

# URBAN MOBILITIES IN FRENCH INTERMEDIARY CITIES: THE IMPACT OF « TACTICAL » URBAN INSTALLATIONS IN THE CONTEXT OF THE COVID-19 PANDEMIC



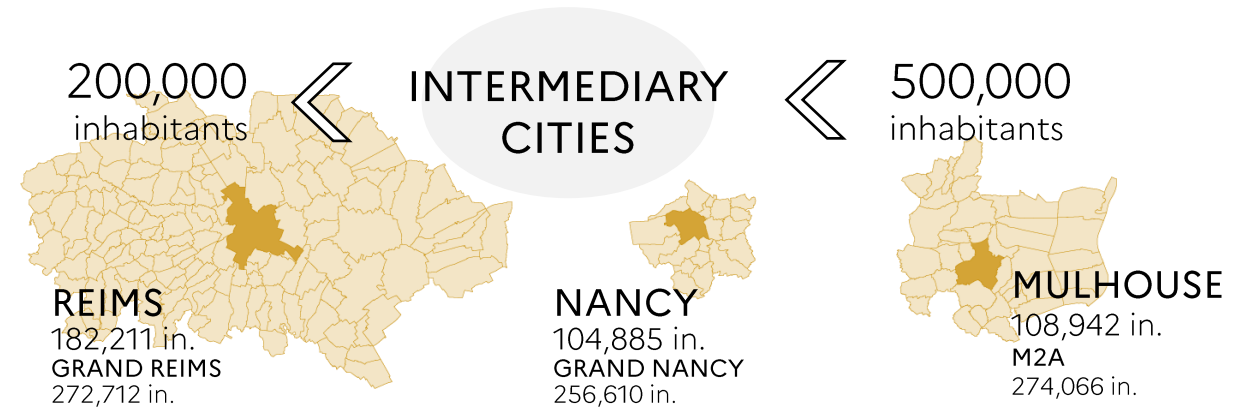
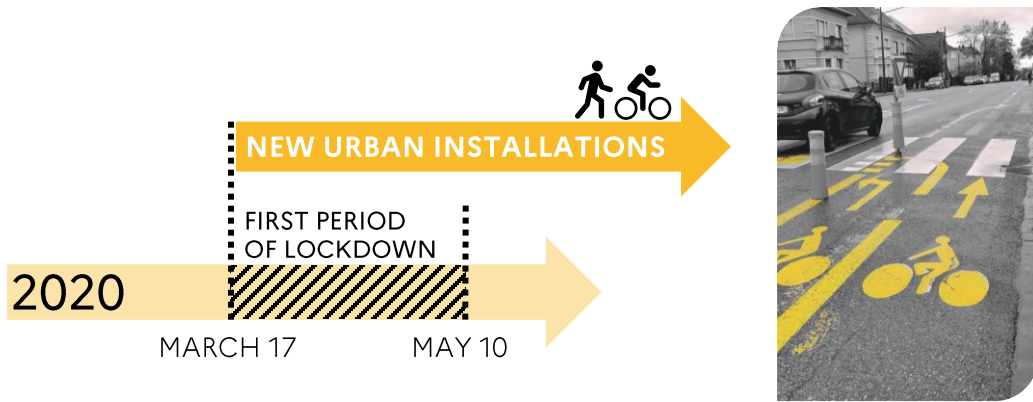
SUSTAINABLE  
PLACES 2022

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LINK

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# INTRODUCTION | MUT'Action, a research project



*Have the new “tactical” urban mobility measures designed “from above” from a political perspective been the object of particular resident interest and perception?*

- Urban planning
  - Sociology
  - Geography
- 
- On-site questionnaires
  - Verbatim responses

# I.

THE IMPACT OF TEMPORARY  
INSTALLATIONS ON THE  
RESIDENTS' PERCEPTION  
OF MOBILITY

*Have the new "tactical" urban  
mobility measures designed  
"from above" from a political  
perspective been the object  
of particular resident interest  
and perception?*

# II.

THE INFLUENCE OF  
RESIDENTS « MODES OF  
INHABITING » ON  
PERCEPTIONS

# III.

STUDY OF THE RESIDENTS'  
MOBILITY PRACTICES IN  
TERMS OF TEMPORALITY



# I.

## THE IMPACT OF TEMPORARY INSTALLATIONS ON THE RESIDENTS' PERCEPTION OF MOBILITY

*Social perceptions of daily urban mobility do not seem to have been much impacted by the temporary post-lockdown installation*

1. Resident use and perception of the new installations
2. Residents expectations: a better living environment, and a stronger satisfaction from the younger age groups

