporary infrastructures where it's easy rather than where it's useful**
- **Avoiding the question of continuity (network aspects)**
- **Conclude too quickly : changes take time but remain necessary, regarding challenges**

# THANK YOU FOR YOUR ATTENTION AND FEEL FREE TO CONTACT US



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