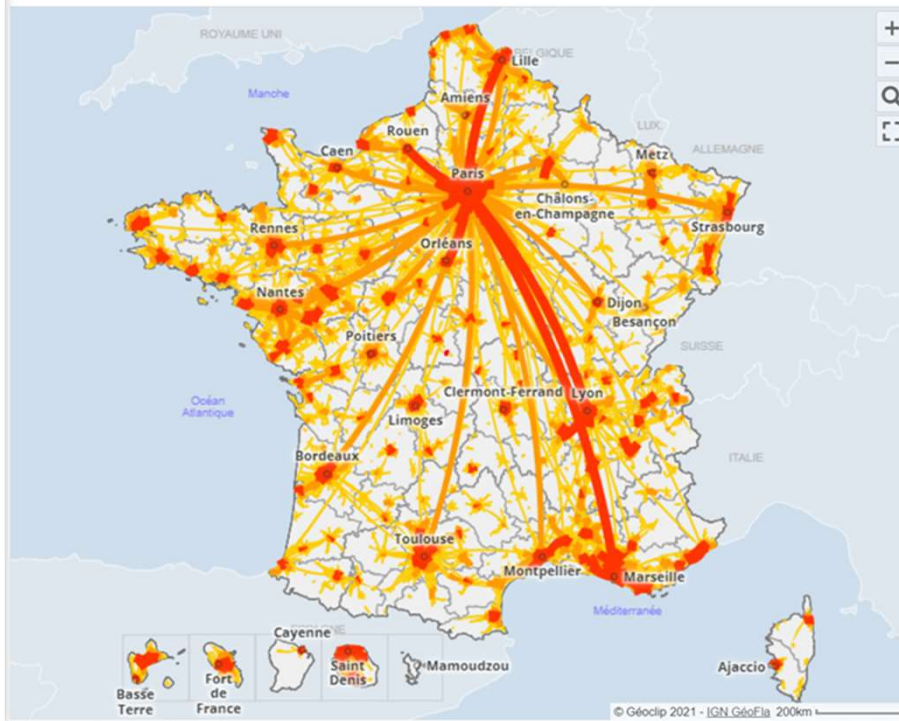


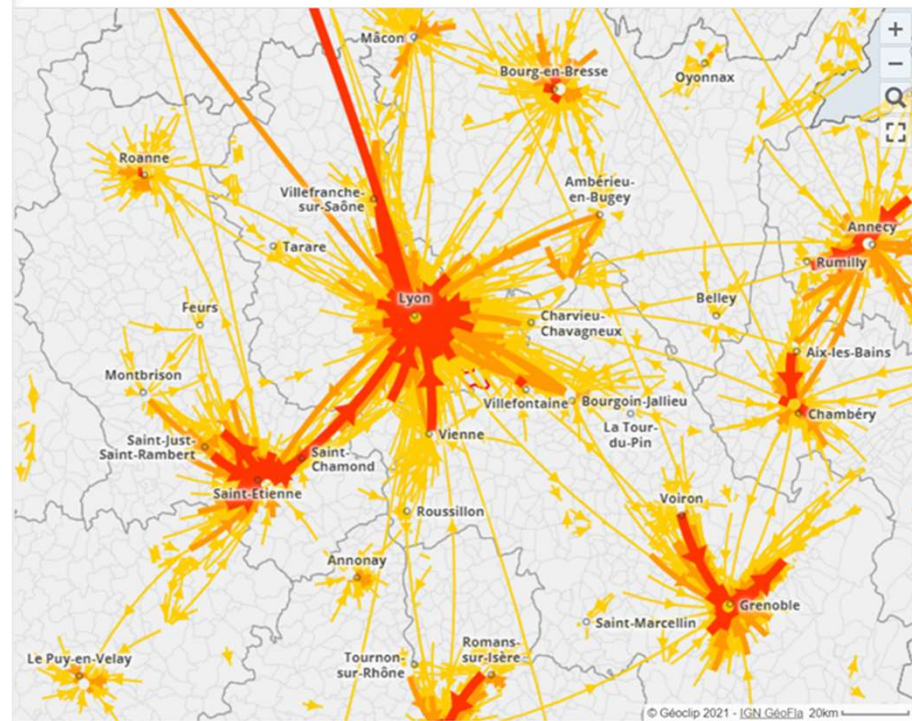
Mobility : the role of micromobility / active modes

