



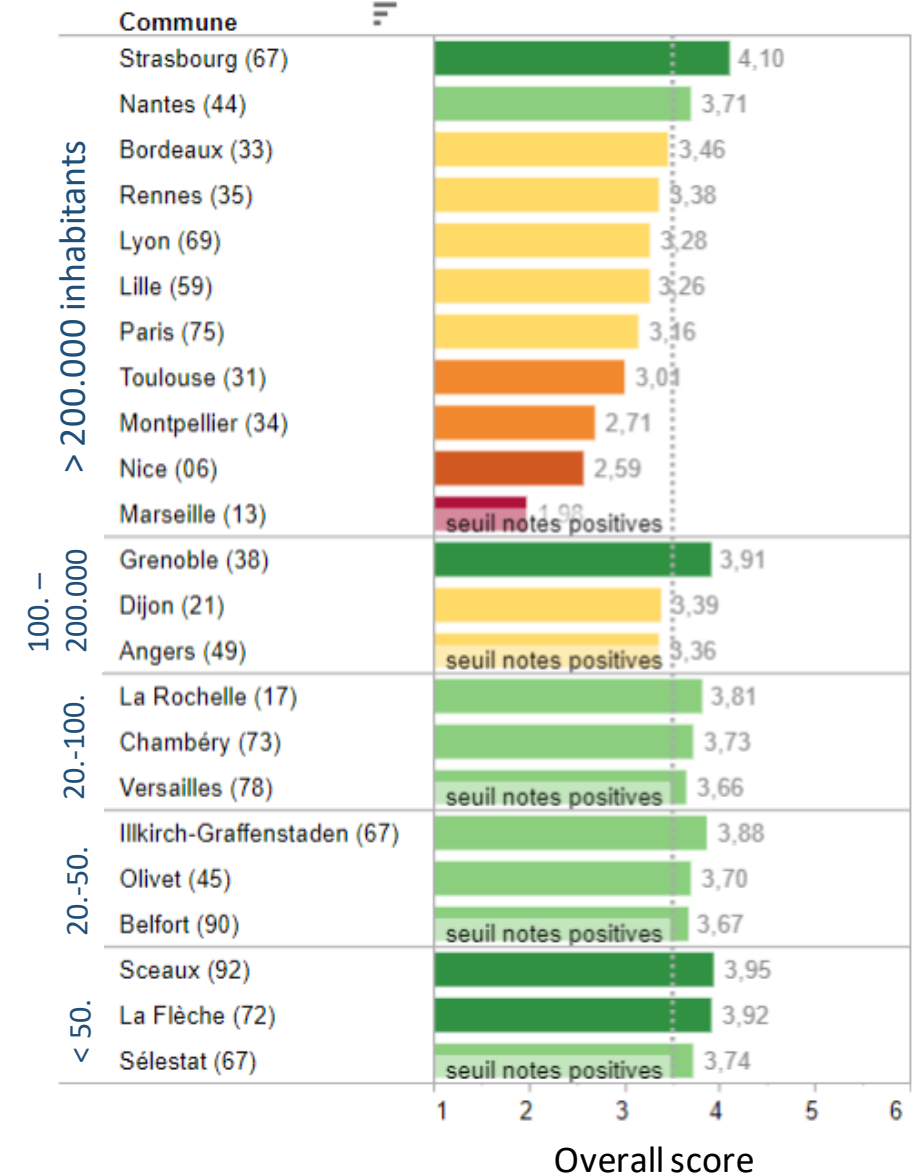
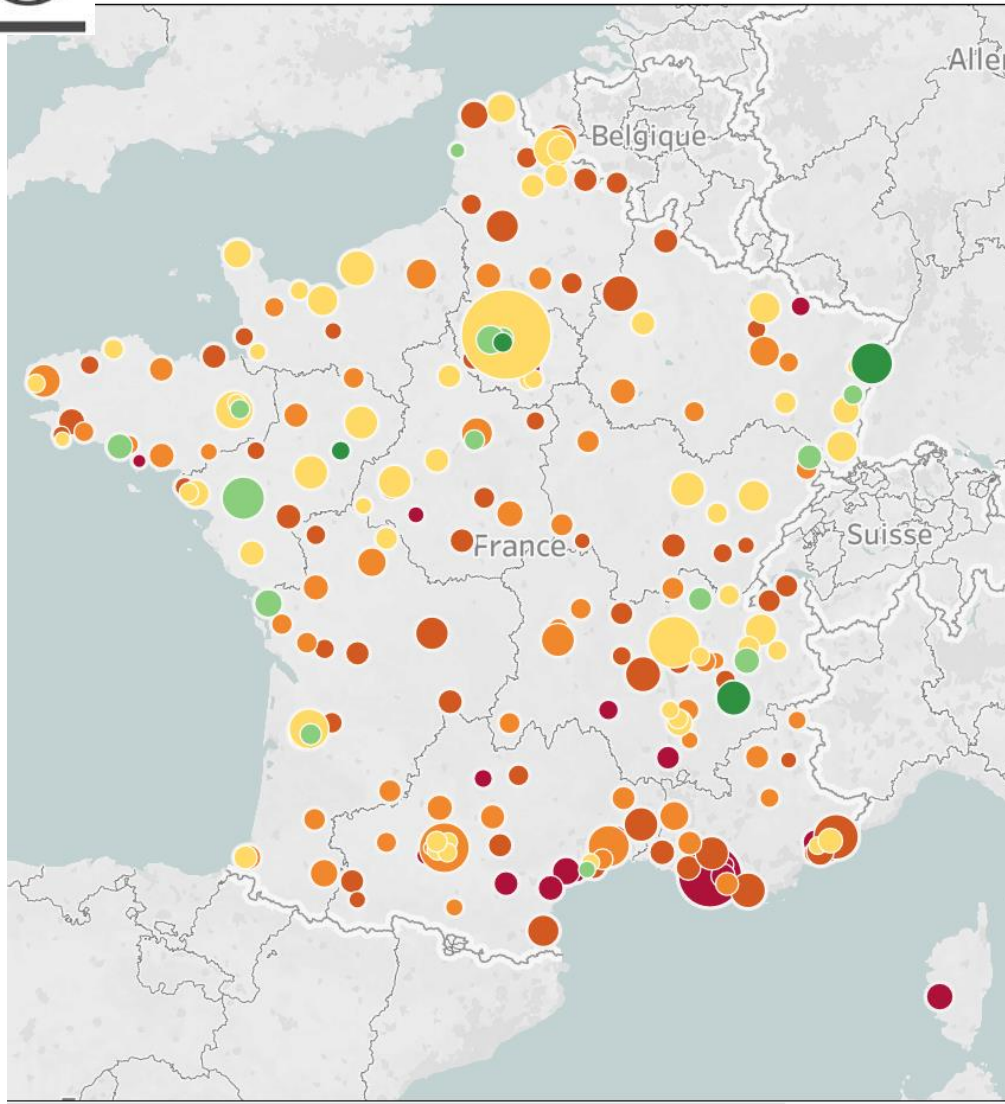
Analysis of French cyclists' satisfaction through the first Bikeable Cities' Barometer



