



Design Resources > Design Responses >
About Schemes > **Public Hire Schemes**

JCDecaux Schemes: Vélib Paris, Sevici Seville, (FR / ES)

*“City freedom for everybody via thousands of self
service bikes”.*

www.Vélib'.paris.fr





Vélo'v, Lyon



Vélib', Paris - source © Marie Paris



Sevici, Seville

Facility:

JCDecaux ('Cyclocity') based self-service bicycle hire systems, designed for short city journeys: the **Vélib'** scheme in Paris, France and **Sevici** scheme in Seville, Spain.

Provider:

JCDecaux Development Services, Cyclocity' bikes division.

Vélib' www.velib.paris.fr was commissioned by 'Mairie de Paris' City Council of Paris

Sevici <http://en.sevici.es> was commissioned by the Seville City Council 'Ayuntamiento de Sevilla'.

Supplier / Manufacturer of System Equipment:

System and hardware supplied by JC Decaux to both cities.

Cycles manufactured by Bikes Lapierre, France and Órbita, Portugal for JCDecaux.

Designer / Architect:

JCDecaux design department.

General Description:

Paris' Vélib' (Vélib' is short for "Velo Liberte" or "Bike Freedom") Service is a city-wide bike rental service. It was launched in July 2007 and the service has expanded to offer a rental point at five-minutes' walk from every point throughout the centre of Paris. With a total of nearly 20,600 bicycles available at 1451 stations it is currently the largest bicycle rental project in the world and has consequently received the attention of a vast amount of media, public and official interest, at an international level. It has been hailed by many as a great success, financially, politically and as a new 'green' mode of moving around for the masses, within the French capital.

However, the genesis of the Paris system is not new. It is created around JCDecaux's Cyclocity system, which has already been introduced on varying smaller scales in around 13 other cities, since 2002, starting in Vienna (see References section for list of current cities), and is the main competitor to Clear Channel's SmartBike based systems. Lyon's Vélo'v² scheme is among the better known of the JCDecaux predecessors to Vélib', and its own success is believed to have influenced Paris' decision to commission a similar service. This case study will focus mostly on the Paris scheme and also by way of recent comparison, the Seville version Sevici, which is another 2007 addition to the list of Cyclocity derived systems, installed on a smaller scale (10% the size of Paris). Both systems are accessible for visitors and residents to hire bikes on short- or longer- term subscriptions and both are designed to encourage short city trips, with the first half hour free and escalating charging structures thereafter.



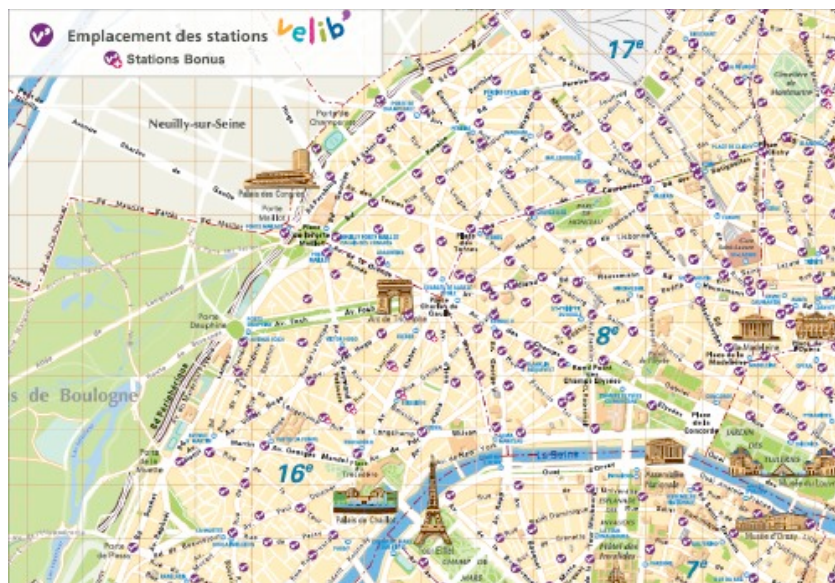
Sevici, Sevilla

Location of Facility:

Vélib' rental stations are distributed nearly every 300 metres throughout the centre of Paris and currently reach the inner five of the city's 20 arrondissements (districts).

The locations of the 1451 stations can be searched by area, or parking station number, using the link on the Vélib' website:

www.velib.paris.fr/index.php/trouver_une_station



Section of map downloadable from Vélib' website, showing stations in the centre of Paris

The 250 Sevici stations in Seville are also spaced nearly every 300m and are similarly well distributed throughout the city centre. Locations and availability can be accessed via the Sevici website at <http://en.sevici.es/estaciones/mapa>. The map here indicated the first 160 stations.