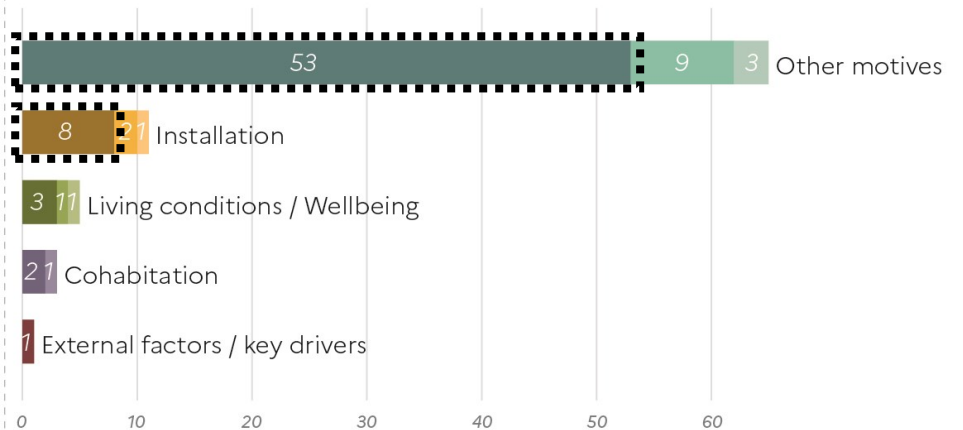
# I.1. Resident use and perception of the new installations

65% Non-users of the new installations

21% Bike users not using the new installations

## 2. Motives given for not using the installations by bike users, number of respondents

N = 136, R = 85 (bike users who answered "no" and "do not know" and gave motives)  
Interpretation: 53 respondents among bike users do not use the temporary installations because they do not feel concerned.



Other motives: 77%

- Not concerned
- Do not know
- Other motives

Installation: 13%

- Safety
- Implementation / governance
- Road signage / marking

Living conditions / Wellbeing: 5%

- Health
- Pleasure / personal tastes
- Leisure / sports

Cohabitation: 4%

- Traffic
- Cohesion

External factors / key drivers: 1%

- Covid-related

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"It's not on my personal route and above all it's dangerous"

Male, between 36 and 45, craftsman / tradesman / company manager, Nancy

According to you, what is the impact of those experimental schemes on:

- 1| The living environment
- 2| Road safety and comfort / ease of use
- 3| Cohesion between cyclists and car drivers
- 4| Traffic fluidity

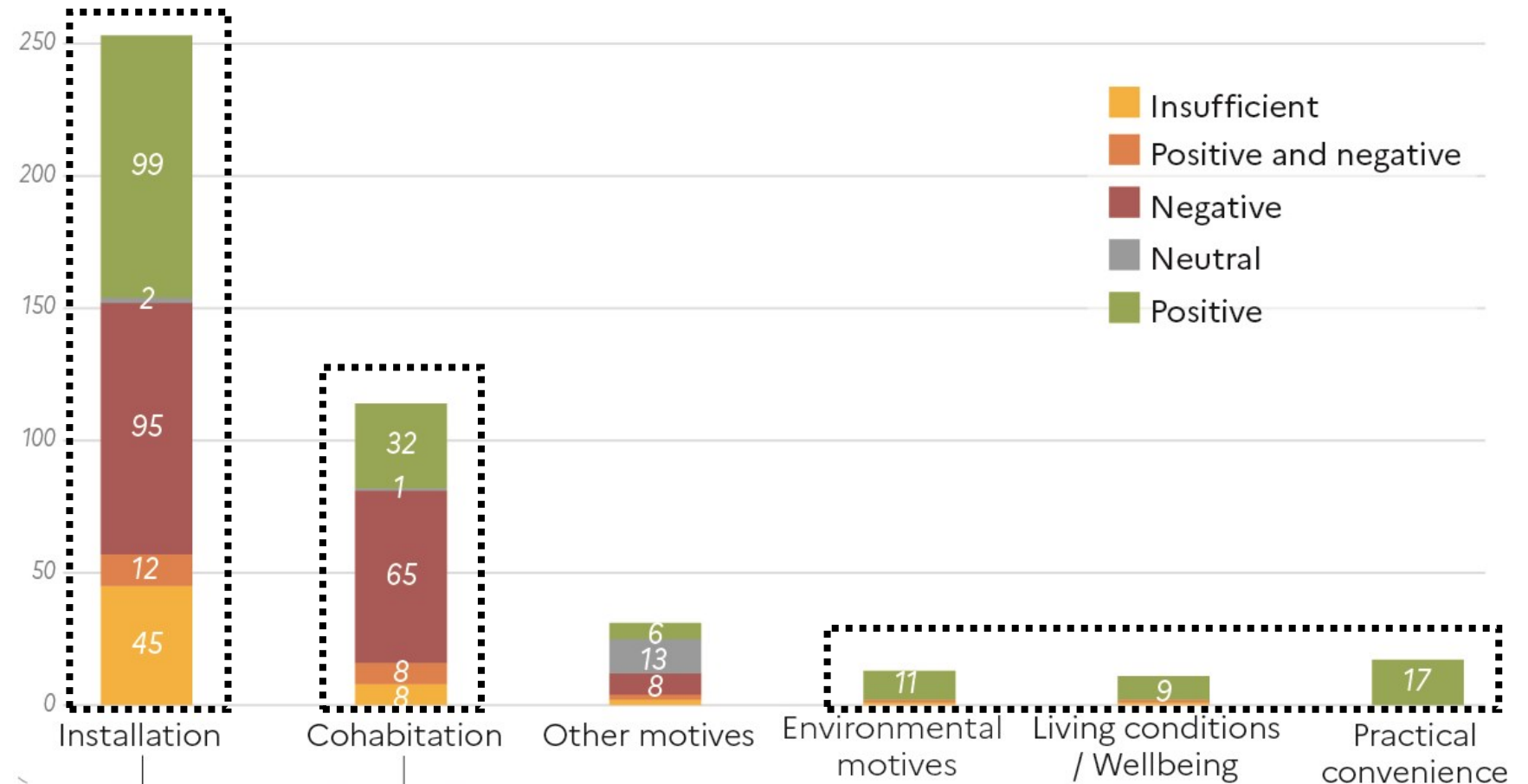
# I.2. Residents expectations: a better living environment, and a stronger satisfaction from the younger age groups