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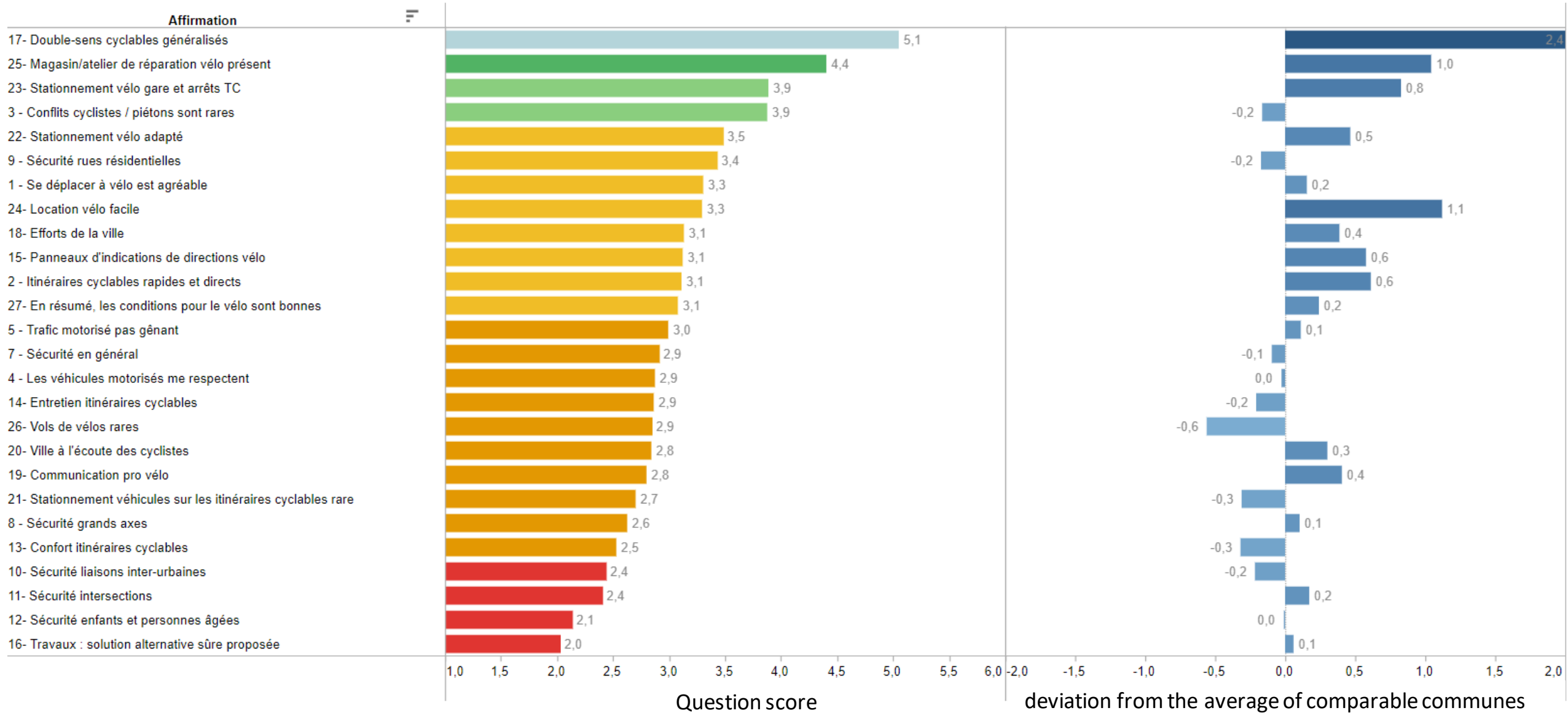
A ranking for emulation