Source © Marie Paris

Scale (capacity):

The Vélib' scheme introduced 10,000 bicycles to the city with 750 automated rental stations in 2007, but now has reached double that with 20,000 bicycles in circulation between 1451 stations. Each station has 15 or more bikes/ spaces.



Some Vélib' parking stations host racks for up to 40 cycles



The Sevici service introduced 1500 bicycles during 2007 with just over 150 stations but its target for 2008 is to reach 2000 bicycles and 250 stations. Similar to the Paris set up, most Sevici stations offer 15 or more parking spaces.

Cost of Provision:

Costs to the Paris for supply implementation and ongoing management of the Vélib' system are understood to be around €90 million, linked to a ten year outdoor advertising contract, allowing control advertising rights on 1628 bus shelters, newsstands, public toilets, and other street furniture. In return, the major urban installations and urban publicity firm JCDecaux, cover all of the costs for the Vélib' system.

In addition, JCDecaux will pay Paris all the revenue from cycle rentals and annual subscriptions, plus an estimated €3.5 million per year from its advertising takings (or possibly more if ad sales surpass certain targets)³.

The bicycles used with the Vélib' system are reported to cost just under €1000 each and the cost of the whole system, spread across its 20,000 bikes equates to €4500 per bike.

The exact costs of Sevici installation and system are not known, we understand they are based on an advertising-linked contract, as per the Paris scheme, whereby the cycle system is installed and operated by JCDecaux at no cost to the city, in exchange for exclusive street-advertising rights.

Charges (cost to user):

For both schemes, all who want to hire a bike, must first subscribe by providing credit card details and a €150 authorisation, which will be deducted if the user has the bike too long, or if the bike proves to be damaged or stolen while in their care. Users have the choice to



Vélib' 'long term' annual subscriber's card.



Short-term Vélib' tickets.



Sevici 'long-term' annual subscriber's card.

subscribe on short-or long-term bases: Paris offers a 1day option and both cities offer 7day and 1year subscriptions. A 1day or 7 day ticket allows unlimited journeys for the duration of the subscription period, paid for if a rental trip exceeds half an hour.

Short-term subscription tickets are mostly bought from the service points at the bike rental stations (or the system website, for Paris) and long-term cards are bought via the respective website.

Vélib' subscription costs are as follows:

- 1-day ticket €1
- 7-day ticket €5
- One year card €29

The cost of renting a Vélib bike will be debited from the user's card details, according to the following:

Vélib' rental prices (First half hour, free).

1st additional half hour	2nd additional half hour	From the 3rd additional half hour
€1	€2	€4 per additional half hour

The total €150 deposit amount will be forfeited if the bike is not returned with in 24 hours.

Sevici subscription costs are:

- 7day ticket €5
- One year card €13 (€10 + €3 for final 30 minute cycle usage)

Sevici rental prices (First half hour free).

1st additional hour	2nd additional half hour and every hour thereafter
€0.50	€1 (long-term users) €2 (short-term users)

Clearly, the Sevici service offers considerably cheaper subscription and cycle rental than Vélib'. The difference in annual subscription rates in part reflects a difference between typical average incomes and living costs in these two cities. Paris City Council chose to price their 1 year card at €29 to match that of a monthly metro card and they state the escalating hire prices have been pitched as high as they are to avoid competing with more traditional cycle hire outlets in the city, who rent bikes for half- or one-day periods. The result is that a four hour continuous rental for a short term Vélib' user (e.g. visiting Paris sights) would cost €19.



Vélib' station in Paris



Both Vélib' and Sevici are accessible for renting and returning round the clock.



Sevici on-terminal sign.

Length of use:

The Cyclocity concept is designed for short urban journeys. The pricing structures in Paris and Seville reflect this. In both cities users are encouraged to complete their journeys within half an hour. Paris offers less flexibility than Seville to those riders who wish to use the bikes for more than half an hour as rental prices rise more steeply when the half hour is up. This seems incongruous given the fact that Paris is larger than most other cities where the system has been implemented previously. Understandably, it is necessary to keep the 'free' period short in order to keep bikes in circulation and 30 minutes is an easy-to-remember number. However, some journeys between A and B that may take 15 or 20 minutes' cycle time in Seville, might take 40 minutes or more, for an equivalent journey in Paris. The result is that while Paris promote 'cycle freedom' with Vélib', the Seville scheme actually offers more liberty in this respect.

