

Lyon Metropole Cycling Plan

The path to a safer, 100% cycle-friendly territory



MÉTROPOLE

GRAND LYON

À Vélo
DANS LA MÉTROPOLE



“By making bicycle journeys safer, we're opening up ways for everyone to choose cycling if they can, and wish to.”



editorial

18 years ago, *Vélo'v* bikes arrived in droves on the streets of Lyon and Villeurbanne – the start of a landmark transformation of our Metropole. Over the years more and more cycling facilities have appeared, their success growing with each new construction.

Following the adoption of strategic plans in 2009 and 2016, the new cycling plan for 2024-2030 continues in the same direction, with boosted ambitions as well as resources. It reflects our commitment to create a Metropole where everyone can get around safely, especially by bike. The previous action plan has already borne fruit, doubling cyclist numbers and nudging residents towards walking and cycling. Following Lyon Metropole's first walking plan adopted in June 2022, we are now shifting up a gear with this ambitious new cycling plan.

Safety is at the core of this initiative. Our objective is to make our streets safer, and to overcome the obstacles that hamper the harmonious coexistence of different transport modes. We have set ourselves clear objectives: to triple the number of cyclists compared to 2019, and to create a cycle-friendly Metropole where people can ride along peacefully. The ambition is to make sure everyone is safe – from youngest to oldest, able-bodied or with a disability – when they choose cycling for their journey to work, to school, to go shopping or just to go for a ride.

This is a commitment that goes beyond infrastructure. We have launched an ambitious initiative aimed at achieving zero serious accidents on our roads. In collaboration with the Communes, *Sytral Mobilités*, *Cerema* (French body for public infrastructure), and other key partners, we are striving to create an environment where every bicycle journey is not only enjoyable, but above all safe.

This cycling plan includes concrete actions to combat bicycle theft, such as creating many more secure bicycle storage spaces and running awareness-raising campaigns.

By making bicycle journeys safer, we're opening up ways for everyone to choose cycling if they can, and wish to. This assists traffic flow while also supporting the city's inclusivity, and brings health benefits for the cyclists themselves and for everybody living in the city, thanks to improved air quality.

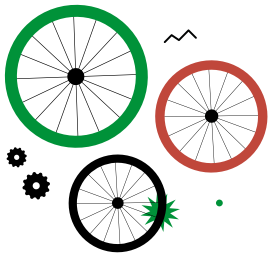
Together, let's shape our Lyon Metropole so that everyone can fully enjoy the freedom of travelling around without fearing for their safety. In this way we will build a stronger, healthier, flourishing society for future generations.

Bruno Bernard,

President of Lyon Metropole.

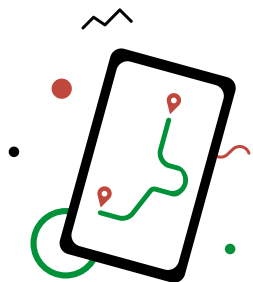
Active mobility action plan: a success

From 2014 to 2020, with momentum from the city's Active Mobility Action Plan, uptake of cycling increased by an average of 12% a year across Lyon Metropole, while the accident risk fell by half. This plan, with its budget of 160 million euros, enabled more than 400 projects to be created in three areas.



MORE INFRASTRUCTURE

- **1,013** kilometres of cycling facilities at the end of 2020
+ 525 km added between 2014 and 2020
- **Doubling of the regulatory surface area** devoted to cycle parking in collective and student housing
- **Updating of the Cycling Facilities Design Guide**



MORE SERVICES DEDICATED TO CYCLING

- **17,093** hoops for bicycle lock-up
+ 12,000 hoops added between 2014 and 2020
- **1,000** new Vélo'v bikes
- **134** signposted junctions
- Creation of a **€100** grant towards buying a bicycle
- **Provision of grants and subsidies for "fix your own" workshops**



MORE COMMUNICATION AND CONSULTATION

- **72** automatic counting stations
+ 36 stations added between 2014 and 2020
- **Roll-out of information and awareness-raising campaigns**

The bicycle – active symbol of a calmer Metropole

Strengthened by the dynamic it has set in motion, and in response to residents' aspirations, Lyon Metropole Cycling Plan sets out to make cycling a credible alternative to private cars, right across the territory. The aim is to reduce single-occupant car journeys, with multifaceted benefits in terms of public health, inclusion of all groups, and an improved living environment.



KEY STAKE: PUBLIC HEALTH

Cycling offers a way to combat sedentary lifestyles while simultaneously boosting physical and mental health. And since it leads to reduced use of motor vehicles, cycling also helps to improve ambient air quality and the soundscape, while lowering greenhouse gas emissions.



KEY STAKE: SOCIAL AND PURCHASING POWER

Cycling is also one of the most inclusive ways to get around, with solutions to suit everyone regardless of their profile. This inclusivity must also factor in the issue of gender, in accordance with the action plan for equality between women and men. Lastly, the bicycle is an inexpensive mode of transport. It's estimated that a cyclist's annual travel expenditure is just a sixth or a tenth of that of an automobile driver.



KEY STAKE: IMPROVING THE LIVING ENVIRONMENT

Cycling facilities enable the same number of people to get around as a road carrying automobile traffic, but take up less space. This space saving opens up options for developing other public strategies to improve the living environment, especially better provision of pedestrian routes, creation of planted areas or infiltration of rainwater.

NEW AMBITIONS

X 3 Triple the number of cycle journeys between 2019 and 2026.

100% Make Lyon Metropole 100% cycle-friendly for everybody.

1, 2 OR 3 Help Lyon Metropole de Lyon onto the podium of the French Barometer of Cycling Cities, rated by the French Federation of Bicycle Users (FUB).

Association circles driving



Banner for the Citizen cycling plan

In 2020, several associations in Lyon (*Maison du Vélo*, *La Ville à Vélo*, *Janus France* and the *CLAVette* “fix your own” workshops) put forward a citizen-oriented plan called *A cycle-friendly Metropole*

for all. This document sets out around thirty actions designed to reduce reliance on cars and increase the modal share of cycling to 15%. It explores three focus areas in detail: supporting the change, developing high-quality infrastructure, and varied, innovative bicycle services.

This document, which came out of the associative world, formed a solid basis for many of the actions of the Metropolitan Bicycle Plan.

The Cycling plan, tracing a new path

Namely, the path of a coherent, inclusive and ambitious system for bicycle use in the Metropole. To achieve it, we must pull every lever the authority has at its disposal. This “cycling system” has to encompass a broad spectrum of possible actions, with the aim of making cycling activity more accessible and appealing on a mass scale.

The Cycling Plan, comprising over 60 actions, hinges on five key axes that complement each other.

Axis 1 / Secure and develop infrastructure dedicated to cycling

Axis 2 / Ensure the safety of all users including pedestrians, cyclists and their bicycles

Axis 3 / Support changes in practice through training and awareness

Axis 4 / Develop tailored and facilitating services for users

Axis 5 / Develop the bicycle economy



Users of all ages on Voie Lyonnaise 1 (Lyon Lane)

© Lyon Métropole - Anais Mercey

2021-2026: 500 million euros dedicated to active travel

To achieve its objectives, Lyon Metropole is mobilising an unprecedented investment budget over the 2021-2026 period.

The budget, 500 million euros, will be invested in active travel modes; this is triple the amount allocated in the previous plan.

Operating expenditure also makes it possible to run recurrent actions. For example, this is the case with subsidies for associations, Lyon Metropole's employer mobility plan, tasks relating to communication and events, and the cycling development studies and surveys conducted by the Metropole.

