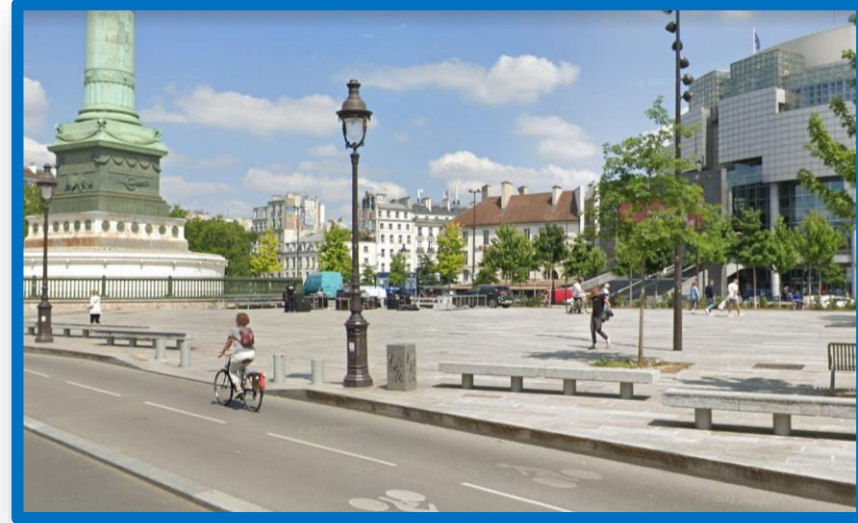
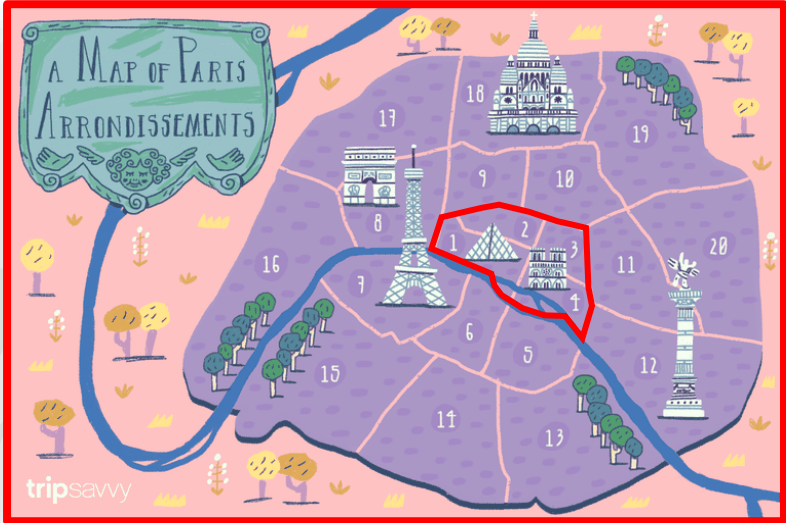