Would you say that the installations match your expectations?

## 5. Types of motives given in relation to expectations about temporary installations, number of respondents

N = 860, R = 439

Interpretation: Among the 65 respondents who believe that the experimental schemes have had a negative impact on cohabitation, 29 say it is due to a non-adequate use of the installations.



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# I.2. Residents expectations: a better living environment, and a stronger satisfaction from the younger age groups

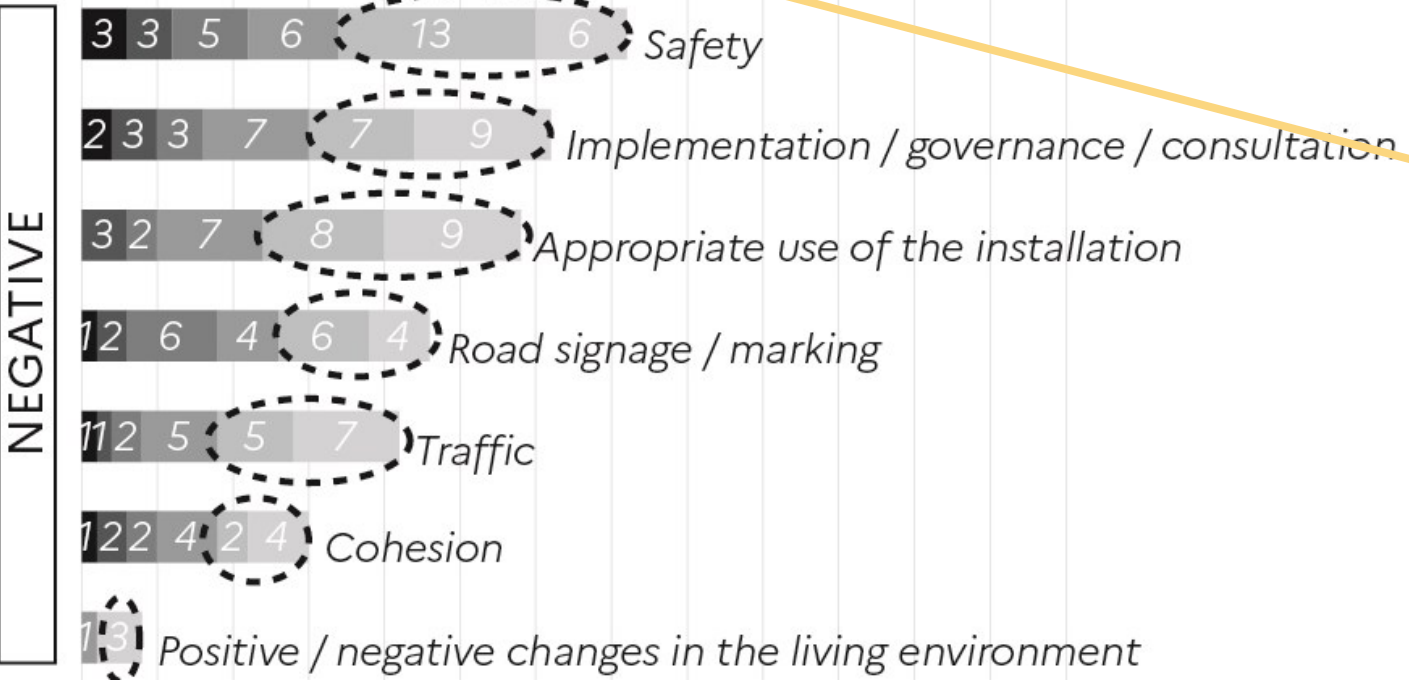
## Positive - Changes in the living environment