- 113.009 answers
- 2628 communes
 - 316 ranked



Provide suggestions for improvement

Notes détaillées Fontainebleau (77)



Method

Adaptation of the
German
«ADFC Fahrrad
Klima Test »

The Barometer reflects:

the difference between the perception of the situation and the expectations of users

-> perception is subjective, expectations can change over time

- **5 themes to evaluate the bicycle system:**



General feeling



Safety



Comfort



Consideration



Parking & Services

- **26 questions** asked in the form of a 6-level Osgood differential scale

1 2 3 4 5 6

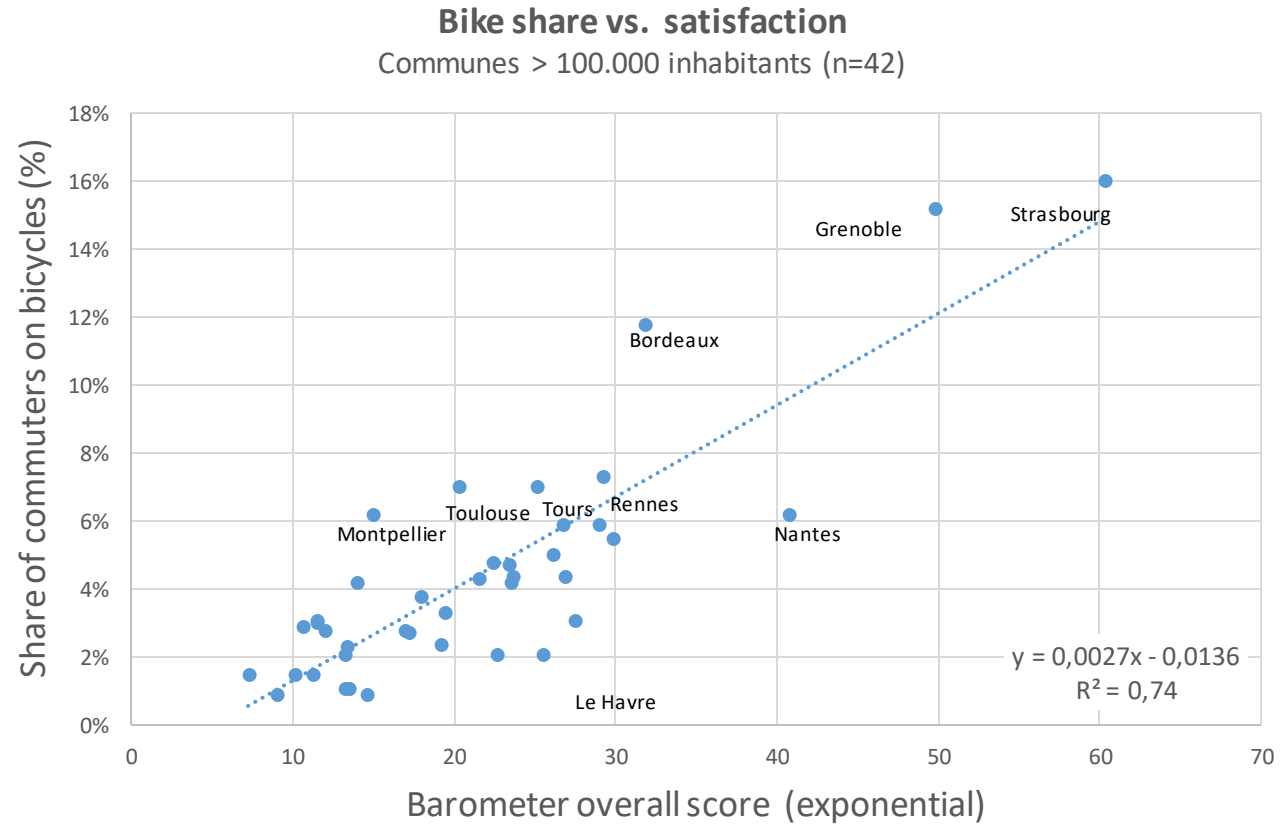
Cycling in my town is:

Very unpleasant



Very pleasant

Practice vs. satisfaction



Influence of personal characteristics

Question: Is there an influence of personal characteristics on scores ?

Method: linear regression modelling, to assess independent effects of:

- Gender
- Age
- Bicycle control level
- Town's size
- Motor vehicle ownership
- Cycling activism (FUB affiliate)

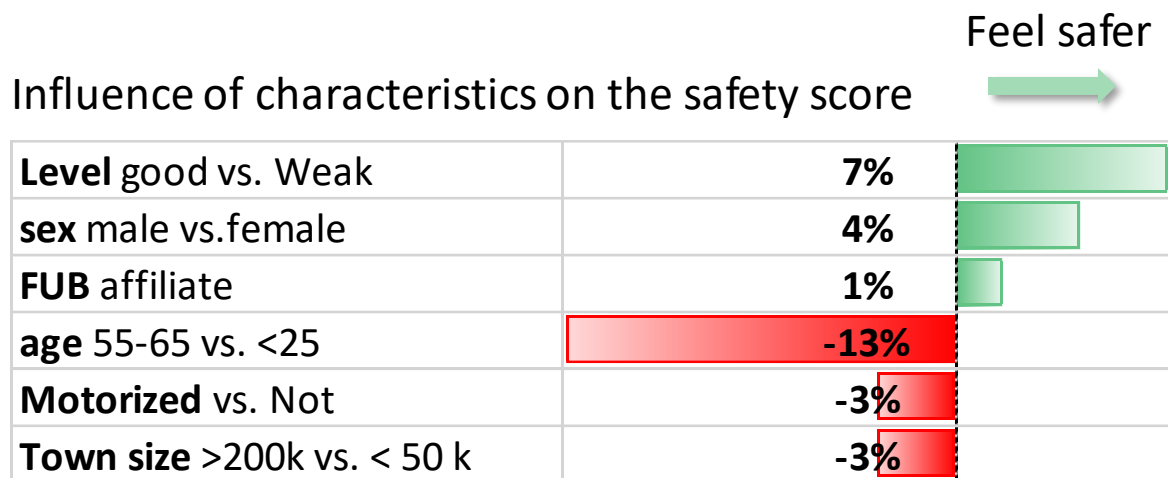
Influence of respondents' characteristics on safety rating