It may be helpful to users to integrate some kind of very simple time-indicator to help them keep track of how long they have had the bike. For example, LEDs which light up or change colour at periodic intervals, or other solution.

Access:

Vélib' and Sevici bikes are available 24 hours per day and 7 days per week. All the stations are on street, located in public areas. Access in most cases is very straightforward. In some cases, users of the Paris system point out that they and many other Parisians work, but do not live, within the central five arrondissements and would like the service to be extended further to be able to access bikes near their homes.

Signage:

Neither scheme is signed in any way apart from the graphics and colours on the bikes and parking station hardware. Both programs have been given their own strong visual identities, which helps make the cycles and rental points more recognisable. The huge-scale promotion that Vélib' has received has also helped people get to know what the bikes are like and where to look out for them.



Both Vélib' and Sevici include informational signage on the large handlebar area



Sevici's on-bike colours and bright visual identity draw attention to the system, where cycles are parked together



Vélib' on-bike signage via logo on rear mudguards.

From a distance the Sevici scheme is more easily identifiable, owing to its bright red and silver colour scheme. While the Vélib' bikes and stations have been entirely painted in a grey that matches the Eiffel Tower, the sheer quantity of the bikes and their distinctive form makes them sufficiently noticeable to pedestrians, but less so for cyclists looking for stations. French researcher / transport consultant Eric Britton writes:

*The stations are not sufficiently visible to cyclists on the move... In other cities the stations are more visibly marked, but the Paris authorities decided to protect their built environment and not have aggressive signing or lighting of the stations. There is doubtless room for doing better, but the protection of the beauty of the city has to be a high priority.*⁴

Neither Vélib' nor Sevici provide local on-street way finding to help locate stations but the interface points at stations of both systems allows users to find out where other nearby stations are situated.

System Interface:

The Cyclocity system used in Paris and Seville is centrally controlled in each city and is linked to 'service terminals' at each rental station, which allow users to hire bikes and purchase short-term subscriber tickets.



Service Terminal, Sevici



Service Terminal, Vélib'

Vélib' Terminal display;
source: Sarah Sosiak (Flickr)



Vélib' docking points allow annual subscribers to swipe their cards directly on the posts to rent bikes

A key advancement of Vélib' over Sevici and other 'third generation's cycle hire schemes, is that the yearly subscriber's card is RFID enabled (like London's Oyster cards) and allows them to swipe the card at any bicycle docking point without having to use the central service terminal of the rental station. Beyond this facility, the rental and return process is similar for both schemes. The Sevici website describes the following:

1. Identify yourself by holding your Long-Term Subscription card in front of the card reader or entering your Short-Term Subscription code into the keypad.
2. Enter your PIN code.
3. Access the 'Take a bike' menu.
4. Select your bike.
5. Go up to your bike and unlock it. You have 1 minute to carry out this operation.
6. Enjoy your ride!

To return a bike:

7. Fix the bicycle to a Bike Post.
8. Verify that the indicator light situated below the Bike Post flashes and that you can hear a beep sound.
9. That will mean that you have correctly fixed the bike. Otherwise, try and repeat the same operation.
10. Please note; If the bike is not correctly fixed in its place, the system will not register that you have returned it. If you experience trouble fixing your bike you may contact us via the telephone number given.

Vélib' terminals provide information in 8 languages - French, English, Spanish, German, Italian, Arabic, Chinese and Japanese. Sevici offers



Spanish and English.

The terminals and rental process of both Vélib' and Sevici have proved relatively easy to use among most users; only some indicate that the short-term rental process could be simplified further (for examples, see User Responses section of this case study). However, some reports and users who have tried recent installations of both JCDecaux and Clear Channel systems consider the Clear Channel terminal interfaces to be simpler and less cluttered with options, buttons and on-screen text, than the JCDecaux versions.

Furniture/ Parking equipment:

Many of the Vélib' and Sevici stations are installed and replace car-parking or other road space uses, while others are located on pedestrianised areas or wide pavements.

The 'street furniture' for Vélib' has been custom-created for Paris, as designed by Patrick Jouin (JCDecaux), compared to Sevici installations which are almost identical to those shared by Lyon and other cities, with variations only in the colours and graphics.



source: Muddy (Flickr)



Source © Marie de Paris



Sevici bikes.