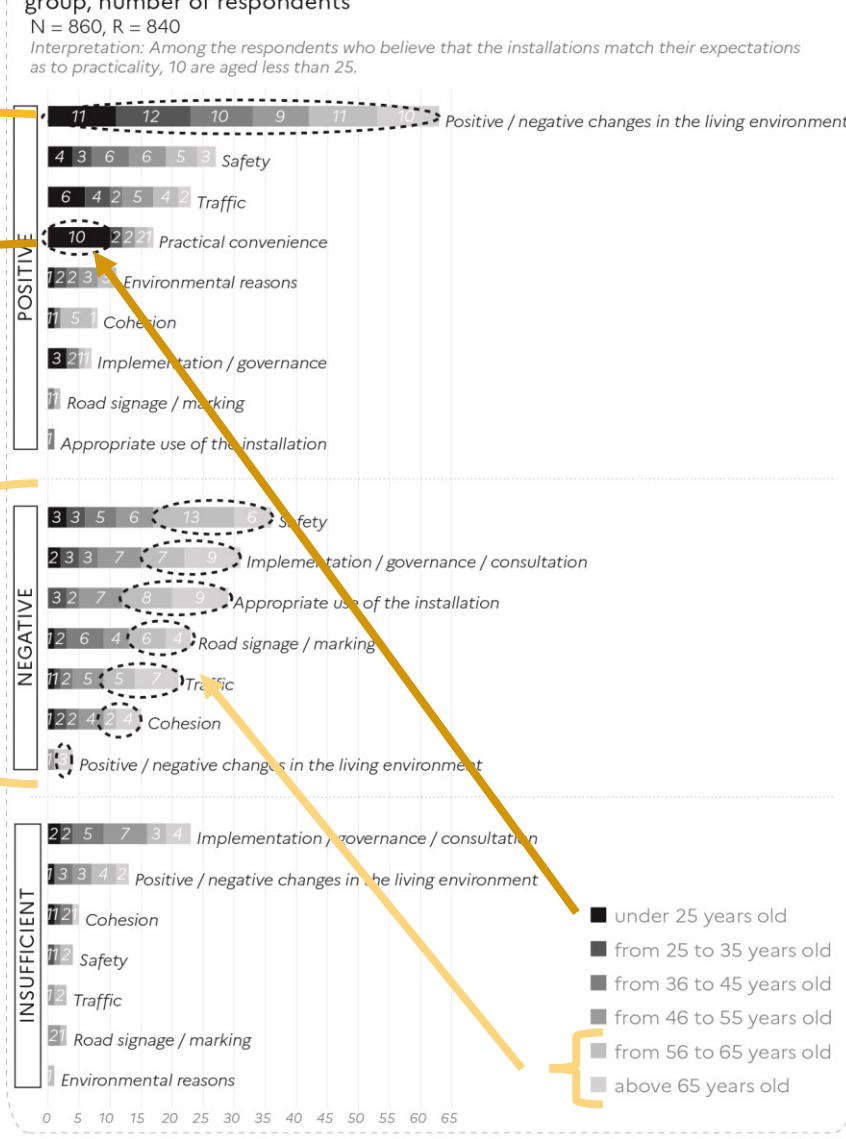
## Positive – Under 25 years old



## Negative – Above 56 years old



6. Motives given as to expectations about temporary installations per age group, number of respondents





# II.

## THE INFLUENCE OF RESIDENTS « MODES OF INHABITING » ON PERCEPTIONS

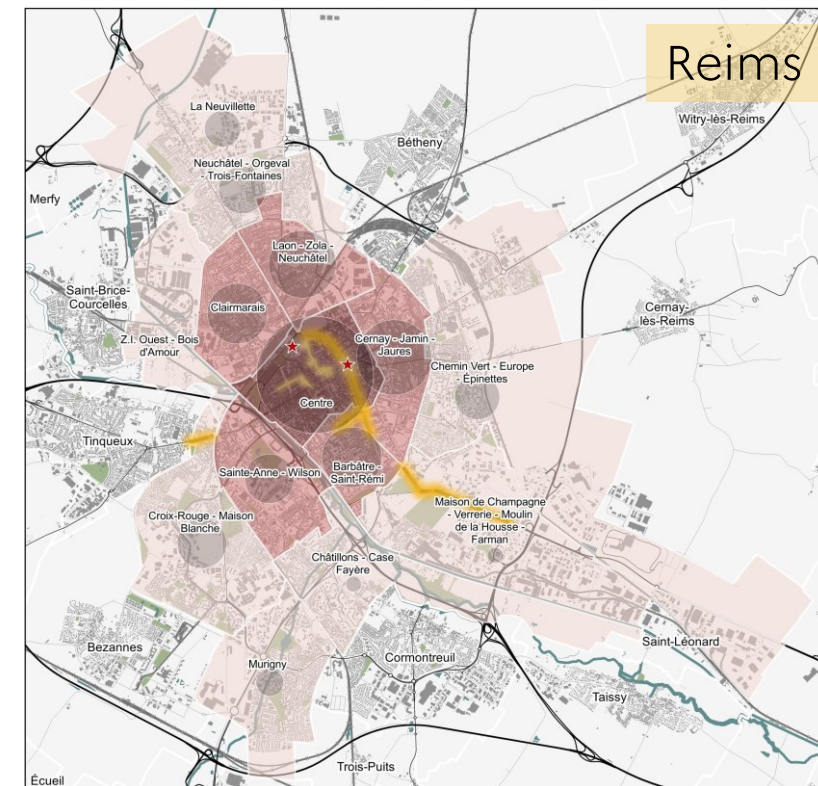
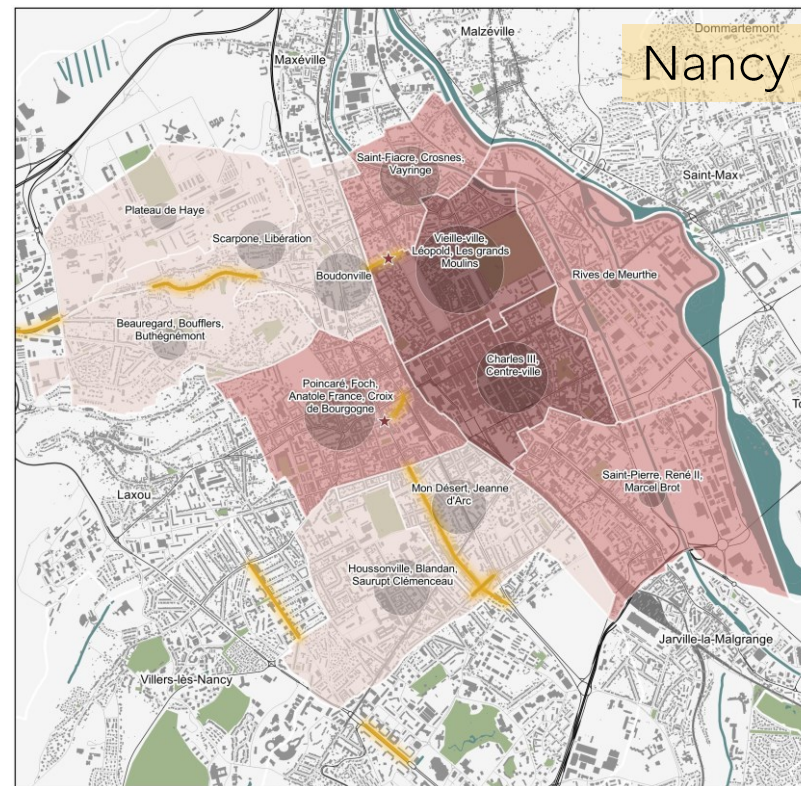
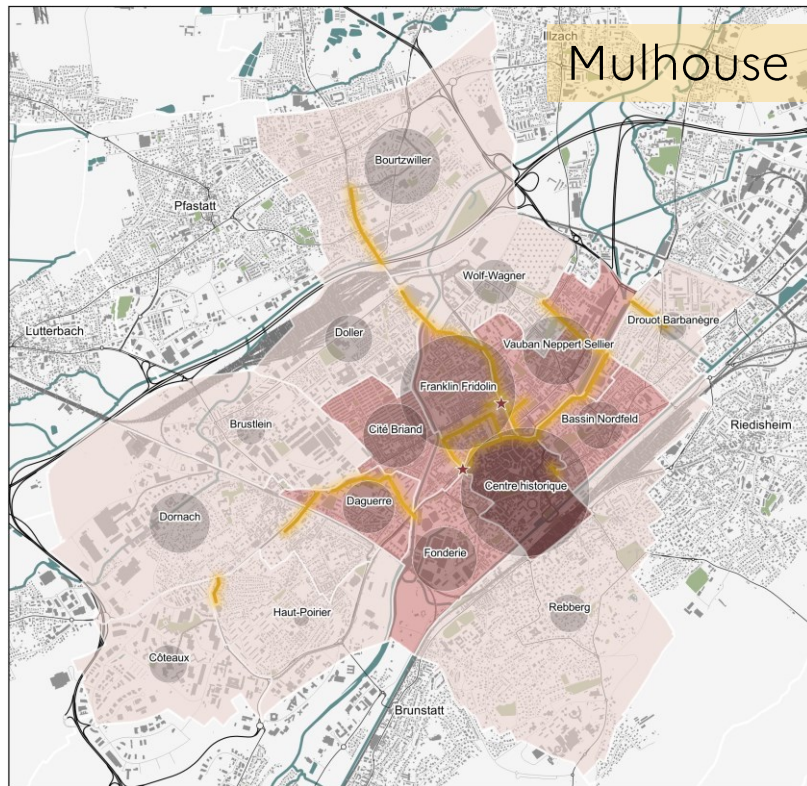
*Mobility strategies of residents in the three cities under study are, at least partly, dependent on their « modes of inhabiting ».*

1. What are « modes of inhabiting » ?
2. The influence of individuals' modes of inhabiting on their travel behavior



# II.1. Methodology

Place of residence « has a significant impact on the way of life of residents who develop, given the spatial constraints, specific modes of inhabiting » (Schmitz, 2012).



