

Eco-neighbourhoods, transport & bicycle policies

The term “eco-neighbourhoods” used by the French “Grenelle environment round table” is similar to certain other terms. The proposals for taking the bicycle into account issued for the round table could of course apply to these other terms.

One of the basic principles of eco-neighbourhoods is to provide their future inhabitants with living conditions and daily services which are in keeping with sustainable development. Amongst these services are those relating to travel and transport. So it is obvious that this must have an impact on how urban areas are organised and laid out (short-distance towns), how roads and public spaces are designed (accessibility, “Road access for all” criteria, including the criterion of priority and shortest routes for vulnerable inhabitants not using motor vehicles, which implies for example the widespread creation of low-speed zones, two-way cycle tracks in one-way streets for light vehicles, etc).

With this in mind, the purpose of this fact sheet is simply to remind contracting authorities and designers of eco-neighbourhoods of certain facts that are essential – or merely desirable – in encouraging the highly developed use – for this is really possible – of the bicycle. Consistency with other policies, for example the role and the place allotted to private cars, is naturally essential, but this fact sheet does not tackle this subject, even though it is of at least equal importance.

Parking bicycles at home and in different parts of the eco-neighbourhood

The need to provide cycle parking at home

For collective housing, whatever its size, this means that:

- ◆ specifications for development programmes and land transfer,
- ◆ real estate programmes and regulations governing life as part of a community,
- ◆ official documents (building permit, etc.)

should make provision for the diversity of the offer required, the locations, the characteristics (number of spaces, facilities, positioning, etc.) and any possible change in demand (possibilities of extension).

The need to provide it in all public areas

- ◆ The need to provide it **in public facilities**, office buildings, shopping areas, etc, with the same ambitions of quality, durability and upgradeability.
- ◆ The need to provide it abundantly **on roads and public spaces** in the neighbourhood, with a diversified offer (as far as sheltering and security are concerned, for example).

Characteristics of the supply of cycle parking

In the design and promotion of eco-neighbourhoods the characteristics of parking made available for the neighbourhood under consideration must first be specified (for example: small units of 20 spaces maximum), and secondly, complementary offers (of bicycles or bicycle services) may be proposed.

Travelling by bicycle within the eco-neighbourhood

Taking bicycle travel into account in the neighbourhood

- ◆ by taking into account all types of cyclists (the young, the elderly, adults at work, families, etc.)
- ◆ by providing cyclists with the shortest routes
- ◆ by guaranteeing safe and quality bicycle travel (especially by providing more widespread pedestrian areas, vehicle/pedestrian zones, 30 kph zones and two-way cycle tracks), in particular at singularities along the routes (crossroads, crossings, and joining the general traffic flow).

How the bicycle interacts and complements public transport

- ◆ by providing easy and safe accessibility at stops and stations
- ◆ by providing a number of diverse parking spaces, and related services (repairs, guarding service, etc, depending on the context)

Making bicycles available

- ◆ by providing a special offer (self-service cycle hire, town bicycles; conventional or other cycle hire) designed to meet with the context and the cycle policy of the town or the urban area.

Connections with the outside of the eco-neighbourhood

On another scale, the principles stated above – taking into account travel in the neighbourhood and how it ties in with public transport – also apply and must be applied as part of urban area policies (sustainable urban development, consistency throughout the area, the urban transport plan, including the bicycle and public transport, the local housing policy, etc).



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