Vélib' bike, source © Marie de Paris



Source © Marie de Paris

Each bicycle is secured via individual locking posts, which on the Vélib' system also permit annual users to swipe their cards to release a bike. Other user operations are performed at the service point, a pillar that accompanies every Vélib' and Sevici bicycle parking station.

The service terminal at each station includes a display screen, a credit card slot, a ticket printing point and a metallic keypad, with slightly hard-to-see and hard-to-press buttons. While this interface combination shows some design awareness and is accepted by most users, it could be simplified further in the number of elements and options it presents, particularly on-screen.

Bicycles used with this system:

The bicycles used with the Cyclocity-based schemes are designed by JCDecaux and manufactured by Cycles Lapiere in France and Hungary and by Órbita in Portugal.



The bicycles have been built to be resilient to intensive use and possible attack. The bikes in Paris and in Seville are based around the same model, although the design for Vélib' has been custom produced, and painted to match the grey of the rest of the scheme's hardware. The Sevici bicycle is essentially the same as used in other Cyclocity based programmes such as Lyon, with different stickers/ logos and the mudguards are a different tone of red!

A parking connector, built into the downtube of the bicycle frame, allows the user to 'click' the bike into one of the station posts to complete the lock.

The bikes have three speeds, with internal hubs and brakes. They are equipped with automatic always-on lights, wire baskets, a stand and a wire basket at the front. There is also a small cable lock fitted to the basket, which apparently can be used to secure the bike for short stops but it is very small and offers almost no security, so it is more



Internal brakes, hub-powered lighting and 'security' wheel nuts and fixing screws.



realistic just for securing belongings in the basket while riding.

In use the bikes are comfortable but one repeated criticism of the Vélib' service is that the bicycles are excessively heavy and, perhaps as a consequence, some say the three speeds are not enough to get up some of Paris's hills. JCDecaux quote 22kg for the Vélib', compared to 16kg for the Clear Channel bikes and between 12 and 18 kg for a typical urban bike that can be bought by consumers.



Colour coordinated with the tower Image source: Feuillu (Flickr)

Security, Guardianship and Lighting:

Software:

As a system, the recent Cyclocity based schemes use robust technology that is among the most reliable currently available, to protect virtual data as well as the physical infrastructure (controlling locks etc.). There appear to be fewer reported system failures or 'freezes' than can be found in respect of the competing Clear Channel system.

Hardware:

The cycles and on-street hardware for both Vélib' and Sevici are designed with similar levels of built-in security. Many components are either welded on or fastened with less removable 'security screws'. They have many non-standard parts that cannot be interchanged with regular bikes' components.

Being 'self service' systems, they have no appointed guardians and the only lighting is from the informational LED-lights, back-lit service point logos and on-screen displays. The ambient lighting is entirely dependent on the street location where the each station is situated.

Very little information is available about thefts or vandalism related to the Seville bike program, but no hardware or components were seen



Non-standard handlebars and other components are shrouded in plastic to hide parts which may catch clothing etc.



On-bike lock offers limited security

damaged or vandalized when Bikeoff tested the system, nine months after its inauguration.

In respect of Paris, there are varying reports in circulation about the numbers of bikes that have so far suffered abuse or theft. They indicate that during the first year, there have been considerably more crime problems than were hoped or anticipated.



Source Perspikace (Flickr)
Image: Vélib's out of action, stolen?



Source: Caramel (Flickr)

In 2007 Eric Britton wrote of Vélib' security:

*"Theft and vandalism are threatening the project. The reported figure is on the order of three thousand bikes stolen or completely trashed in the first year. That's a lot, but think of it as on the order of 300 per month or ten per day. And that out of 15,000-plus bikes on the road every day. Difficult but surely workable. (This should not be taken as encouraging laxity on your part if you are thinking about a PBS in your city). The vandalism and theft challenge is a real one and an indicator among other things of the level of social peace and inclusiveness in your city"*⁶

Since then, some reports suggest that beyond those 3000 bikes stolen or damaged to destruction, another 3000 experienced crime – either slightly vandalised or stripped of some parts to a lesser extent. This totals six thousand bikes, nearly a third of total circulation being taken out of action in the first year of Vélib's service – somewhat higher than the 10% estimated for most schemes.



Broken chain
Source: Nitot (Flickr)



Broken bike
Source: Gamebouille (Flickr)



Sevici service and distribution vehicle.



Broken bikes
Source: Luc Legay (Flickr)



Broken bike
Source: Gamebouille (Flickr)



Vélib' distribution



Vélib' on-site servicing.
© Marie de Paris.