Title	Amount (in € million)
Local projects	120
Support for Sytral projects	25
Creation of structures	20
Walking plan	10
Pavement maintenance and improvement	15
Signage for pedestrians	0.2
<i>Voies Lyonnaises</i> (Lyon Lanes)	282
Structural cycling facilities	20
Secure cycle parking	4
Installation of hoops	5.2
Help to buy a bicycle	20



Voie Lyonnaise 1 (Lyon Lane) on the Claude Bernard quay, Lyon

© Lyon Métropole

Axis 1

Secure and develop infrastructure dedicated to cycling

Because feeling unsafe is one of the biggest barriers to cycling, Lyon Metropole is aiming to become a 100% cycle-friendly area. This ambition will be achieved by developing the cycle route network, calming traffic in the Communes and rolling out facilities that assist cyclists. Creating dedicated areas that enable comfortable cycling also helps to reduce pedestrian/cyclist conflicts on the pavements.



Axis 1 action 1

CREATE A CYCLE ROUTE NETWORK WITH A HIGH SERVICE LEVEL VOIES LYONNAISES (LYON LANES)

A cycle route network with a high service level is being rolled out across the territory. Dubbed the **Voies Lyonnaises (Lyon Lanes)**, this network of 13 lines interlinks the Communes in Lyon Metropole, in order to encourage bicycle travel by lifting the biggest barrier to bike use: safety.

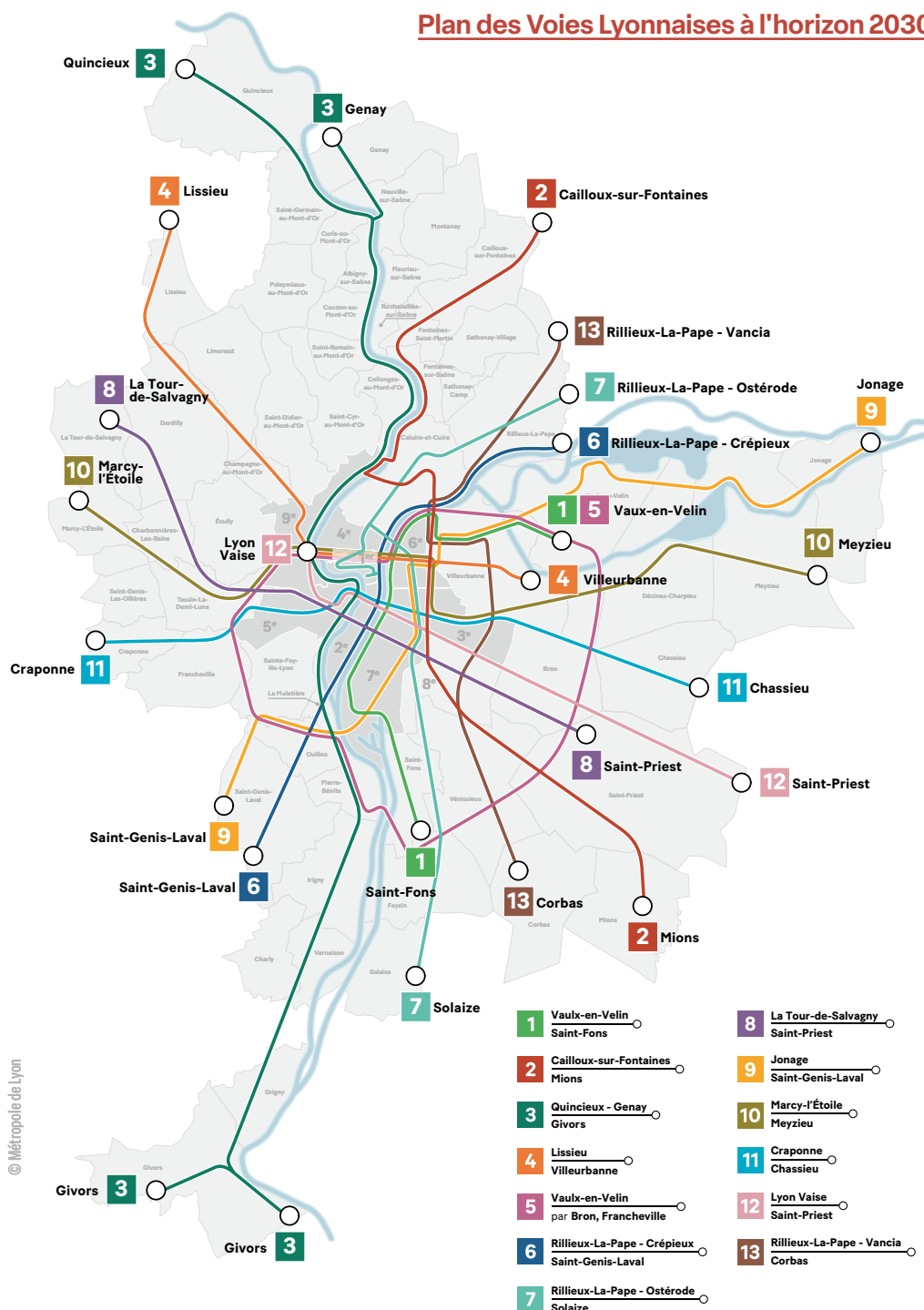
As such, the Lyon Lanes are part of an ambitious project to create wide cycling facilities separated from the vehicle traffic lanes. They offer continuous routes with minimal obstacles, and junctions are treated appropriately to render the routes more readable. The generous path widths and the provision of facilities along the routes

ensure optimum comfort for cyclists.

The aim is for the developments to deliver comfort not only for cyclists, but for all users. This is achieved by improving pedestrian routes, providing greenery to alleviate urban heat islands, and de-paving to make the ground surfaces permeable.

These public strategies are implemented on a case-by-case basis as befits the characteristics of each site. In 2030, the Lyon Lanes will be used by over 75% of people living and working in the Metropole.

Plan des Voies Lyonnaises à l'horizon 2030



Evolution of the Lyon Lanes lines

2020: start of the project
2023: 29 km of facilities under construction or completed

Objective for 2030: 355 km

Budget: €282,000,000

Axis 1 action 2

MAKE LYON METROPOLE MORE CYCLE-FRIENDLY

In addition to the Lyon Lanes, action is under way to make the territory 100% cycle-friendly.

Lyon Metropole wants to double the current length of cycle routes; its target figure is 2000 km of facilities dedicated to cycling. In application of the French law on Air Quality and the Rational Use of Energy (*LAURE*) and the Mobility Orientation Law (*LOM*), all projects to develop the public road network include cycling facilities, such as a cycle path, cycle lane, green route, bus lane open to cyclists, or two-way cycling. The aim of these projects is to create a denser web of cycling routes, and to reduce urban discontinuities and roads that cyclists cannot use.

To achieve this goal of increasing the density of cycling routes, Lyon Metropole is currently working to develop the target cycle route

network. This scheme, co-constructed with the Communes, will help identify the priority focus areas regarding cycling in the years ahead, to ensure increased uptake of cycling throughout the territory.

Several other facilities will improve the flow and safety of cycle journeys. Advanced stop lines (bike boxes) and *M12* signs (allowing cyclists to go through a red traffic light under certain conditions) help cyclists to move at traffic-light junctions, and keep them safer by helping them stay out of drivers' blind spots. *CEREMA* has participated in an evaluation of the *M12* signs. This assessment demonstrated that the safety of road users has not deteriorated since this system was put in place. Meanwhile, ramps or chutes enable cyclists to move past stairs without having

to carry their bike. These facilities, which are in place in some parts of the territory, will be installed more widely during the mandate. In order to construct all city projects such that they offer the same service level, Lyon Metropole has also produced technical guides bringing together numerous good practices, particularly for cycling facilities.