Linear regression model estimation

Safety score ~ level + age + sex + motorized + FUB affiliate + commune size + commune's safety score					
	Estimate	Std. Error	t value	Pr(> t)	
Coefficients:					
(Intercept)	0,23	0.022356	10.139	< 2e-16	***
Level = good	0,08	0.006620	11.520	< 2e-16	***
Level = weak	-0,11	0.018842	-5.737	9.67e-09	***
Age 25 - 34	-0,15	0.012525	-11.875	< 2e-16	***
Age 35 - 44	-0,29	0.012638	-22.776	< 2e-16	***
Age 45 - 54	-0,33	0.013020	-25.148	< 2e-16	***
Age 55 - 64	-0,35	0.013411	-26.348	< 2e-16	***
Age 65 - 75	-0,29	0.015624	-18.573	< 2e-16	***
Sex = man	0,11	0.005730	19.392	< 2e-16	***
Motorized	-0,07	0.008014	-8.190	2.64e-16	***
FUB affiliate	0,04	0.007486	5.543	2.99e-08	***
Size [200000-300000]	-0,07	0.007350	-9.767	< 2e-16	***
Size [100000-200000]	-0,05	0.007625	-6.210	5.32e-10	***
Size [50000-100000]	-0,02	0.009166	-2.172	0.0299	*
commune's safety score	1	0.006321	157.606	< 2e-16	***
Signif. codes: 0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1 ' ' 1					
Multiple R-squared: 0.2407,			Adjusted R-squared: 0.2405		

Influence of respondents' characteristics on safety rating

- ✓ Personnel characteristics have a real but limited influence



- ✓ People with a good cycling control level feel safer
- ✓ Men feel safer than women
- ✓ People over 25 feel unsafer than those under 25
- ✓ Small influence of motorization and town size

ex: « men give a 4% higher score than women »

Influence of respondents' characteristics on other topics

Influence of characteristics on the safety score

	Thefts are rare	the city is making efforts	Comfort is good	bike parking is easy
sex male vs. female	8%	-1%	-2%	-2%
Town size >200k vs. <50k	-44%	7%	1%	-1%
Motorized people	1%	-3%	0%	1%
FUB affiliates	2%	-4%	-3%	1%
age <25 vs. 35-44	0%	6%	7%	7%

- ✓ People fear thefts in bigger cities, and men more than women
- ✓ Bigger cities seems to do more efforts, cycling activist ant motorized people are more critical
- ✓ People < 25 feel more satisfied



