

# VELO'V and VELIB'

vélo'v



GRANDLYON

communauté urbaine



## Self Service Bike Systems



# VELO'V and VELIB'

- Designed and achieved by:
  - The cities of Lyon (2005) and Paris (2007)
  - The JC Decaux company (urban street equipments for advertising)
- About 15 other French cities already have - or will have very soon - set up similar systems (operators: JC Decaux, Clear Channel, other...)

# LYON and PARIS

## LYON: 550,000 inhabitants

May 2005: 2,200 bikes  
210 bike stations

(velostations)

December 2007: 4,000 bikes  
350 bikes stations

## PARIS: 2,200,000 inhabitants

July 2007: 10,600 bikes  
750 bike stations

December 2007: 20,600 bikes  
1,450 bikes stations

**300 m between bike stations**

**1,700 places in bike stations for 1,000 bikes**

# How does it work?

## Example of Paris

### **Subscription:**

1 day: 1€

1 week: 5 €

1 year: 29 €

### **Use fares:**

free for the first half of an hour

1€ for the second

2€ for the third

4€ for every additional one

# How does it work?

- Subscription , taking , laying and payment with credit card
- Informations available at the bike stations ( for instance : parking places or bikes available on or near site
- Unbalanced requests , depending on time and districts of the city

# Role of JC Decaux

## Role of the cities

- JC Decaux maintains , repairs , replaces , operates the bike fleet
- The cities collect the money from this rent-a-bike system
- JC Decaux "pays itself" ( sale of advertising facilities ) and can get some more from the cities in case of very good quality of service (up to 12% of the rental and advertising income)

# Some RESULTS ( 1 )

- 6 to 12 trips/bike/day ( 15 or more when difficulties in the public transport services ... )
- 95% of trips under 30 minutes
- average duration of a trip : 20 to 25 minutes
- (already) high and increasing use in the late evening and at night ( 1 trip out of 4 in Paris )
- use of personal bikes in strong expansion ( 50% to 100% in one year – Lyon – or in a few months – Paris )

## Some RESULTS ( 2 )

- Use of bike X2 or X3 during the last 4 or 5 years (Greater Lyon , Lyon city ... ) due to both bike and public transport (and other too) policies
- no significant growth of casualties (+6% in Lyon - 2005/2006 - compared to +75% for bike use)
- contribution to an actual traffic calming
- positive effect – still to be calculated – on train use and (sometimes after a short and light decrease) on public transport use



## Some RESULTS ( 3 )

- Outcome in Paris : demands from the neighbouring cities , close to Paris , for a similar bike system ( judicial work in progress – problem : service linked to a contract taking place in a competitive field )
- Cost: 1,500€ to 2,500€ ( perhaps a little more ) per bike and per year

# CONTACTS

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