# II.2. The influence of individuals' modes of inhabiting on their travel behavior

WALKING

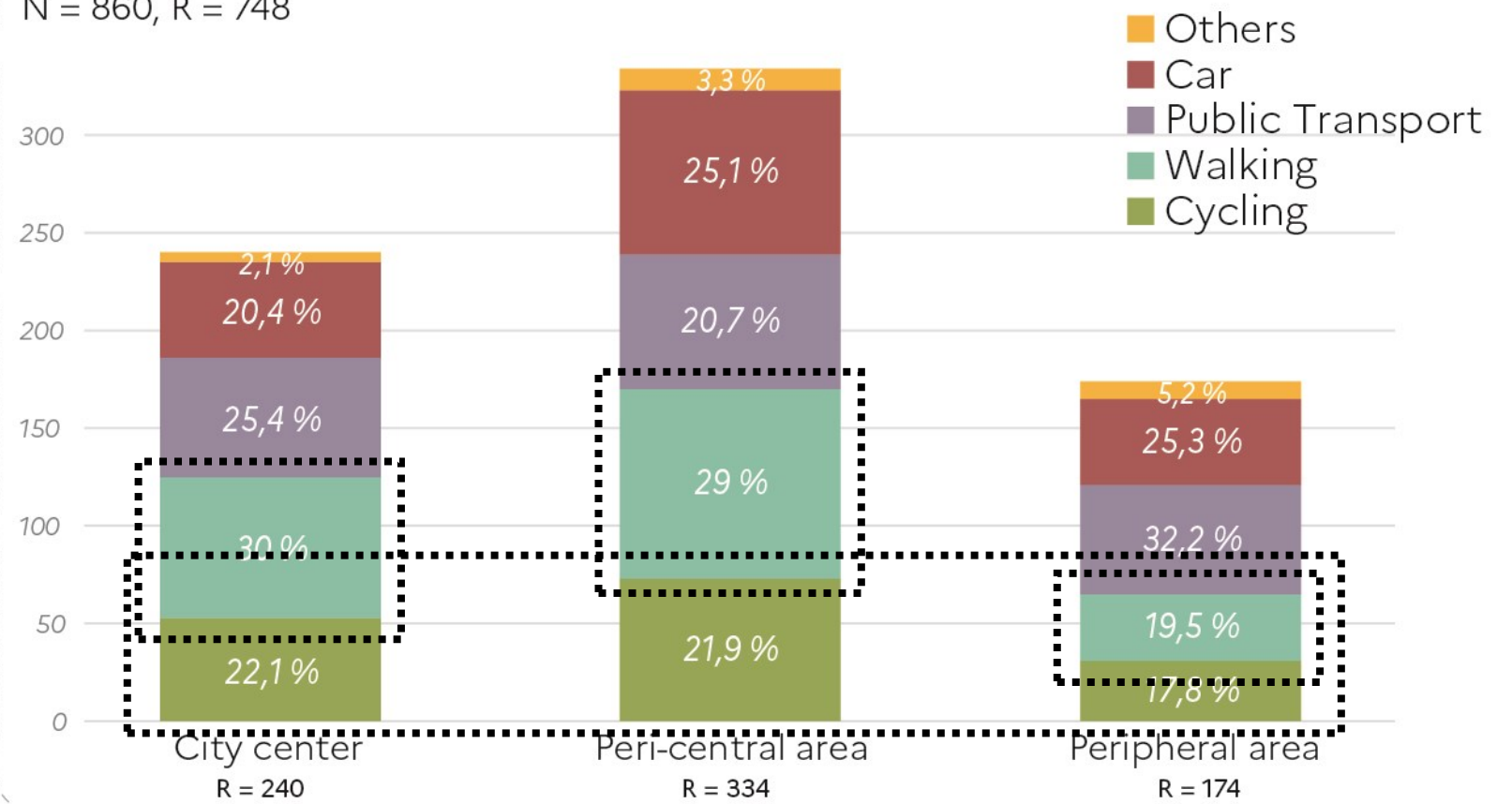
1/4 BIKE USERS

PUBLIC TRANSPORT

37,6%  
Peripheral neighborhoods

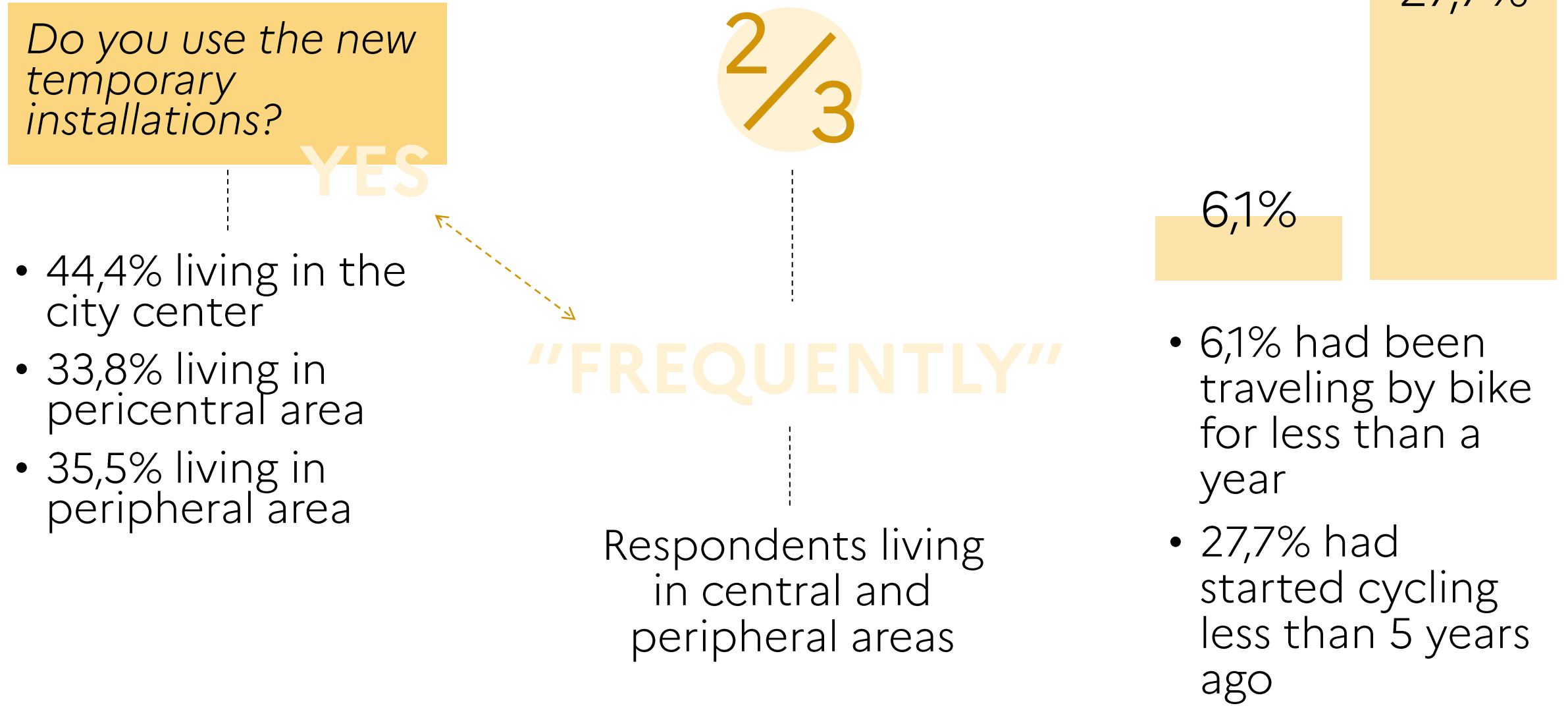
25,5%  
Central & Pericentral neighborhoods

9. Distribution of the respondents per type of city area and per travel mode, number of respondents  
N = 860, R = 748



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## II.3. The influence of post-lockdown installations on residents' practices





# III.

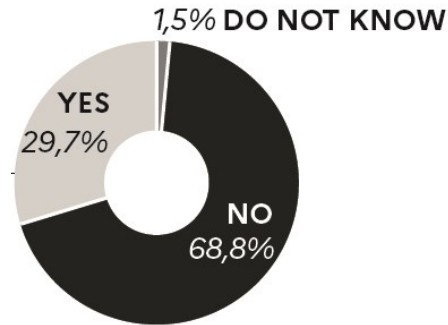
## STUDY OF THE RESIDENTS' MOBILITY PRACTICES IN TERMS OF TEMPORALITY

*Resident perception is connected to change in daily mobility practices and travel mode choices.*

1. Mobility practices before the Covid-19 pandemic: the significant share of active travel modes
2. The « corona bikeways »: niche developments in response to preidentified changes in practices
3. Prospects: limited changes in travel behavior and travel mode use