In spite of custom specification, 'high-resistance' bikes and a 'smart' IT system that knows who is taking which bike out and when, it appears in common with other third generation bike projects, that Vélib' has loopholes in its security against theft and vandalism that still leave room for astute secure design and system development.

Road Safety.

The Paris scheme has been tarnished by media reports highlighting the tragic deaths of four Vélib' users on the city's roads during the first year of the project.⁷ However other studies show that these cyclist fatalities are not above average for a city of this size. In 2008 Paris has more bike lanes (371 km) than London or New York for instance. Further indications are that more bikes on Paris' streets are beginning to slow down other traffic, implying more safety for all cyclists.⁸

Whatever the reality of the situation, such fatalities highlight the need for a well-designed road infrastructure that acknowledges both motorists but also cyclists as modes of transport. Additionally, training and awareness campaigns linked to city cycling are known to contribute positively to these issues.

Maintenance and Servicing:

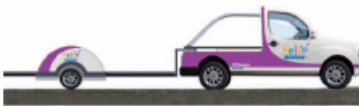
All maintenance and ongoing repairs for the schemes, in Seville and in Paris, are managed by the local teams, employed by JCDecaux.



Electric vehicle for servicing



Electrically-assisted bike for maintenance



Clean natural gas control vehicle

Vélib' maintenance vehicles © Marie de Paris.

The Paris scheme involves about 400 staff, working in these key areas:

- Logistics fieldwork: service and regulation staff (jobs open to technicians and students – 20 hours minimum per week), sector managers, stock managers, supervisors
- Workshop: mechanics and warehouse staff
- Call centre: subscription managers and customer service team

The maintenance operations of the Vélib' project show an encouraging amount of initiative as regards sustainability.

Vélib' aim to manage 80-90% of the physical maintenance of the bikes and hardware on-site, to keep motorised transport down and to allow bike pick-up vans to focus on keeping bike distribution balanced.



Source © Marie de Paris

Vehicles in the maintenance fleet Control of the bikes will be carried out include 20 clean natural gas vans. The maintenance staff will travel around using 130 electrically assisted bikes. A barge with 12 stopping points all along the Seine will pick up the bikes in need of major repairs. On board, there will be a bargeman and eleven mechanics to sort out the damaged bikes.

Major maintenance requiring the use of water will be carried out by staff travelling in 10 electric vehicles transporting rainwater recovered from the roofs of the JCDecaux sites. This process will do away with the need to use detergent during maintenance. Indeed, "pure" water possesses natural cleaning properties. The anti-graffiti product used on the hard used on the hard area surfaces is also claimed to be ecological.

The bikes are 99% recyclable. JCDecaux has also set up a recycling network for worn bike tyres, which is a first in France.

Service Period (how long facility meant to last):

JCDecaux are contracted to operate the system for at least ten years.



Sevici, Seville



Sevici supported by good road and cycle infrastructure



Vélib', Paris

Strengths:

Benefits of the Cyclocity schemes in Paris and Seville include:

- Short-term and long-term rental options available with accessibly priced subscription rates
- Big-wheeled bikes better for Paris and Seville which still have numerous cobbled streets
- Sufficient numbers of bikes installed in each case to serve a substantial portion of the travelling masses in those city centres
- Advanced and reliable system software and service back-up
- Sevici bike rental pricing offers more flexible use being among the least expensive for 3rd-generation schemes
- Vélib' annual user rental process made very easy by the on-post swipe card facility
- Sevici supported by bike-friendly street and city infrastructure
- Vélib' is backed up by strong publicity, a users' blog and various forums as well as the official website

Weaknesses:

- Very heavy bikes and not attractive to all. Vélib'-grey is said by some to make the parking stations less noticeable
- The Paris road infrastructure is still not up to supporting so many new cyclists
- Logistical problems with not enough bikes being available in the popular places at the popular times
- Bikes tend to be very quickly rented from the tops of hills and they tend to accumulate at the base of the hills
- Continued issues with thefts and vandalism mean less bikes are available than have theoretically been put into circulation and may increase the provider's costing structure for future cities

User Responses:



We asked six users of the Vélib scheme, (aged between 23 and 62) to give us their thoughts on the following questions ...

1) What do you think of the cost/ pricing structure of the service?

[David Alves] The cost is not expensive.