Commuters in France

1 Nombre de navettes domicile-travail (navetteurs) 2018



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Données INSEE

France is a heavily integrated economic system

Where people live where people work

	Population				
	Communes centres	Autres communes en pôle	Communes des couronnes	Communes hors attraction des villes	Ensemble
<i>Données INSEE, J Coldefy</i>					
Aire de Paris	3%	13%	4%		20%
700 000 habitants ou plus (hors Paris)	5%	5%	9%	2	20%
200 000 à moins de 700 000 habitants	7%	4%	13%		24%
50 000 à moins de 200 000 habitants	6%	1%	11%		18%
Moins de 50 000 habitants	6%	1%	6%		12%
Communes hors attraction des villes				7%	1
Ensemble	28%	23%	43%	7%	100%

- 93% of french are part of a city based economic system
- 50% of french leave in rural areas

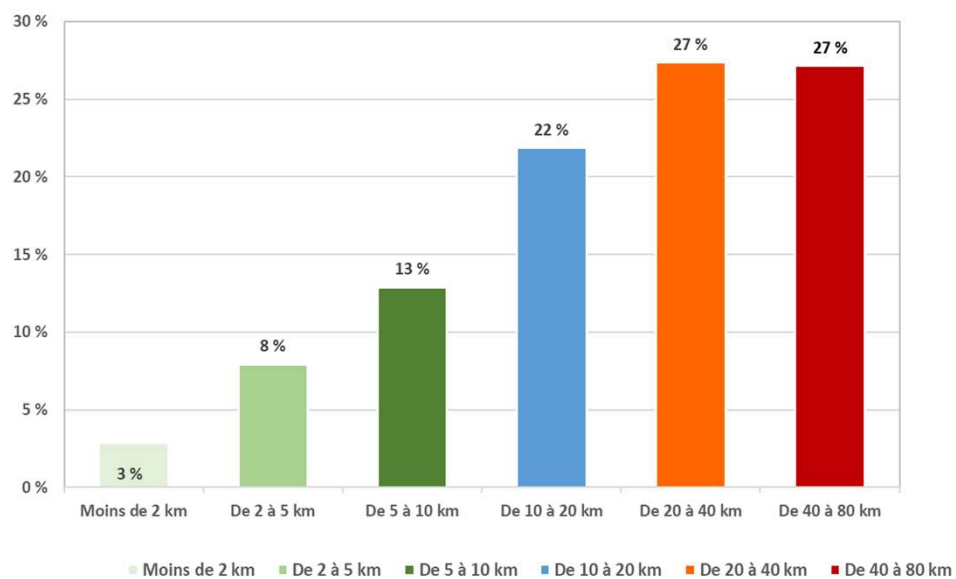
Home to work distance is 17 km in an average. 50% of daily km done in France

Our Public Transport system has not followed the urban growth

The demand exceeds at least 3 times the current offer between peri-urban and conurbations areas

Biking, THE solution ?