BIKES & PEDESTRIANS POLICIES IN PARIS (CENTRE) 30/10/2025



Paris Centre

Ariel WEIL, Mayor of Paris Centre

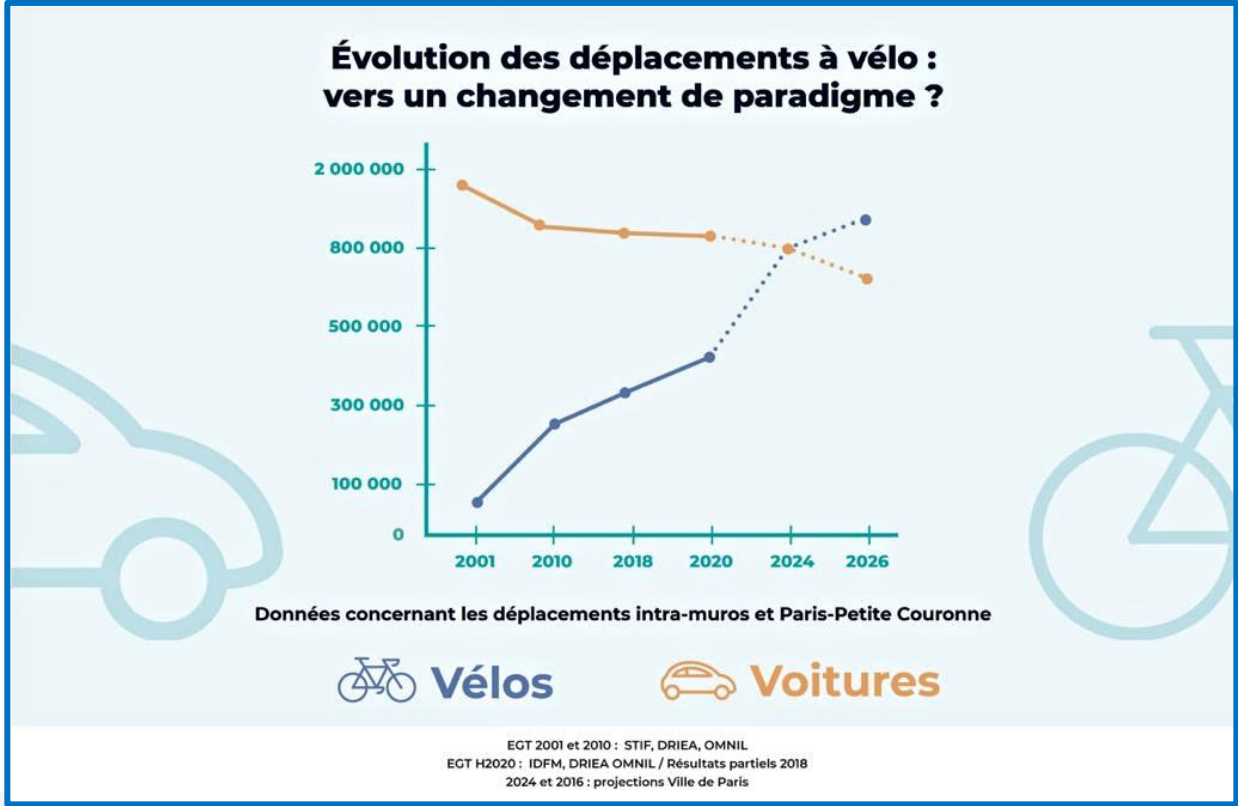


Florent GIRY, Deputy mayor for roads, mobilities, worksites management

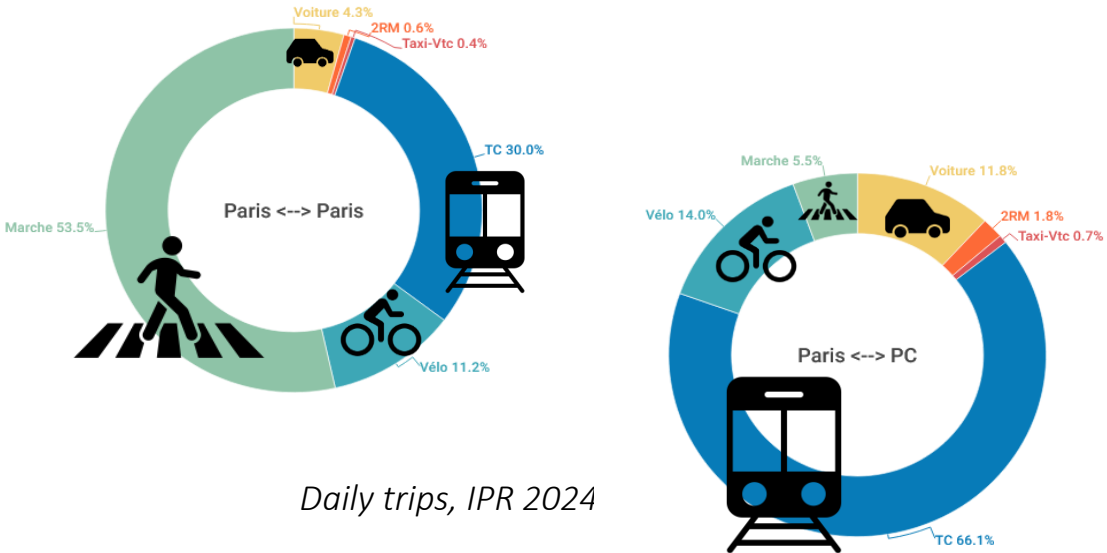


The bike roadmap in a glimpse

What we aimed in 2020 : crossing the curbs in 2024



What we actually did in 2024 :
 Within Paris : 3 x more bike trips
 Paris <-> "first crown" suburb : more bikes than cars



Before 2000 : first stammerings



80's : « Courtesy corridors »



