



Presentation of Paris en Selle

30 October 2025



Summary

- **Who we are**
- **A short history of cycling in Paris**



Who we are



Paris en Selle: who we are

Association founded in 2015 following a proposal for the Participatory Budget of Paris

Our mission: “Make cycling obvious” (*“Faire du vélo une évidence”*)

We are active in the 17 districts (*arrondissements*) of Paris and 8 cities in the inner suburbs with over 1,200 members.



Paris en Selle: who we are

A political mais non-partisan association

- Our only goal is to discuss and develop the place of cycling in the city
- We are not politically affiliated : we want all sides to become pro-cycling

An « insider » strategy

- We prefer talks to protests, to be respected actors in the public sphere
- We do point at errors and mistakes but at the right time and in the right manner



A short history of cycling in Paris



Blast from the past: a bike city...

Gare de Lyon
arrivals hall,
August 1948





... Then the cars came

Louvre Museum,
1958





A slow comeback

- Major transport strikes in 1995: Parisians rediscover their bicycles
- 1996-1997: cyclists allowed in bus lanes and first separated bike paths under the conservative mayor Jean Tibéri
- 2002: first “Cycling Master Plan” by the new left-wing majority (then renewed in 2010, 2015 and 2021)



2007: The Vélib

Immediate success: 26 million rides in the first year (49 million in 2024)

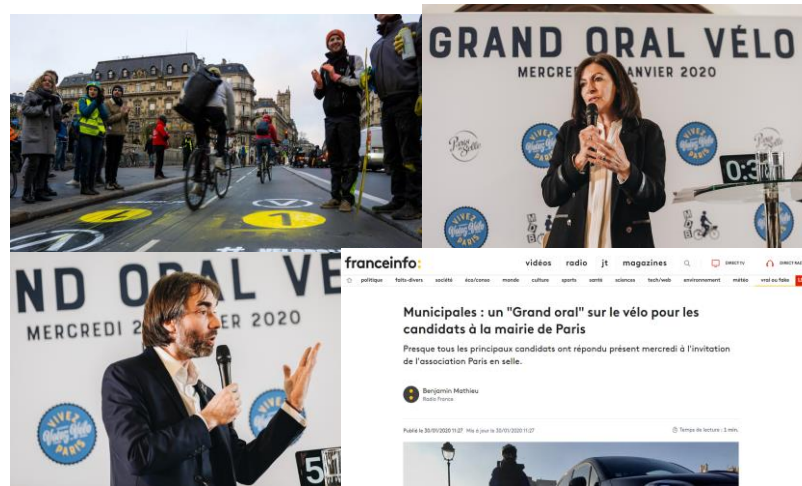
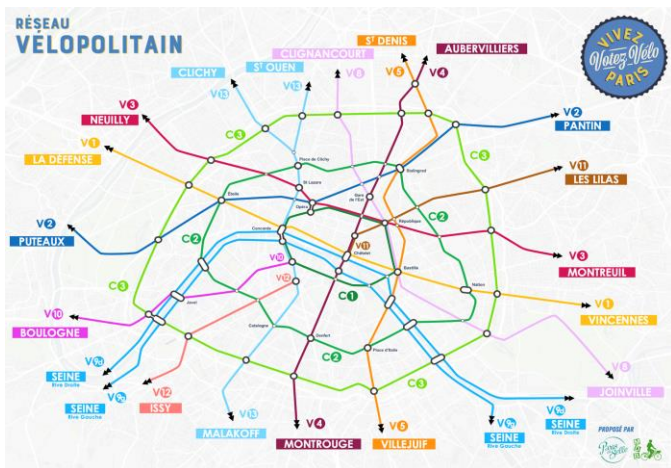
Largest bikesharing system in Europe (1,500 stations, 19,000 bikes)



