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Editorial

The bicycle (or bicycle), human-powered land vehicle falling into the category of cycles and composed of two aligned wheels, which give it its name. The driving force is provided by its driver, the cyclist, most often in a seated position, via two pedals driving the rear wheel by a roller chain.

The front wheel is steering and provides balance. Its orientation is controlled by a handlebar, which the cyclist uses to control the trajectory as well as the braking (except special models) and possibly the change of gears.

The bicycle is one of the primary means of transportation in many parts of the world. Its energy efficiency is particularly high. His practice, cycling, is both a daily use of transport, a popular leisure and a sport.

After the First World War, the term "bicycle" became the popular word to describe the bicycle used by workers, peasants and children.

In the 1930s, multi-speed systems began to be used in bicycle competitions. The velocar appeared in the 1930s, a recumbent bicycle and ancestor of the velomobile. Derailleurs were developed during the 1950s. Finally, velomobiles were reborn at the end of the 1980s.

Since the early 1990s, in several countries, spontaneous demonstrations have brought together, once a month in several hundred cities, defenders and promoters of the use of bicycles in the city.

*Xavier Roux, bmx specialist*

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Workshop number 1

The urban cyclist is the branch of cycling devoted to urban transport

**1. The “cyclability” of cities underestimated by users and communities**

Urban cycling is the branch of cycling devoted to urban transport. This is everything related to cycling trips over short and medium distances (a few kilometres) in an almost exclusively urban environment (in the city and its close suburbs), i.e. sharing the road with other motorized or non-motorized modes of travel.

Over a distance between one and seven kilometers the bicycle is the fastest mode of transport. Beyond this practicality, urban cycling aims to limit pollution and reduce the growing congestion of cities by the massive use of the automobile. In addition, its multiple benefits for individual health are recognized. It is part of ecomobility.

Specific facilities can be built to try to improve traffic conditions for urban cyclists. These facilities can be cycle lanes or paths, meeting areas, two-way cycling and parking lots dedicated to bicycles (or bicycles and mopeds). Specially dedicated cycling lights are also being developed.

**2. Create pleasant cycle and pedestrian paths**

Even if the facilities are spreading in our cities, 61% of French people still consider it too dangerous to use the bicycle as a means of transport. This is 9% more than the world average, which considers 52% that this means of transport is too risky.

"There are no territories that are by nature not suitable for cycling, there are only territories that have not been developed for cycling"

*Xavier Roux, bmx specialist*

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**3. Cycle tourism, if we went on the roads?**

Cycle tourism is the practice of cycling, carried out without a spirit of competition. Cycle tourism comes in many forms, from walks and family practice at free pace to rallies and patents on all routes and all distances: free rallies, patents-randonneurs, arrows, diagonals, cyclo-discoveries, cyclo-mountain...

Created in 1890, the Touring Club de France is the only representative association of cycle tourism in France from the end of the 19th century to the beginning of the 20th century. Subsequently, the club turned to automobile tourism, which led to the creation on December 8, 1923 of the French Federation of Cyclotourism Societies, renamed in 1945 the French Federation of Cyclotourism (FFCT). From the 1970s, the development of the Federation became regular and the number of clubs continued to increase in France.

**4. Cycling is a health benefit.**

The physical exercises of cycling are linked to improved health and well-being. They ensure, according to most health studies, weight loss, improve endurance, reduce recovery times, prevent age-related cardiovascular diseases and amplify the respiratory tract. All of these effects are good in the long run. Nevertheless, the risks are preponderant in the event of too frequent efforts Although exposed to automobile pollution, the benefits seem to outweigh the effects of this pollution, compared to other modes of travel.

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The distribution of self-service bicycle systems around the world  
Cities with a self-service bicycle system and operating company

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