Daily travels / split of km done by distance of travels



- 90% of km are done by travels below 5 km

Source ENTND 2019 J Coldefy

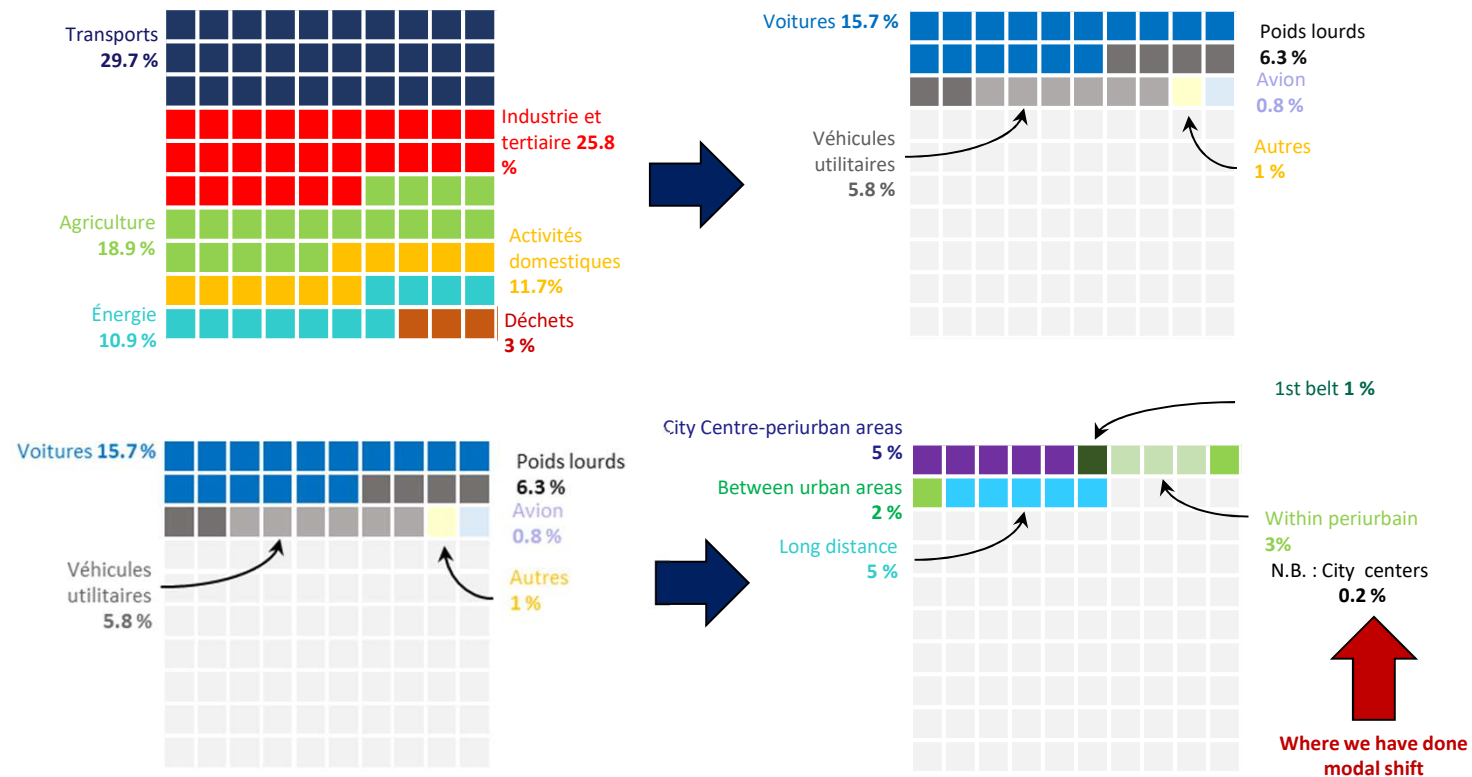
More bikes = less cars?

- Bike is the ideal tool for urban mobility : individual mode, saves public, cheap, similar speed as car in dense areas
- But bike has a limited range even if electric (~ 5 km)
- Comparison between Lyon with 3 champion cities of bike

Modal shares	Amsterdam	Strasbourg	Lyon (intra périphérique)	Copenhagen
sources EGT	Données 2014	Données 2019	Données 2015	Données 2014
Voiture	29%	37%	25%	33%
TC	22%	15.50%	25%	25%
Vélo	25%	11%	3%	30%
Marche à pied	22%	36.50%	47%	17%