A new version of the Cycling Facilities Design Guide will make it possible to bring the legal and regulatory context up to date following the (*LOM*), adapt the size of cycling facilities for increased cycling activity, and improve the way traffic-light junctions accommodate everyone.

Linear distance of cycling facilities

end of 2020: 1,013 km

2022: 1,165 km

2023: 1,208 km

Objective: 2,000 km

Number of *M12* signs allowing cyclists to go through red traffic lights

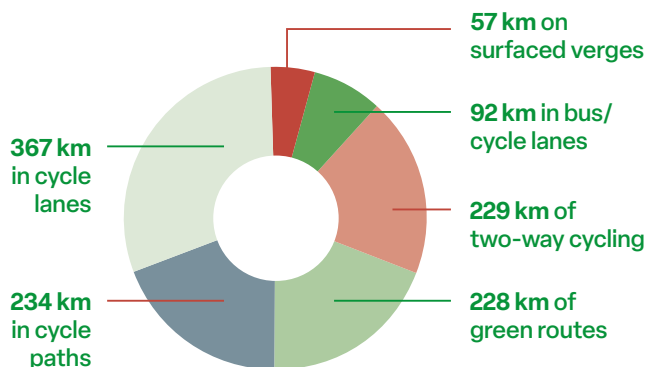
2020: 1,620

2022: 2,647

2023: 3,325

Objective for 2026: 4,800

Breakdown of the 1,208 kilometres of cycling facilities



Axis 1 action 3



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New road marking for Lyon's transition to "urban 30"

CALMING THE CITY'S COMMUNES

As well as facilities that support cyclists, another key stake is traffic calming in the Metropole's Communes.

Introducing *Ville 30* (urban 30) is the first step towards this objective, by reversing the logic: 50 km/h is no longer the norm in urban areas, but the exception.

This measure cuts the risk of serious accidents and reduces noise pollution, but also encourages cycling by allowing two-way cycling on oneway streets.

Reviewing the regulatory speed limits offers an opportunity to create more contact zones, i.e. spaces with 20 km/h speed limits that give priority to pedestrians on the roadway, then cyclists, and lastly motorised vehicles.

In order to calm traffic in a given area, it is also possible to restrict through-traffic of motorised vehicles.

One way of doing this is to change some traffic flow directions to make it trickier for vehicles to cross a given part of town; another is to restrict access to certain categories of user. These kinds of changes to traffic schemes lead to the creation of urban "super-islands", which give priority to active travel modes.

Lyon has projects like this under construction or at the study stage, such as the Danton super-island.

Another solution is to adapt the three-colour signalling at traffic lights so that they favour cyclists

more: have the light stay green longer for cyclists and pedestrians; extend the amber "get ready" period to factor in cyclists' moving speed; stagger green waves so that they are compatible with cycling speeds.

Percentage of Metropole population in an urban 30 area

2020: 2% (only Oullins)

2022: 44%

2023: 59%

Objective for 2026: 66%

Linear distance of contact zones

2020: 32.7 km

2022: 95 km

2023: 139 km

Objective for 2026: 100 km



Axis 1 action 4

IMPROVE PRACTICAL KNOWLEDGE ABOUT CYCLING

In order to improve cycling-dedicated infrastructure and services, it is essential to understand user behaviours and changes in practices.

This is the whole aim behind doubling the number of permanent cycle counting stations. By 2030, 152 cycle counters will be installed. Note that the data gathered from this counting are publicly available, accessible on the website <https://avelo.grandlyon.com/>, section entitled *notre politique* (our strategy).

Associations of people who choose active travel, and people with disabilities, are also involved in the design of all projects. With their highly specific knowledge of how their members use cycles and related facilities, they actively input their thoughts via regular exchanges, aimed at designing ever-more inclusive projects that work in favour of cycling.

Another prerequisite: the need to improve integration of cycling as a travel mode in multimodal modelling. The growing share of cycling in local journeys, coupled with the high ambitions of the Cycling Plan, requires greater inclusion of cycling in Modely, the partnership-based multimodal travel modelling tool used by Lyon Metropole. This will be achieved by improving traffic flow predictions, the modal share represented by cyclists, and other journeyrelated indicators.

And then, taking a multimodal view, all travel modes are taken into account in all surveys and studies conducted at city scale. Including all modes in this way ensures that public projects and policies can be beneficial for all users of public space, giving priority to pedestrians and then to cyclists. It also means that each study analyses the potential presence of new cyclists.



Display totem for the bike counter of the active travel tunnel at Croix-Rousse – victim of its own success!

76

Number of permanent counting stations in 2023, which is 4 more than in 2020.

Objective for 2030:

152

 stations.



© Lyon Métropole - Cassandre Perronnet

Secure cycle parking area at Lyon Part-Dieu train station, Villette side, which has offered 214 new secure spaces since

Axis 2

Ensure the safety of all users including pedestrians, cyclists and their bicycles



Like pedestrians, cyclists are among the most vulnerable road users. Lyon Metropole is planning to ramp up road safety for all users of the public space. It is also battling another phenomenon that affects cyclists: bike theft.

Axis 2 action 1

**en vie
demain**
en route vers le risque zéro

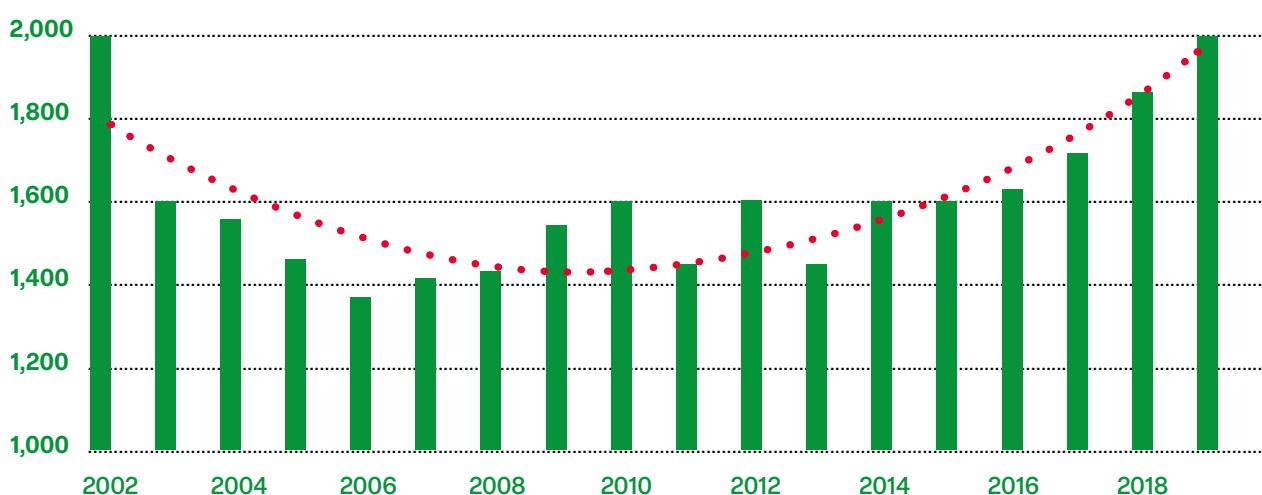
IMPLEMENT THE “ALIVE TOMORROW” INITIATIVE

Vision Zero: 0 fatalities and 0 serious injuries: this is Lyon Metropole's objective in the face of an upward trend in road accidents within the territory. To turn this around and stimulate strong new momentum at large scale, Lyon Metropole embarked on a road safety campaign that is unique in France, called “Alive tomorrow”. The objective:

to preserve life and give new life to the city, by enabling the most vulnerable people to move around without fear. Another aim is to reassure road users wishing to adopt alternative transport modes to the car, and to change people's relationships with each other and with the public space by moving towards more civic-mindedness and courtesy. Finally, the campaign

seeks to be unifying and consensus-based, by highlighting how the major actions of the mandate are consistent with a slower pace of mobility. An action plan co-constructed with all the partners of the initiative, and formalised in the “Alive tomorrow” commitment charter, will enable the gradual implementation of significant actions to achieve mobility at a calmer pace.