[Virginie Chassard] If you haven't subscribed on the annual basis you only need to pay 1 euro ... for 24 hours. But that's a trick. Its actually 1 euro, which covers the first ½ hour then you need to add 4 euros for an additional ½ hour and can cost you a lot if you have planned to cycle all day in Paris. Still it's nice to cycle in the open air. If you are [subscribing] on [an] annual basis they charge you only if you go beyond ½ hour and it's the same price as above. I would say it is more than reasonable and affordable...

[Victor Dixmier] cheap

[Henri Gillet] According to my budget and low cost

[Alex Hinzpeter] It s actually quite cheap

[Leo Pierre] Quite good the annual price is very good (around 25 euros a year if I remember well). The one day or one week costs relatively more.

2) What do you think of the locations of the cycles? Are they too far for you? Would you change anything, and if so, how?

[David Alves] There are a lot of location points. It would be nice to have location points nearer Stations.

[Virginie Chassard] Locations are everywhere; I have, almost 15 spots around my flat, that's 2 minutes' to 5 minutes' walk. That's not a problem at all, to find a spot is really easy, now I'm talking about the very heart of Paris, maybe it's different in other districts.

[Victor Dixmier] we need more cycles close to the train stations.

[Henri Gillet] It's a joke, first to find your Vélib'' and then find somewhere to leave it.

[Alex Hinzpeter] Many spots, roughly every 200 meters, but sometimes they are too small. They need to increase the capacity of strategic sites (schools, universities...).

[Leo Pierre] Very good in the centre of Paris, where you can find a station almost every few hundred metres. Then depending where you are in Paris it can become more difficult. Though I believe they have increased the number of locations since last year. I had one just in front of my house so I could hardly complain. The difficulty is when you have to put back a cycle at night in a crowded area, you could spend 30 minutes looking for a place where to leave your bike, at 2am it can be a nightmare.

3) What do you think of the system interface/ ease of use of renting and returning the bicycles?

[David Alves] It's very easy if you get a subscription. If not, there are lot of stages before taking the bike. For returning bike, very easy, except when there is not place free.

[Virginie Chassard] Ok to subribe you need to be patient, and you need to have €250 on your bank account... so some sudents can't rent it. To subscribe it can take 3 to 5 minutes you need to enter many codes, chose a secret code then chose the bicycle you want ... the first time we decided to use them it took us 10 minutes. After that it takes 2 minutes. It's not complicated really, it's just very very slow... so the system is ok... unless you are in a hurry.

[Victor Dixmier] ok but could be faster for the one day/week rental service

[Henri Gillet] I understand so it's a good interface.

[Alex Hinzpeter] No idea, I have a yearly card.

[Leo Pierre] I understood it so I guess it is easy, I've never had any problem.

4) What do you think of the bicycles themselves? Design, comfort, security etc?

[David Alves] The bikes are very heavy. The gear change is easy, but there are not enough levels.

[Virginie Chassard] Design comfort and security are ok, that is if you haven't picked up the wrong number, unfortunately many of them are damaged and you realise that 10 metres after... mostly the pedals or the wheel ('cause you are supposed to notice right away if the saddle is there or not...) still I have to say that even if the weight of the bicycle is a security thing, it's way too heavy!!

[Victor Dixmier] nice design, a little bit heavy.

[Henri Gillet] It looks like my first bike: Mobylette without motors.

[Alex Hinzpeter] The bikes are quite heavy and can't go very fast.

[Leo Pierre] The only negative point according to me, the bikes are ugly (they have a sad grey color) and they are very heavy, therefore not that easy to use. This last point can become dangerous as you often see people not used to bike in cities using them badly...

5) How could the service be changed or improved, overall?

[David Alves] I think that a baby-seat could be added to the bike.

[Virginie Chassard] It should be possible to use your credit card just the first time then have the annual subscription registered with your navigo pass (it's a Métro pass, electronic) and only badge then type a secret code and get your bike, today we need to send a cheque to Vélib' and wait 1 month to have the subscription. By the way annual subscription is €29, quite nice if you never pass the ½ hour free.

I know bicycles are supposed to travel like cars but in Paris they have improved that by adding bicycle tracks... problem is you never really know where they are and you would like it because driving in the middle of cars is not very safe (I haven't mentioned healthy 'cause that would be a fraud, if you drive right in the middle or just on the right it doesn't make any changes, some think it does, I don't)... so they should create a web site like mappy but for bicycles...

[Victor Dixmier] (no comment)

[Henri Gillet] Don't know

[Alex Hinzpeter] Increase the bike turnover: many spots are full while some are empty! It would be better if there were 3 times as many spots as bikes.