Our 2020 Paris Mayor campaign



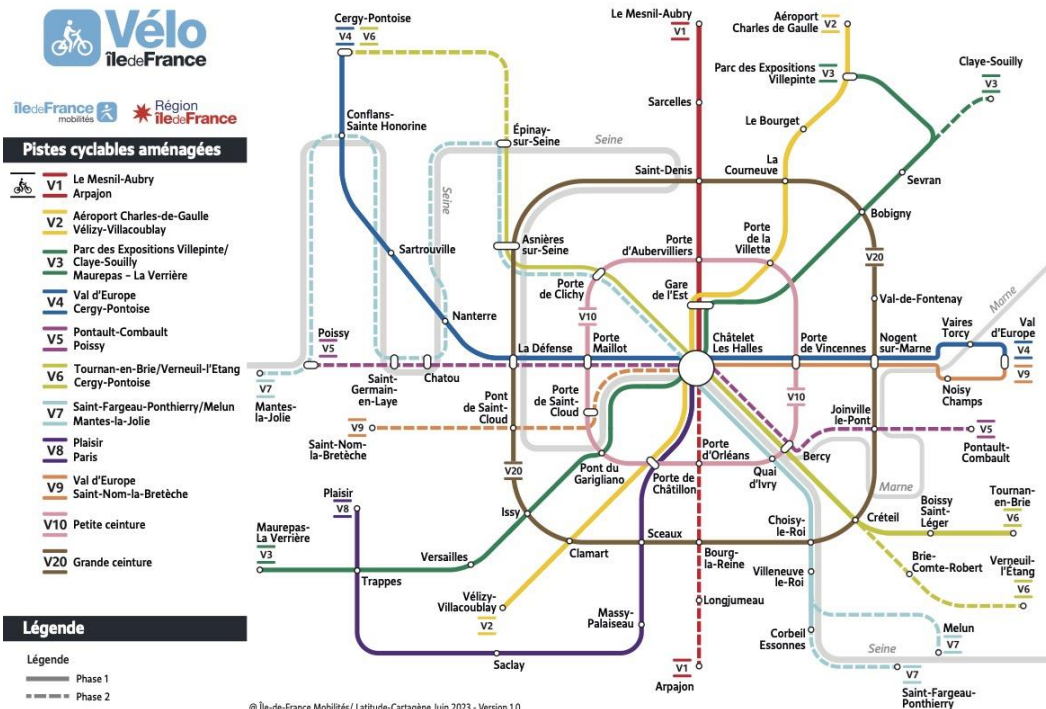
- 4 main proposals agreed by most candidates
- Marking out the Vélopolitain city-wide network
- A public audition of all mayoral candidates



The “Vélo Ile de France” network

An idea originating from the local cycling organizations, taken over by the regional government

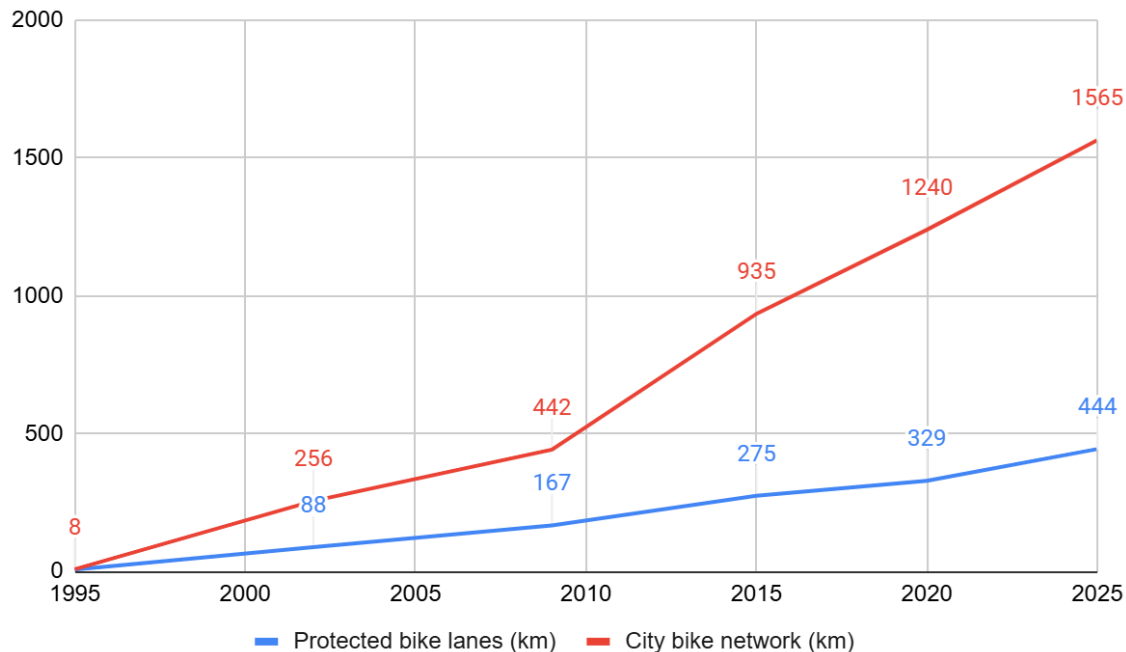
- A 750 km network by 2030
- Regional funding up to 50% (300 million euro total budget)
- Signature policy of the conservative President of the region Valérie Pécresse