Road accidents for all travel modes in Lyon Metropole



Cyclist at the crossroads of rue Duguesclin and rue Part-Dieu, Lyon 3rd

Special focus on cyclists

Like pedestrians, cyclists are among the most vulnerable road users. Statistics show that even though the accident risk for cyclists has fallen significantly, this group is still overrepresented in the numbers of people seriously injured or killed on the roads (2015-2019). These figures clearly show that in order for “vision zero: 0 fatalities, 0 serious injuries in Lyon Metropole” to be credible, there will need to be actions specifically focused on cyclists' safety.

Axis 2 action 2



© Lyon Métropole - Cassandre Perronet

Bike lockers in Dardilly

Alvéole Plus

First launched in 2017, the *Alvéole* programme – managed by the French Federation of Bicycle Users (FUB) via an EEC mechanism – aims to provide financial support for the creation of secure cycle parking. The programme evolved in 2022, under the adjusted name *Alvéole Plus*. Now, in addition, it offers beneficiaries funding for the development of cycle parking projects. These beneficiaries may be private co-owners, social housing schemes, teaching establishments, local authorities or “cyclogisticians” (cargo bike users).

For more information, visit the website: alveoleplus.fr

A TENFOLD INCREASE IN SECURE CYCLE PARKING

Going beyond the safety of cyclists, keeping their bikes safe is crucial, because nearly one in five cyclists gives up cycling after having a bike stolen.

These risks would be reduced if there were more options regarding secure cycle storage. The range of solutions offered must be a good fit for different metropolitan contexts.

For example, the multimodal interchange hubs – major gateways into Lyon Metropole – must support intermodal transport with cycles either feeding in or flowing out. The creation of park & ride cycle parks, like the one at *Part-Dieu*, goes some way to achieving this. The long-term objective is to accommodate nearly 3,000 cycles at *Part-Dieu* and *Perrache*.

Outside these multimodal interchange hubs, intermodality must also be facilitated more widely with the public transport network. The issue of secure cycle parking also arises in relation to situations where the cycle is secured regularly for longer periods, e.g. near homes and workplaces. An initial solution involves increasing the minimum surface areas of bicycle parking for new-builds (homes and offices) in the Local Development and Housing Plan (PLU-H). Changing the PLU-H has made it possible to double the space given over to cycle parking: for new housing, the figure is now 5% of floor area.

To make up for the lack of cycle parking in some buildings, Lyon Metropole also plans to convert parts of some car parks into bike

parking for cyclists. This change should deliver 5,000 cycle parking spaces by 2026.

In addition, bike boxes will be created on the roadways in certain areas. Ground floors, too, will be converted to house additional secure cycle parking options.

Number of secure cycle parking spaces

2020: 1,500

2022: 3,000

2023: 4,230

Objective for 2026: 15,000

Axis 2 action 3



© Lyon Métropole - Cassandre Perromet

Area of cycle hoop stands for cycles and cargo bikes

QUADRUPLE THE NUMBER OF ONSTREET HOOP STANDS

Cycle hoop stands also fulfil certain needs in addition to secure cycle parking. Lyon Metropole is aiming to quadruple the number of hoop stands on offer, taking care to locate these stands near the Metropole's activity hubs in priority, and to install them on the roadway to avoid cluttering the pavements.

From 2026, it will be prohibited (according to article 52 of the Mobility Orientation Law (LOM)) for motor vehicle parking spaces to be located 5 metres upstream of pedestrian crossings, and it will be possible to withdraw, or neutralise, such parking spaces in order to install cycle hoop stands, and thereby boost numbers of the latter.

It is essential that the process of increasing cycle parking density adapts to the wide variety of bikes in circulation, especially cargo bikes, and cycles fitted with luggage carriers or a child seat. To achieve this, certain cycle parking areas have the hoops spaced more widely and partly at an angle.

THE WEBSITE

Toodego, ready to assist

To guide the development of secure cycle parking and the installation of new hoop stands, users are invited to state what they need, on the **Toodego** platform.

www.toodego.com/services

> section called **Demande aménagement cyclable** (Request a cycling facility) – **Grand Lyon**

> section called **Demandes usagers stationnement sécurisé vélo** (User requests for secure cycle storage) – **Toodego**

Number of hoops

2020: 17,093

2022: 27,251

2023: 32,143

Objectives for 2026: 60,000



Diagram from art. 52 of the Mobility Orientation Law (LOM)

Diagram showing the effect of neutralising a parking space on a street with a 30 km/h speed limit

Axis 2 ~ action 4

PREVENT THEFT AND MAKE IT EASIER TO RECOVER STOLEN BICYCLES

Combating bike theft also involves enabling cycle users to obtain highquality theft prevention equipment.

Lyon Metropole teaches people about the importance of protecting

bikes in this way, and subsidises purchases of anti-theft devices as part of its assistance scheme for buying a (nonelectric) bicycle. It also supports bicycle marking operations. This solution makes

it easier to return to their owners any bicycles recovered by the police. Lastly, in spring 2023 Lyon Metropole put out a call for projects intended to support bike theft prevention actions.



Bicycle marking operation organised by Lyon Metropole's Maison du Vélo cycling association

© Maison du Vélo, Lyon Metropole



Lesson by a community cycling school, organised by the *Janus France* association in *Vénissieux*

© Lyon Métropole - Thierry Fournier

Axis 3

Support changes in practice through training and awareness



To accompany and support changing practices, Lyon Metropole is planning a series of measures to support cycling across the territory. They cover a range of actions including awareness-raising, training and communication. The objective of these measures is twofold: to make cycling activity more accessible for everyone, irrespective of age, social situation or place of residence, and to enable a more peaceful coexistence between all users of the public space.

Axis 3 ~ action 1

MAKING CYCLE TRAINING WIDELY AVAILABLE AND ACCESSIBLE TO ALL

Going to work, taking the kids to school, doing the shopping... bikes can be used for all kinds of everyday journeys, but cycling requires a skill-set that not everybody possesses.

Fear of cycling in an urban environment is still one of the biggest barriers to day-to-day cycling. To remove this obstacle, opportunities to learn cycling skills must be made widely available and accessible, so that everyone can feel at ease on two wheels in all situations. This is why Lyon Metropole wants to increase the number of people receiving cycle training each year, which assumes that the training offer will expand via the creation of new cycling schools, development of mobile training courses, and other solutions yet to be imagined and devised. In addition, this offer must be aimed at all parts of the population, especially older people and people with disabilities, and it must be adapted to new practices such as the use of cargo bikes and family cycles. It must also include "fix your own" training, an essential element in helping people continue cycling over time.

1123

Number of Metropole residents who received subsidised training in 2023 on cycling and cycle repair. The aim is to train 2,700 people a year by 2026.

€163,000

The 2023 budget for subsidies to associations, in particular for practical training.