90's : first protected lanes

2001: the era of bus lanes and tramways



2001 : large bus lanes network



2001 : tramway belt with protected bike lanes

2010: bike as an autonomous policy and ecosystem



Parking facilities



Biking lessons in schools



Double-ways in small streets

2015: NOW we're talking



Finally a capacity lanes network :

- Often bidirectional
- Very visible and effective
- Quite imperfect on details (crossroads, signaling, size, insertion)

→ A political symbol of Hidalgo's policies (for both opponents and supporters)

→ A hot political object for public debate

2015: NOW we're talking



Reshaping of a handful of large places for pedestrians and plants

- Major impact on allocation of space,
- Very visible and picture-friendly
- Not always well connected with the bike ambition

Pedestrianization of the right bank of the Seine (former highway)

The first « school streets » : local projects with low media and public awareness

2019 – 2020 : external events as catalysts

December 2019 : long strike in the public transport

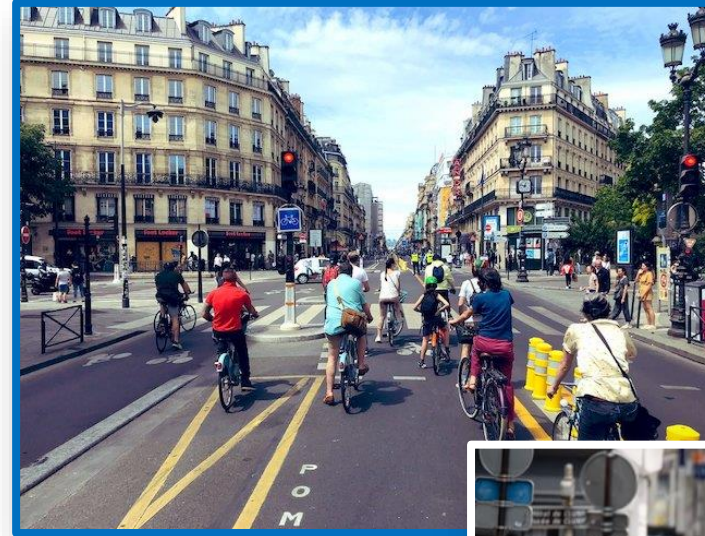
- Almost 1 month
- Many people oblige to commute by bike for the first time
- Continuous traffic jams showing the inefficiency of cars

Spring 2020 : COVID post-lockdown

- Fear of contamination in public transports
- Social distancing as a challenge in narrow busy streets
- Decision of Hidalgo to build 50 km of « corona-lanes » (+ « corona-pavement » in Paris Centre mainly)
- Bold decision on Rivoli street

The vote for local election take place in this context :

- Biking widely seen as a solution
- Previous efforts to build cycle lanes now make sense



2020 : Local election campaign as a « stop or more ? » pool

Hidalgo decides to endorse the full package and comit to :

- A 100 % cyclable city
- Cut half of street parking
- Generalising school streets
- 15-minutes city

The main opponent take the opposite view : proposing a pause on roadworks

NGO's pushing hard the topic :

- Bike advocates with their « velopolitain »
- « Respire » for school streets

→ A key topic in the public and political debate (if not the main)



2021 : Let's go then ;)

Lessons learned from previously :

- Better attention to details : bus stop, crossing, traffic lights ...
- Better association of bike advocates in the designing process
- Industrialization of conception and works : more staff, more budget, external support

New challenges :

- Growth crisis : more bikes than previous infrastructure can support, leading to incomfort and conflicts with pedestrians
- Competition for space with bus lanes
- Higher expectations from citizens
- Higher prices from public work companies

Results in Paris Centre :

- Half the street parking has gone (- 2500)
- + 10 000 bike places
- Half the bike scheme is done

300 school streets in Paris, including 100 totally reshaped



2026 : bike as a consensual policy ?

In Paris Centre, we don't hear anymore (from local actors)

- « *There is no one on your bike lanes* », because they are (too) crowded
- « *It is only made to annoy car drivers* », because many of them bike too sometimes
- « *You will kill business* », because business is thriving 10 years later

But we hear more and more :

- « *Bikes are dangerous for pedestrians* », not true in figures but the feeling is widely spread because of bad behaviours
- « *You prefer bikes than public transports* », not true in general but some sticky examples (inc. Rivoli)
- « *Former bike lanes are obsolete* », and some are indeed

Next local election in 2026 :

- Bike will not be the main topic this time (housing crisis + national instability)
- No candidate is seriously proposing to withdraw what has been done, but some want to stop there