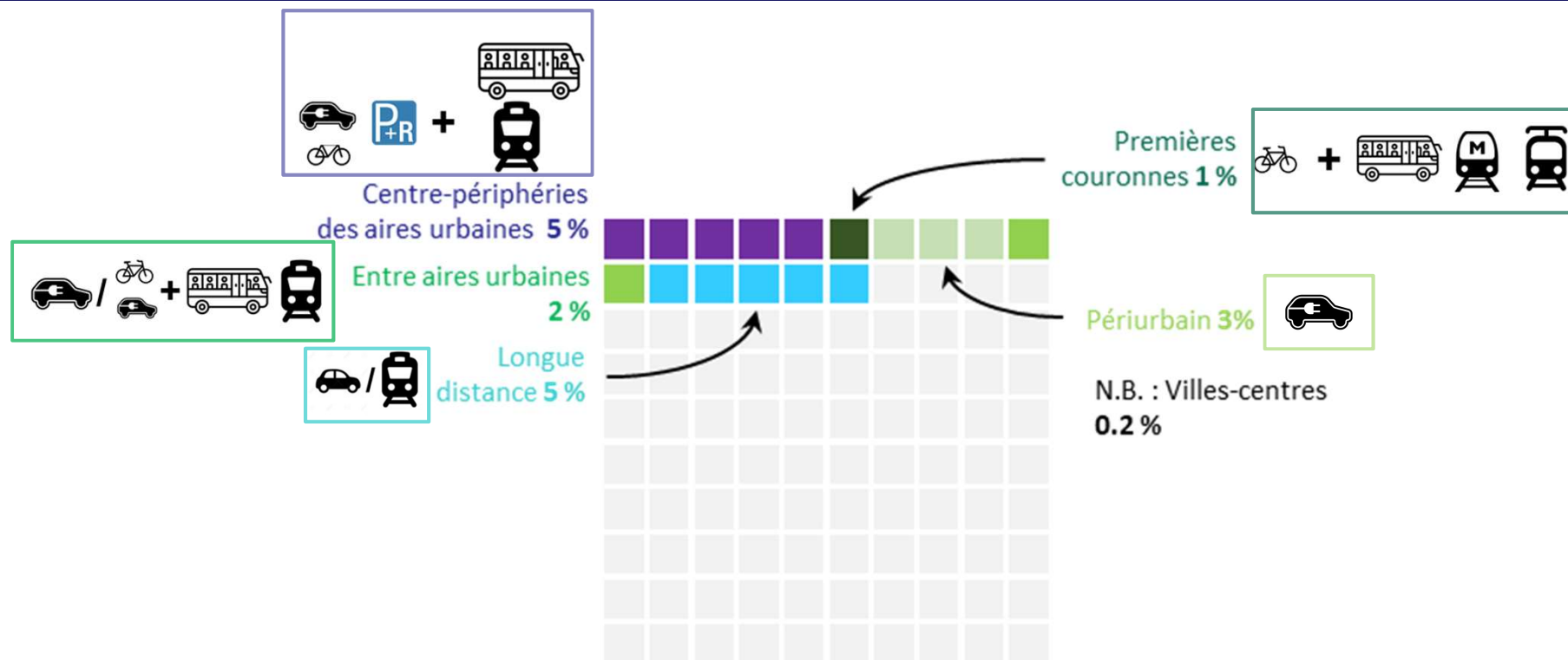
- ➔ The objective is to decrease car use not to increase bike use
- ➔ Bike and car are not substitutable goods
- ➔ Bike could have an impact on shorter travels : in small or medium cities, in inter-modality with PT for daily long distances (average Home to Work distance is 17 km in France, 34 km/day) ➔ bike lanes and secured parks are needed

Where are located CO2 emissions of mobility



Source CITEPA 2019 + ENTDT + Thèse B Conti, J Coldefy

Mobility without CO2: Solutions for different contexts



Thanks for your attention !
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JEAN COLDEFY

MOBILITÉS : CHANGER DE MODÈLE

**SOLUTIONS POUR DES DÉPLACEMENTS
BAS CARBONE ET ÉQUITABLES**

PRÉFACE D'YVES CROZET,
POSTFACE DE PHILIPPE DURON