SUPPORT

Covelo for help on cycling safely

Hosted by Lyon Metropole's *Maison du Vélo* and partfunded by the Metropole, the *Covelo* platform, accessible online, offers a complete range of support to help people move around safely by bike. This free package offers three types of support: theory training on the regulations around cycling, a practical cycling session in an urban environment, and an app cyclists can use to connect and support each other.

covelo.maisonduvélolyon.org



Covelo session organised by Lyon Metropole's *Maison du Vélo*

THE RIGHT LEARNING PATH

Cycling schools

Since the 2000s, 175 cycling schools have been created within the 469 associations comprising the French Federation of Bicycle Users (*FUB*). Two of these are in the Lyon Metropole area: the *Maison du Vélo* in Lyon's 3rd district, and *Janus France* in the *Oullins* and *Vénissieux* quarters. These two structures offer teaching sessions for complete beginners, and "back in the saddle" refresher sessions for people who know how to ride but generally don't.

www.fub.fr/velo-ecoles

Axis 3 action 2

SUPPORTING INCREASED UPTAKE OF CYLING IN DENSELY POPULATED DISTRICTS

The ambition to make the Metropole 100% cycle-friendly also requires efforts to be focused on the groups furthest removed from cycling. As a priority, actions must target residents in Lyon's priority neighbourhoods in the Metropole's policies (QPV) which require the largest interventions to combat social and economic difficulties.

The first step is to make sure these areas are linked to the rest of the Metropole's cycling network. Plans must also include altering "urban divide" roads

that cross or run alongside these areas but are unusable by cyclists, and provision of secure cycle parking in social housing buildings. This calls for increased communication with social landlords about the *Alvéole Plus* programme. These improvements will facilitate increased cycling activity in areas where car use is still predominant.

The specific support already in place must also be extended in order to encourage changes in practices. One example of this is the Inclusive Mobility Scheme (*DMI*) which enables people in insecure

situations to access mobility solutions to help them return to work. Another example: the Bike Independence Pack, a programme run by two associations (*Janus France* and *La P'tite Rustine*), enables beneficiaries to choose their future bike, learn how to repair it, and receive skills refresher sessions and a bike lock. Actions such as community cycling lessons, provided by *Maison du Vélo* and *Janus France*, complete the range on offer. In the priority neighbourhoods in the Metropole's policies (QPV), expansion of cycling activity also requires the introduction of awareness-raising campaigns, such as those included in the city's "Summer together in the Metropole" drive, or in learning programmes such as *Janus France*'s Bike Independence Pack. In this way, Lyon Metropole aspires to ramp up these kinds of actions in struggling neighbourhoods. Lastly, mobility discussion forums are held sometimes in certain districts, such as the one in *Saint-Fons* to inform the public about the city's strategies on mobility.

Objective

550

Number of people in insecure situations or from a priority neighbourhood in the Metropole's policies (QPV) trained in cycling by 2026



"Fix your own" session, part of the Bike Independence Pack organised by *Janus France* and *La P'tite Rustine*

© Rodrigue Yao Ogouti - Janus

Axis 3 action 3



© Métropole de Lyon - Céline di Benedetto

Battery-assisted bikes are available for use by Lyon Metropole personnel for their professional journeys

2229

Number of employees in Lyon Metropole who received the sustainable mobility package in 2022.

€616,690

The operating budget in 2022 for the deployment of the Lyon Metropole's sustainable mobility package.

SUPPORT EMPLOYERS TO SHIFT TO LOWER-CARBON MOBILITY

Another strategic target: journeys linked to professional activity. Steering these practices towards lower-carbon alternatives is a key focus area for increasing cycling uptake.

To support businesses that have signed up to an Employer Mobility Plan (PdME) or the "shared" version between multiple employers (PdMEC), Lyon Metropole has schemes to support and guide this change. In individual or group meetings, it showcases the mobility services and the funding programmes it offers, such as "Pro-Bike Employer" and Goodwatt. The latter facilitates the process of loaning electric bikes to employees. There are also schemes offering employers resources to initiate their own ideas or approaches: support in building their Mobility Plan, information sessions about the various schemes available, and/or support to implement some of the actions arising from the plans produced. Finally, Lyon Metropole drives activity in the network of employers engaged in sustainable mobility approaches, through information-sharing meetings where people can discuss experiences, etc.

In order to set a good example, it has also introduced an ambitious Employer Mobility Plan to decarbonise its own agents' commutes and other professional journeys. The key aim is to reduce harm to the environment through actions to support and encourage active travel modes. As part of France's "Pro-Bike Employer" label initiative, Lyon Metropole has been offering a sustainable mobility package for employees since 2021. Another action in progress: changing the sizes and types of cars in the Metropole's vehicle fleet. Implementation of this plan began in the first half of 2023.

THE CHALLENGE

Rethinking how we get around

Initiated by the *Auvergne Rhône-Alpes* region in 2011, the Mobility Challenge sets businesses and local authorities an annual challenge on the theme of travel. It is directed at all public and private employers wishing to get their employees to make alternative, more sustainable mobility choices. Supported by Lyon Metropole, in 2023 this initiative conveyed the message to 514 business premises comprising 28,992 city employees. challengemobilite.auvergnerhonealpes.fr

Axis 3 action 4

ENCOURAGING CHILDREN AND TEENS TO CYCLE

Changes in practices are applicable to the youngest people too. On the one hand, if children and teenagers can get around by bike, it increases their day-to-day independence. On the other, today's young cyclists will be tomorrow's adult cyclists.

The issue of how to get to schools using active travel modes, especially cycling, is therefore essential in order to combat sedentary lifestyles and anchor this kind of travel for the long term. Temporary or permanent bans on motor vehicles at the outskirts of nurseries and primary schools encourage bicycle access to the school buildings. In secondary schools, the emphasis is more on supporting pupils to become independent, by installing cycle parking, improving safety at the outskirts of school buildings, and linking the school to the surrounding cycle network.

In addition, work to raise awareness and deliver training, with the support of Lyon Metropole, supports this increase in independence.

As the foundation stone in its school eco-mobility strategy, Lyon Metropole is experimenting with School Mobility Plans in the territory's secondary schools. This partnershipbased approach involves diagnosing the current journey patterns of both pupils and staff, followed by a roll-out of actions intended to favour alternative mobility rather than private cars. The first experiment was launched in September 2022, in six secondary schools. Another option being considered responds to an identified need for fleets of occasional-use cycles in secondary schools. The other component of the eco-mobility strategy is support from Lyon Metropole to help the Communes introduce the eco-mobility initiative in schools. This support was notably provided as a technical handbook on the subject, published in September 2023.



Activity delivered as part of the school mobility plan of Maryse Bastié secondary school in

© Émilien Tracol

THE AMBITION

800,000 children trained each year in France

As part of France's national Cycling Plan, the "How to Ride a Bike" programme has its sights set on training pupils in (UK) school years 5 to 7 (aged 9 to 12) and establishing cycling as an essential skill. The goal is to teach an entire age class how to be active on two wheels, i.e. more than 800,000 children each year.

THE INVESTMENT

€1.6 million to make secondary schools safer

The goal of this work is to slow down the urban context and allow young people to reclaim the space around their school. These developments will increase their independence by making it easier for them to get to school by bike.

652

Number of secondary school pupils trained in 2023. From 2026, the objective is to train 1,000 school pupils per year.

Axis 3 action 5

PROVIDE MOTIVATIONAL AND POSITIVE COMMUNICATION ABOUT CYCLING



© Métropole de Lyon - Thierry Fournier

Convergence Vélo cycling procession, 2023

The final lever to be actioned is communication, which is still pivotal for supporting changes in practices.

It must convey a positive image of cycling, motivate people to cycle, and raise awareness about sharing road space. To do this, Lyon Metropole is busy creating a strong visual universe dedicated to mobility challenges, so that residents and users can easily and effectively identify the awareness campaigns promoting active travel and providing information.