[Leo Pierre] Having bikes lighter, improving the 'put back' system and logistics (having more free places in the popular

areas).

6) Have you experienced any problems with the service?

[David Alves] A lot of bikes are broken.

[Virginie Chassard] If you are doing a great trip in Paris and try to explore some great places... think about it twice if it's in Montmartre or if you need to carry your bicycle... that thing is really heavy!!!

[Victor Dixmier]

- Difficult sometimes to find a empty station to return your bike, but the system is improving.

- the users don't respect the bikes enough (broken cycles...).

[Henri Gillet] Last night: half an hour to leave my Vélib and a quarter hour walking to the Rhumerie Bvd. St Germain and so I had to drink two mojitos quickly.

[Alex Hinzpeter] some bikes are broken, but it's rare.

[Leo Pierre] not really, excepting having to find a free place at night. Also finding myself with a broken bike.

7) Has it changed your lifestyle/ Does it make you cycle more (if you live/ work in Paris)? If not, why not?

[David Alves] I've never cycled in Paris before Veli'b.

[Virginie Chassard] During summer for sure, not really sure I would bicycle in winter...

[Victor Dixmier] I'm biking in Paris! and mostly by night, a new experience for me; I'm waiting for the bikes in the suburbs (they are coming in a few months...)

[Henri Gillet] Yes.

[Alex Hinzpeter] I use it after parties or at weekends. I do work in the suburbs where this system does not exist yet... waiting for it to grow!

[Leo Pierre] Yes, I guess it would make me cycle more. For small journeys you often go faster than buses or cars. And it is also a way to keep in shape. And one important point, you don't worry about someone stealing your bike, which has always been a problem in Paris.

8) Any Other Comments?

[Virginie Chassard] This is a great bicycle idea that might change real soon into a tricky idea...not because of the bike itself, just because bikers have to respect the highway code like cars and we are not equal there, I know the code but I have many friends who haven't had time and money to pass the exam... (hence they use a bicycle). Now they are starting to fine bikers if they do not respect the highway code... they even got someone arrested because the guy was over 50km/h (can't figure out how he did that) and another guy because he had drunk too much... he got €200 fines and I think if you are being in breach of the law (running over an old lady for example) they can withdraw some points on your driving

licence.... Not really fair!

So yes I bicycle more in Paris but am aware that we should do something for the bikers, teach them what the Highway Code is...

Ok the very last opinion: the problem is not the bicycle itself but the bikers... they are reckless... we need to educate them on safety.

Useful References:

Vélib', Paris

<http://www.en.velib.paris.fr/>

<http://blog.velibparis.fr/blog>

Sevici, Seville

<http://www.sevici.es>

<http://en.sevici.es>

JCDecaux Cyclocity

www.jcdecaux.co.uk/development/cycles

<http://fr.wikipedia.org/wiki/Cyclocity>

http://www.jcdecaux.com/content/jcdecaux_en/innovationdesign/40ans/40gamme15.html

JCDecaux 'Cyclocity' based schemes:

Austria:

Vienna - Citybike Wein, 50 stations www.citybikewien.at

Belgium:

Brussels - Cyclocity, 23 Stations and 250 cycles www.cyclocity.be

France:

Aix-en-Provence – V'hello, 16 stations and 200 bikes www.vhello.fr

Amiens – Vélam, 26 stations and 313 bicycles www.velam.amiens.fr

Besançon – Vélocité, 30 stations and 200 bikes

www.velocite.besancon.fr

Lyon – Vélo'v, 340 stations and 4,000 bikes www.velov.grandlyon.com

Marseille – Le Vélo, 150 stations and 1,000 bicycles www.levelo-pm.fr

Mulhouse - Vélocité, 35 stations and 200 bikes

www.velocite.mulhouse.fr

Nantes – Bicloo, 79 stations and 700 cycles

www.bicloo.nantesmetropole.fr

Paris - Vélib', 1,451 stations and 20,000 bikes www.Velibparis.fr

Rouen – Cy'cl'ic, 20 stations and 250 bicycles www.cycl'ic.rouen.fr

Toulouse – VeloToulouse, 253 stations and 2,400 bicycles

www.velo.toulouse.fr

Spain:

Córdoba – EcoBici/ Cyclocity, 4 stations and 35 cycles

<http://www.ayuncordoba.es/portal/web1/listaPDF.jsp?id3=14826&id2=21566&id=21565>