From zero to hero in 30 years

Progression towards a
“100% bikeable” city:

- separate protected bike lanes
- contraflow streets
- bus lanes
- pedestrian areas and “school streets”





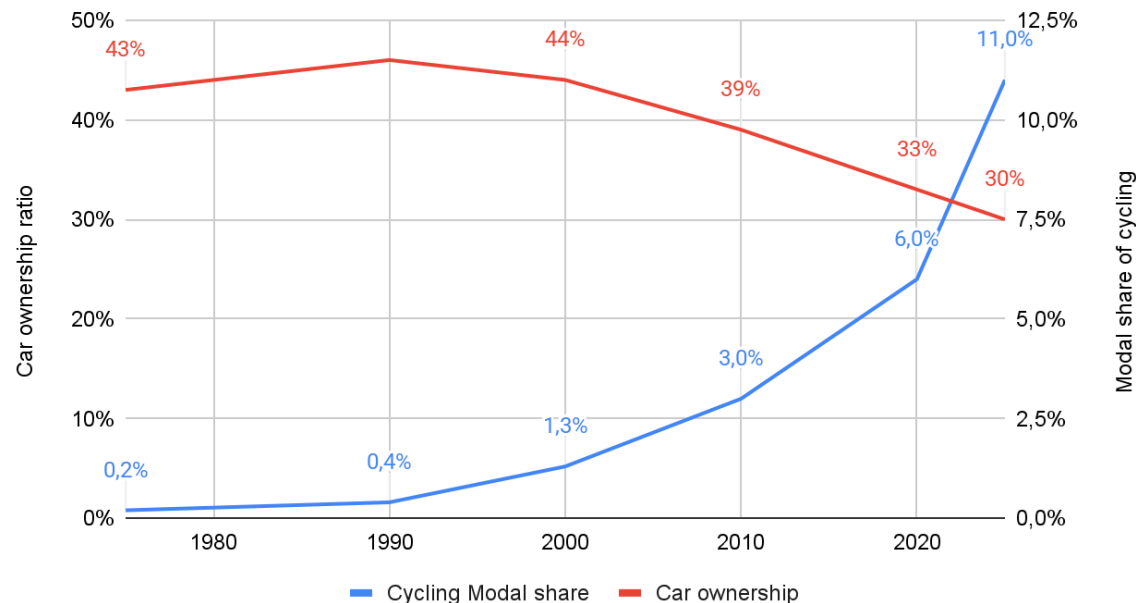
From zero to hero in 30 years

2023-2024 study:

Inside the city of Paris:
11% bikes vs 4% cars

Between Paris and the
inner suburbs:
14% bikes vs 10% cars
(19% at peak hours)

The evolution of transport in Paris



Changes in national law

- 2000 ("LAURE" law) and 2019 ("LOM" law): bicycle infrastructure must be included in any creation or renovation of urban streets
- 2008: all one-way streets in 30 km/h zones can be used both ways by cyclists
- 2020: all new buildings (housing or offices) with a car park must also have a minimum amount of bike parking
- 2021: obligation to create secure bike parking in all main railway stations (1,133 stations)
- Etc.



Thank you!