By multiplying the communication actions, Lyon Metropole aims to inform users about lots of subjects, such as changes in the French Highway Code, sharing the public space, development policies, cycling-focused events and where to find a repairer. These campaigns also highlight the different services and support on offer; for example, help to buy a bicycle, and the Vélo'v packages.

In addition, the inclusion of a resource space via the À vélo (By bike) in Lyon Metropole website – avelo.grandlyon.com – provides the means to centralise and share news about all the information, services and events linked to cycling.

Awareness-raising – upstream of training – is another key focus area in the city's strategy on changing mobility behaviours. By holding a number of regular events aimed at the general public, Lyon Metropole is encouraging uptake of cycling within its territory. Initiatives such as *Convergence Vélo*, *Lyon Vélo Festival* and second-hand bicycle markets run by associations send out the message to citizens that cycling is safe and accessible to everyone.

Agence des mobilités, a local government travel bureau that opened in Lyon in September 2022, also has stands outside the city walls, and puts

on occasional activities within Lyon Metropole to make people aware of the schemes and projects designed to support day-to-day cycling. On a year-round basis, its mobility advisers provide free, personalised advisory appointments for individuals and professionals, to support them in the approach(es) they wish to take, outline the different kinds of help they may be entitled to, and guide them towards the solutions that best suit their travel needs.

agence des
→ MOBILITES

121

Number of activities and stands organised in 2023 by the Agence des mobilités.

1,303

Number of appointments delivered in 2023 by the Agence des mobilités.



Preparing a Freevelo'v bike before it is loaned to a young Metropole resident

Axis 4

Develop tailored and facilitating services for users



Lyon Metropole offers many cycling-related services, but *Velo'v* (self-service cycle hire station) is at the head of the peloton! Thanks to its three strands – “fix your own” workshops, help to buy a bicycle and the development of intermodality – this scheme is accelerating the change in travel habits.

Axis 4 action 1



A Vélo'v cargo bike being used to collect a furniture item

DEVELOPING THE VÉLO'V OFFER

Launched in 2005, Vélo'v self-service cycle hire now has nearly 84,000 signed-up members and accounts for more than 30,000 journeys a day, on average.

Its popularity is growing: the cycles were hired more than 10.5 million times in 2022, which is a 16% increase in the space of a year and a record high number since the service was rolled out. In order to maintain this momentum and attract even more new users, the Vélo'v offer is constantly developing. It is being enhanced through actions to install new stations and adjust the number of dock stands per station, and also by the creation of the points system and experimentation with virtual stations that play a role in improving the network.

In addition, Vélo'v is diversifying in response to new needs and uses. For example, 2,500 new electric Vélo'v cycles with integrated batteries will be deployed in 2025. They will offer members access to a solution with more powerful assistance and a battery range of 40 kilometres. And then there's the "MyVélo'v" option, which allows people to hire their own electric bike for several months. Lyon Metropole is also testing some new additional offers. One example is the Vélo'v Bénur initiative, a 2022 experiment into inclusive cycle hire. A new experiment has also been under way since March 2023 to offer Vélo'v cargo cycles for hire.

Lastly, with a view to making alternatives to private cars ever more accessible, Lyon Metropole has introduced a social tariff of €15/year for people receiving social welfare support (RSA).

432

Number of Vélo'v stations in 2023, which is 11 more than in 2020.



THE RIGHT FORMULA

Service offering long- and medium-duration loans

Lyon Metropole has developed Freevelo'v. People aged 18 to 25, who are students or receiving employment support, receive a bicycle on a renewable loan basis, for three months to one year. This means they can discover mobility by bicycle within the Metropole without having to provide the money upfront, and develop lasting enjoyment of using their bike. It is worth noting that these bicycles are sourced from old reconditioned fleets in workshops that employ people on work integration pathways.

Freevelo'v contracts signed since the service launched

2023: 3,679

Objective for 2026: 10,000

Investment and operation

2021-2025: €3,900,000

Axis 4 action 2

SUPPORT THE DEVELOPMENT OF “FIX YOUR OWN” WORKSHOPS

Among its other cyclist-friendly services, Lyon Metropole is supporting the development of “fix your own” workshops.

These are places that actively promote cycling as an everyday means of transport, where participants repair their cycles themselves, supervised by a staff member or volunteers. They foster discussion and cooperation, with the aim of enabling everyone to repair their cycle independently, and then pass on the expertise.

Lyon Metropole wants to create a denser network of these workshops

across the territory, to offer residents of the Communes an easy-to-access place where they can learn and fix their own bikes.

Lastly, Lyon Metropole wishes to ramp up its support for the operations of the existing “fix your own” workshops, and improve the condition of their premises to ensure that they continue. This assistance takes various forms, such as recruiting and retaining employees in the structures, and setting them up in appropriate premises (with heating, washrooms, long-term leases, etc.)

compatible with the activities and the number of people participating.

Many of these “fix your own” workshops are currently grouped within the collective called la CLAVette Lyonnaise, which handles coordination between the different sites in order to facilitate feedback and encourage knowledge transfer between new and existing workshops.

THE OBJECTIVE

A “fix your own” workshop set up in each constituency by 2026.

Support for setting up new “fix your own” workshops

2023: €9,500 investment and operating costs

Support for the current workshops’ operations and improvement

2023: €142,000 investment and operating costs

Development of coordination between workshops

2022 & 2023: €34,000 operating costs



“Fix your own” workshop called Change the Chain, in Lyon’s 9th

© Amélie Maréchal

Axis 4 action 3

SUPPORTING BICYCLE PURCHASES

Providing assistance to buy a bicycle is another of Lyon Metropole's priorities. To remove this other barrier to cycling, especially when it needs to replace automobile use, financial assistance to purchase a cycle is available. For all groups of people, it currently covers part of the costs of buying electric bikes, family bikes, cargo bikes and adapted cycles for people with disabilities. It varies from €100 to €1,000 depending on the type, the value of the cycle and the beneficiary's income, up to a ceiling of 50% of the cycle price inclusive of tax. A special grant of €100 is allocated to the most disadvantaged people, to enable them to buy a second-hand pushbike (i.e. non-electric).

In the face of a constantly evolving cycling economy, Lyon Metropole has decided to adjust its scheme each year in response to the trends observed. The objective is to analyse the way it is working (groups impacted, types of cycles subsidised, prices noted, etc.) and integrate the comments and observations of the relevant government department. As such, this evaluation work provides the means to adjust the conditions of granting the support, and also respond to new needs or difficulties that users may encounter when choosing a cycle that suits their cycling activity.

As well as the grant from Lyon Metropole, other support exists and is offered by the French government, the Region and certain Communes.

FUNDING

A specific scheme for the Low-Emission Zone.

In the framework of the Low-Emission Zone (LEZ) project run by Lyon Metropole, help to buy a bicycle is also available if a noncompliant vehicle is scrapped. This assistance is equally intended for people in an individual and professional capacity. For more information, visit the dedicated website: zfe.grandlyon.com

Number of applications for bicycle purchase grants processed since 2020

2020: 18,792
2021: 22,592
2022: 30,954
2023: 34,889

€20,000,000

The amount invested by the Metropole of Lyon in bicycle purchase subsidies, excluding the Low Emission Zone subsidy.