Gijón – Gijón-Bici, 8 stations and 64 bikes

<http://www.gijon.es/Contenido.aspx?id=13208&leng=es>

Seville – Sevici, 250 stations and 2,000 cycles www.sevici.es

Other references used for this case study:

- <http://www.ciclofilia.org/Article301.html>

- http://www.treehugger.com/files/2007/08/sevilles_sevici.phphttp://www.guardian.co.uk/world/2005/aug/12/france.jonhenley
- <http://Vélib'obsession.blogspot.com>
- <http://www.pfonline.com/articles/040801.html>
- http://www.ecoplan.org/wtpp/citybike_index.htm
- http://www.ecoplan.org/wtpp/citybike_index.htm
- http://66.102.9.104/translate_c?hl=en&sl=fr&tl=en&u=http://www.agglo-larochelle.fr/services/depl_velo.php&usg=ALkJrhgq0rYsbStQMADHbZMSxgM3VpEzNQ
- <https://www.agglo-veloplus.fr/>
- <http://ecoplan.org/library/>
- http://66.102.9.104/translate_c?hl=en&sl=fr&tl=en&u=http://fr.wikipedia.org/wiki/V%25C3%25A9lopartage&usg=ALkJrhr6tK0Cu-fk9RpqbzH0tLe2yKeOA
- <http://www.liberation.fr/actualite/societe/285982.FR.php>
- http://www.ask-rfid.com/uk/news/news_article.php?id=6
- http://www.paris.fr/portail/english/Portal.lut?page_id=8118&document_type_id=2&document_id=35246&portlet_id=19237
- <http://reviews.roadbikereview.com/blog/review-of-eu-free-city-bike-services/>
- <http://greenjoe.wordpress.com/2007/10/14/velib%E2%80%99-%E2%80%93-freedom-bikes-%E2%80%93-not-free-but-worth-it/>
- <http://www.nowpublic.com/environment/happy-bicycling-birthday-Vélib'>
- http://66.102.9.104/translate_c?hl=en&sl=fr&tl=en&u=http://blog.Velibparis.fr/blog/%3Fp%3D81&usg=ALkJrhhwP0Tj8Qcq0Ol-ydDmzGbaJ7NGSg
- http://66.102.9.104/translate_c?hl=en&sl=fr&tl=en&u=http://blog.Velibparis.fr/blog/%3Fp%3D84&usg=ALkJrhiVXFgmJUcZHK1ZfnjRsPgRHiaCgA
- <http://translate.google.com/translate?u=http%3A%2F%2Fblog.Velibparis.fr%2Fblog%2F&hl=en&ie=UTF8&sl=fr&sl=es&tl=en&tl=en>
- <http://www.telegraph.co.uk/news/worldnews/europe/france/2188558/Deaths-threaten-free-Paris-bike-scheme.html>
- http://en.wikipedia.org/wiki/Vélib'#cite_note-nyt2-3
- <http://www.carton-jaune.fr>
- <http://www.ecospace.cc/travel/sightsee-paris-via-bike.htm>
- http://londonist.com/2007/08/pay_as_you_go_p_1.php
- www.deplacements.paris.fr
- www.velo.paris.fr

¹ Cyclocity www.jcdecaux.co.uk/development/cycles

² Vélo'v http://www.velov.grandlyon.com/Index.1.0.html?&no_cache=1&L=1

³ <http://greenjoe.wordpress.com/2007/10/14/Vélib'%E2%80%99-%E2%80%93-freedom-bikes-%E2%80%93-not-free-but-worth-it/>

⁴ Britton, E, 2008, Happy Birthday Vélib' (draft paper) <http://ecoplan.org/library/Vélib'.pdf>

⁵ Implies on-street, automated self service bike hire systems which hold user



information, hire information and credit card details on a central server.

⁶ Britton, E, 2008, Happy Birthday Vélib' (draft paper) <http://ecoplan.org/library/Vélib'.pdf>

⁷ <http://www.telegraph.co.uk/news/worldnews/europe/france/2188558/Deaths-threaten-free-Paris-bike-scheme.html> and

http://www.nytimes.com/2008/07/13/world/europe/13paris.html?_r=3&ei=5087&em=&en=607f90e234d58472&ex=1216094400&pagewanted=all&oref=slogin&oref=slogin&oref=slogin

⁸ Source: Victor Dixmier , Marie de Paris. A map of Paris bike lanes can be found here map of bike lanes:

http://www.paris.fr/portail/deplacements/Portal.lut?page_id=7054&document_type_id=5&document_id=5061&portlet_id=16223