Ressources

Parlons vélo web site

<https://www.parlons-velo.fr/>

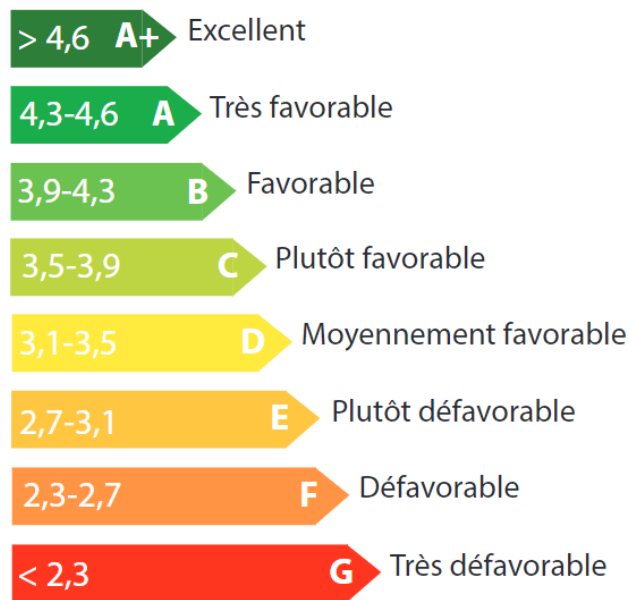
Interactive dataviz

<https://public.tableau.com/profile/fub4080>

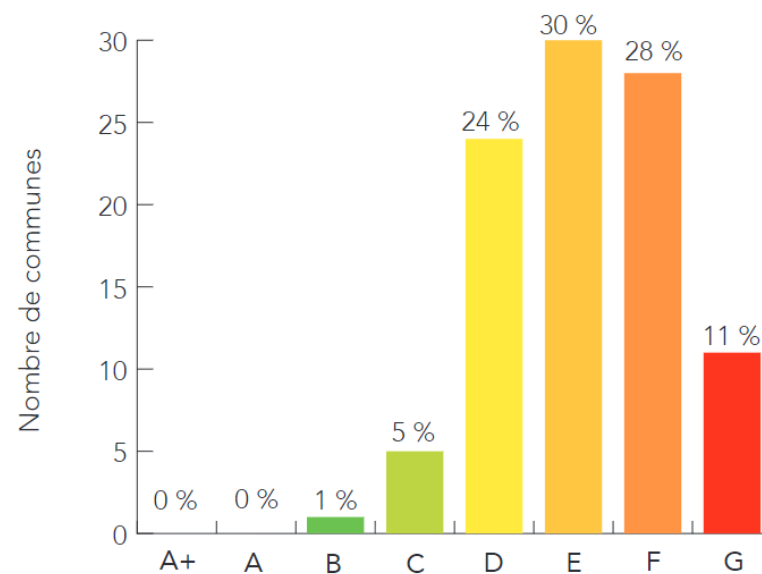
Open data Barometer

Please ask for data at: contact@fub.fr

« bike climate » labelling



Repartition of communes per bike climate class



Questionnaire

Question	Theme	Quest_Baromètre_Eng
1	General feeling	Biking in my town is very pleasant / very unpleasant
2	ressenti_general	The cycling ways network allows me to go anywhere, quickly and directly : completely/not at all
3	ressenti_general	For me conflicts between cyclists and pedestrian are very frequent / very rare
4	ressenti_general	By bike, motor vehicle drivers respect me : completely/not at all
5	ressenti_general	By bike, I find that motorized traffic (volume and speed) is :unbearable / not at all embarrassing
6	ressenti_general	In my city, bicycle use is limited to specific users (messengers, sportsmen ...) / very democratized
7	Safety	In general, when I ride a bike in my city I feel :danger/safe
8	securite	I can ride my bike safely on the main roads : completely/not at all
9	securite	I can ride my bike safely on residential streets : completely/not at all
10	securite	I can reach the neighbouring municipalities by bike in safety : completely/not at all
11	securite	In my opinion, crossing a crossroads or roundabouts is: always dangerous / never dangerous
12	securite	For children and the elderly, cycling in my city is: very dangerous / very safe
13	Confort	In my opinion, the cycle routes are not at all comfortable / very comfortable
14	confort	In my opinion, the cycle ways :not at all maintained / very well maintained
15	confort	In my opinion, there are direction signs for bicycles : completely/not at all
16	confort	When roadworks take place on cycle ways, a safe alternative solution is offered: never / always
17	confort	one-way streets are open in both directions for bicycles: never / always
18	Consideration	In my opinion, the city's efforts in favour of cycling are : unexisting/important
19	importance_velo	communication in favour of cycling is : inexistant / important
20	importance_velo	In my opinion, the mayor team is attentive to the needs of bicycle users : completely/not at all
21	importance_velo	In my opinion, motor vehicles' (cars, trucks, motorcycles, etc.) parking on cycle routes is :very frequent / very rare.
22	Parking & services	Finding a bike parking space adapted to my needs (duration, safety...) is :impossible/very easy
23	stat_services	Parking your bike at a station or public transport station is :impossible/very easy
24	stat_services	Renting a bike for a few hours or for several months is :impossible/very easy
25	stat_services	Finding a bike repair shop/workshop is :impossible/very easy
26	stat_services	In my opinion, bicycle theft is : very frequent / very rare