	Folding bikes, battery-assisted bikes (e-bikes), electrification kits with purchase prices below or equal to €3,200 incl. tax	"Family" electric bikes (cargo / biand tricycle carriers / longtails, etc.) and hand cycles	"Family" pushbikes	Folding pushbikes with purchase prices below or equal to €3,200 incl. tax	Reconditioned second-hand pushbikes with purchase prices below or equal to €150 incl. tax
if your reference taxable income / number of fiscal shares is below or equal to €19,600	50% of the purchase price incl. tax, with a €500 limit	50% of the purchase price incl. tax, with a €1,000 limit	50% of the purchase price incl. tax, with a €800 limit	50% of the purchase price incl. tax, with a €300 limit	100% of the purchase price incl. tax, with a €100 limit
if your reference taxable income / number of fiscal shares is above €19,600	50% of the purchase price incl. tax, with a €100 limit	50% of the purchase price incl. tax, with a €200 limit	50% of the purchase price incl. tax, with a €200 limit	50% of the purchase price incl. tax, with a €100 limit	not applicable

Table of "help to buy a bicycle" grants for 2023

Axis 4 action 4

STRENGTHEN LINKS BETWEEN CYCLING AND PUBLIC TRANSPORT / REGIONAL RAIL

Increasing uptake of cycling also means improving the way it links in with public transport. Objectives: to desaturate the busiest public transport routes by proposing an alternative, and optimising the use of shared journeys in less dense areas by making cycling a feed-in, flow-out solution.

For this purpose, in October 2021 Sytral Mobilités voted for a framework ruling on developing cycling activity in a joined-up relationship with public transport. The text includes a four-pillar strategy. The first pillar is to integrate cycling into mobility planning, especially in the future Lyon Area Mobility Plan, scheduled to be adopted at the end of 2024.

The second pillar focuses on developing infrastructure, equipment and materials, particularly the creation of reserved mixed bus/cycle lanes; improving cycle parking and feeder solutions in multimodal interchange hubs; and making it easier to bring bicycles on board certain kinds of public transport. Pillar three comprises communication and awareness-raising actions. The goal of the fourth pillar is monitoring, evaluation and funding of these actions.



© Sytral Mobilités

Communication campaign for bringing bicycles on board trams

By rail and by bike

The European Union, the French State, the Region, Lyon Metropole and SYTRAL Mobilités are funding studies into desaturation of the Lyon rail node, an essential pre-requisite for developing Lyon's city rail links (RER) as well as mainline (Intercité) rail links and freight services. This desaturation requires large investments in infrastructure, and the work must be phased over time.

Rather than waiting for the Lyon rail node to gain capacity, the partners are studying short-term ramping-up of the daytime TER (regional) links, to offer a service that runs at a steady frequency during the day and with greater intensity during the morning and evening peaks, so that using it daily will become competitive, and then attractive.

In this context, and in synergy, Lyon Metropole is studying and deploying actions to optimise intermodality, especially by developing and facilitating a cycling "feeder solution" operating out of the train stations in its territory. In its area of expertise, the Region will contribute to developing cycle parking in public transport stations.

€3M

The budget allocated by Sytral Mobilités to developing intermodality between cycling and public transport, on the 2021-2026 mandate.

€25M

Lyon Metropole is also investing to support projects led by Sytral Mobilités to build new lines, including additional cycling facilities.

Axis 4 action 5

IMPROVE BICYCLE ACCESS TO CITY SERVICES

Beyond creating dedicated offers, a key challenge lies in tailoring services aimed at the general public to fit the specific needs of cyclists.

The Master Plans for the Metropole's parks include objectives to support the evolution of these spaces in the face of current challenges. As regards cycling, this comes through as discussions about the

accessibility of *Parilly Park* and *Lacroix-Laval Park*, the cycle parking options they offer, how to minimise conflicts of use, and facilitation of the activities involved in learning how to ride a bike in these spaces.

Improving the accessibility of the city's waste collection points is another example. Improvement actions must enable cycle users

to enter the waste collection point, drop off waste and exit, and offer suitable cycle parking.

These measures may be applied on existing waste collection points where possible, and included in all projects to create new waste collection points.



Cyclists riding in the city's *Parilly Park*, *Vénissieux*



Workshop of the Grand Plateau space in Villeurbanne

Axis 5

Develop the cyclingfriendly economy

Increasing cycling contributes to the city's economic activity. Lyon Metropole wants to be seen as an inspirational benchmark regarding development of industrial activity linked to cycling. Equally in relation to decarbonisation of its urban logistics, Lyon Metropole is driving momentum for the rise of cargo bike use, or "cyclogistics". Lastly, in the face of objectives to control spending on tourism, work to boost cycle tourism and develop bike-riding packages in the Metropole distributes the economic benefits of tourism more evenly across the territory.



Axis 5 ~ action 1

SUPPORT THE DEVELOPMENT OF INDUSTRIAL ACTIVITY LINKED TO CYCLING



Presentation of the Indulo industrial mediation project at the Viva Fabrica trade fair

Industrial activity linked to cycling is growing. In 2021, bicycles accounted for 42% of sales of modes of transport in France, with over 800,000 cycles produced. To support the hundred or so businesses linked to this industry in the Lyon area, while also encouraging the emergence of new actors, Lyon Metropole is taking action on multiple fronts.

Lyon Metropole is a stakeholder in the Sustainable Active Travel cluster (MAD), whose creation it supported in 2019. This cluster brings together several of the region's bicycle-related businesses, and aims to unify and drive the Sustainable Active Travel sector, to make it more visible, innovative and collaborative. On 1st

January 2022, the MAD cluster joined the Auvergne-Rhône-Alpes Region's CARA competitiveness cluster, which has 420 members, of which just over 150 work on active travel.

Since these different economic actors need a collaborative space – in order to access not only a “home” for their activity, but also an offer enabling them to accelerate their manufacturing and assembly – Lyon Metropole and CARA Active Mobility have supported the creation of the *Grand Plateau*. This “third place” houses around ten businesses involved in active travel, such as *Vélogik*, *Baramind*, *Cyclik*, *Lavovélo* and *L'usine à vélo* (bike factory). Ultimately, 30 businesses will be hosted there, notably in a building

with 8,000 m² of floor space provided by Lyon Metropole, as part of its provisional city planning operation *L'étape 22D* (Floor 22D) in Villeurbanne: 40 rue Decomberousse.

Given the need to support the dual dynamic of assembling cycles in the local area and relocating production of the components to France, Lyon Metropole is also supporting the CARA collective through two projects. One is *L'usine à vélo*, “the bike factory” in which six bicycle manufacturers have joined forces to create a shared unit for assembling wheels and bicycles (the goal: assemble 15,000 cycles in 3 years). The other is cooperation on component purchasing, in order to leave behind some issues with lead time or cost, and sketch out some future scenarios for the relocation of industry sectors.

Active travel also covers a wide and diverse range of jobs, forexample technician, cable fitter, assembler, bike fleet manager, etc. These professions could be real levers for workforce integration. In order to spread the word about them, Lyon Metropole is supporting the Indulo collaborative project. This demonstrator features a production chain for a cycle pedal in an industrial environment, and has developed a scene design tailored to mediation.



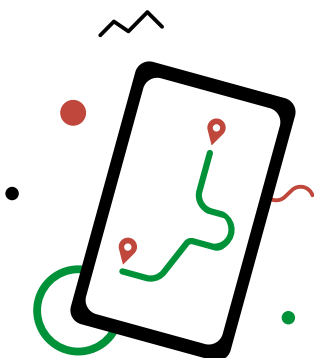
Axis 5 action 2

DEVELOP THE CYCLOGISTICS SECTOR (CARGO BIKES)

Urban logistics enable demand for goods and services to be fulfilled in urban environments by deploying a suitable transport offer. In Lyon Metropole, about 200,000 deliveries take place every day, most of them using road transport. To help decarbonise this sector, Lyon Metropole is supporting the development of cyclogistics activity in the most populous centres of the urban area.

The territory's logistics warehouses represent 1.7 million m² of floor space, and Lyon Metropole is lending its support to new structuring projects that encourage the use of cargo bikes, among other options. Examples include supporting cyclogistics businesses by offering them reduced rent; also, the city of Lyon has introduced dedicated cyclogistics facilities such as delivery areas for couriers using cargo bikes.

Another example of action by the city is its participation in the *ColisActiv'* (Activ'Parcel) programme (an EEC scheme). This programme provides subsidies for cargo bike delivery providers who carry out food delivery and nonfood delivery rounds, to offset the costs of this approach compared to standard controlled-temperature delivery. More globally, the new types of cycle-friendly infrastructure adapted to different cycle shapes also play a part in making cyclogistics easier. This is achieved through wider cycling facilities such as those on the *Voies Lyonnaises* (Lyon Lanes), or through appropriate cycle parking solutions.



© Métropole de Lyon - Anais Mercey

"Last-mile" delivery by bike, following a riverboat delivery from the Morand Bridge

The enabling idea

The *Smartiii* app, in which Lyon Metropole is a partner, enables traditional craftspeople to order a missing part for their project and have it delivered quickly by cargo bike.

smartiii

1.060 million
delivered parcels subsidised in 2023.

€400,000
400,000 € budget until 2024.

Axis 5 action 3

PROMOTE LEISURE, TRAVELLING AND CYCLE TOURISM



Bike ride on the Grand Large, Meyzieu



Cycle tourism is growing rapidly and offers an opportunity to attract new clients, whether local, regional, national or international.

As well as boosting tourism, Lyon Metropole wants cycling to be seen, by all Greater Lyon residents, as an enjoyable leisure activity with health benefits.

Cycle tourism has lots of plus points: it involves decarbonised mobility, strengthens the increasingly popular local tourism offer, and distributes the economic benefits of tourism more evenly across the territory. As part of the Responsible tourism development scheme for 2021-2026,

Lyon Metropole is in synergy with the Tourist Office: they both want Lyon to be a destination of choice for cycle tourism.

As it is crossed by three national cycling routes – the *ViaRhôna*, the *Voie Bleue* and the *V72* – Lyon Metropole has huge potential in terms of new tourism opportunities and showcasing the areas which these cycle routes pass through. The *ViaRhôna* is also part of the European network, where it is called *Eurovélo 17*. As well as developing these tourist routes, Lyon Metropole plans to develop bike-ride routes and local stays for its residents.

Beyond the road infrastructure, the way cyclists are received and the services linked to cycle tourism will also be improved, both in Lyon

and in the Communes the routes pass through: work will involve developing the "Bikes Welcome" label, secure cycle parking, intermodality with the train, bicycle services in stations, cycle hire packages, signposting, etc.

Promotion and communication actions around cycling activity will also be developed, linking in with the Tourist Office. These actions will be directed at public groups resident in, and based outside, Lyon Metropole.

The range of actions extends to participation in specialist trade fairs and local events aimed at the general public, to hosting journalists, and to communication campaigns at international, national and local level. In addition, Lyon Metropole will be leaning on the route committees and neighbouring territories, in order to pool resources on actions to promote routes to the public and to specialist travel agencies.

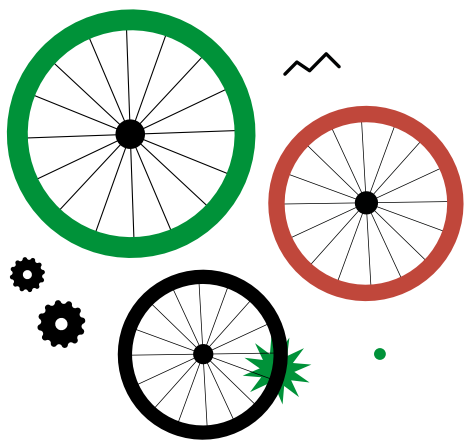
THE ACTION

Make cycle tourism easier

Objective for 2026: the *Voie Bleue* is fully equipped with cycling facilities and signposted in Lyon Metropole

Objective for 2030: the *ViaRhôna* is fully equipped with cycling facilities and signposted in Lyon Metropole

A logic of evaluation and evolution



Constantly evolving, the Cycling Plan will have to factor in the changes in user requirements, and also feedback from the Lyon Metropole teams, associations engaged on active travel themes, and users. Its actions will be evaluated in light of an annual review comprising measurement indicators and proposed adaptations.

1. EVOLUTION OF BICYCLE TRAVEL

The automatic counters installed at several locations in the territory (fixed baseline of 61 stations) enable accurate counting of the number of cycle journeys.

Year	Number of cycle passes	Change compared to 2019
2019	24,161,181	-
2020*	26,239,515	+ 9%
2021*	31,622,228	+ 31%
2022	34,550,131	+ 43%
2023	37,175,972	+ 54%
2026 objectives	72,504,543	200%

*Journeys impacted by the Covid-19 crisis

In addition to this count, data have been produced from the Vélo'v service describing changes in the hire

Année	Number of rentals	Change compared to 2019
2019	8,419,650	-
2020*	7,913,680	- 6%
2021*	9,124,256	+ 8%
2022	10,554,223	+ 25%
2023	10,142,136	+20%

*Journeys impacted by the Covid-19 crisis

2. CHANGES IN PRACTICES

On 19 sites, counting campaigns are conducted every year by observers. These are used to analyse changes in cycling practices.

Compliance with red lights

Year	Percentage of cyclists not obeying red lights	Change compared to 2019
2019	18%	-
2020*	10%	- 45%
2021*	10%	- 44%
2022	9%	- 50%
2023	4%	- 79%

Riding on pavements

Year	Percentage of cyclists riding on pavements	Change compared to 2019
2019	13%	-
2020*	9%	- 48%
2021*	8%	- 54%
2022	7%	- 60%
2023	2%	- 87%

Lyon Metropole Cycling Plan

The path to a safer, 100% cycle-friendly territory

Strengthen links between cycling and Lyon public transport

Secure and develop infrastructure dedicated to cycling



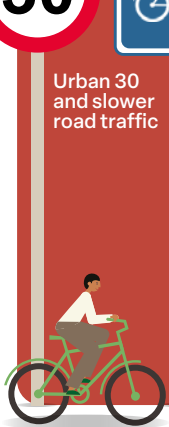
Urban 30
and slower
road traffic



Web of
cycling routes
for a 100%
cycle-friendly
Metropole



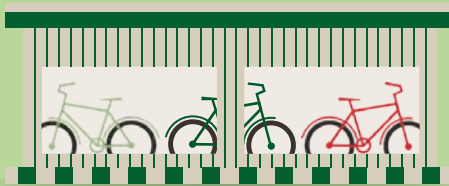
Voies Lyonnaises
(Lyon Lanes)



Installation of bike
hoop stands



Secure cycle parking



Alive tomorrow / road safety

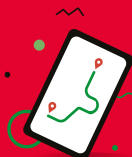
Ensure the safety of all users including
pedestrians, cyclists and their bicycles

Support changes in practice through training and awareness



Cycle training

Supporting employers
in their mobility
practices (PdME)



Online communication:
A vélo website



Work to raise awareness



Agence des mobilités



Work to raise awareness



Help to buy a bicycle



"Fix your own"
workshops



Develop tailored
and facilitating services for users

Develop industrial
activity linked to cycling



Official cycling routes
and bike-ride routes



Cyclogistics (cargo bikes)

Develop the
cycling-friendly economy

MÉTROPOLE

GRAND

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