# III.1. Mobility practices before the Covid-19: the significant share of active travel modes

19. Change in the mobility practices in the near future per travel mode, % of respondents  
N = 860, R = 801



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Corona bikeways



Solo-driving

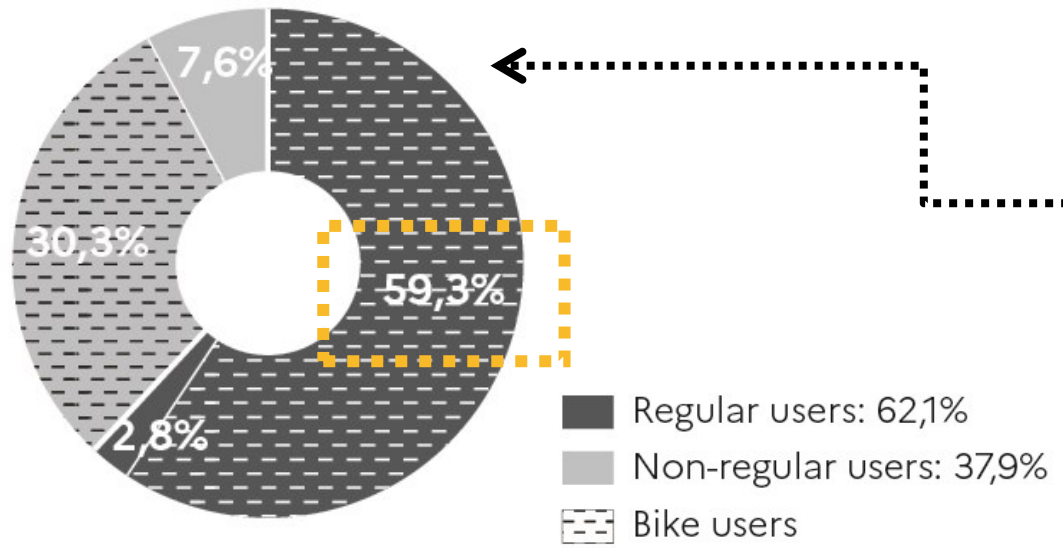
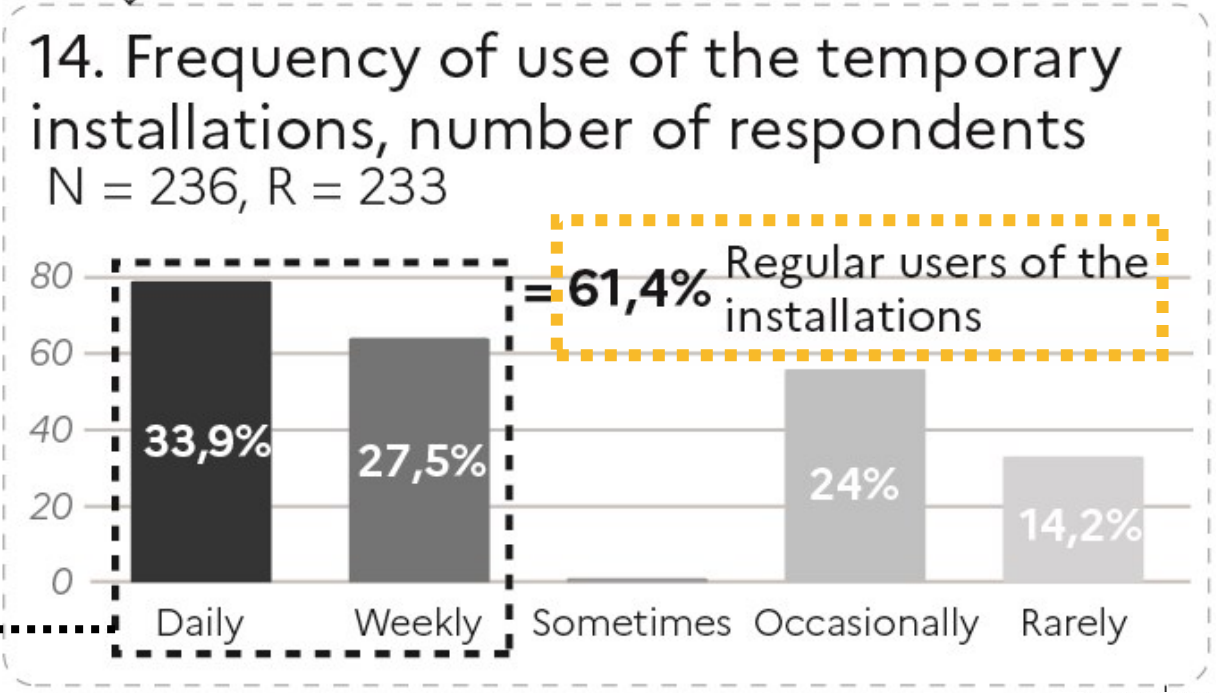
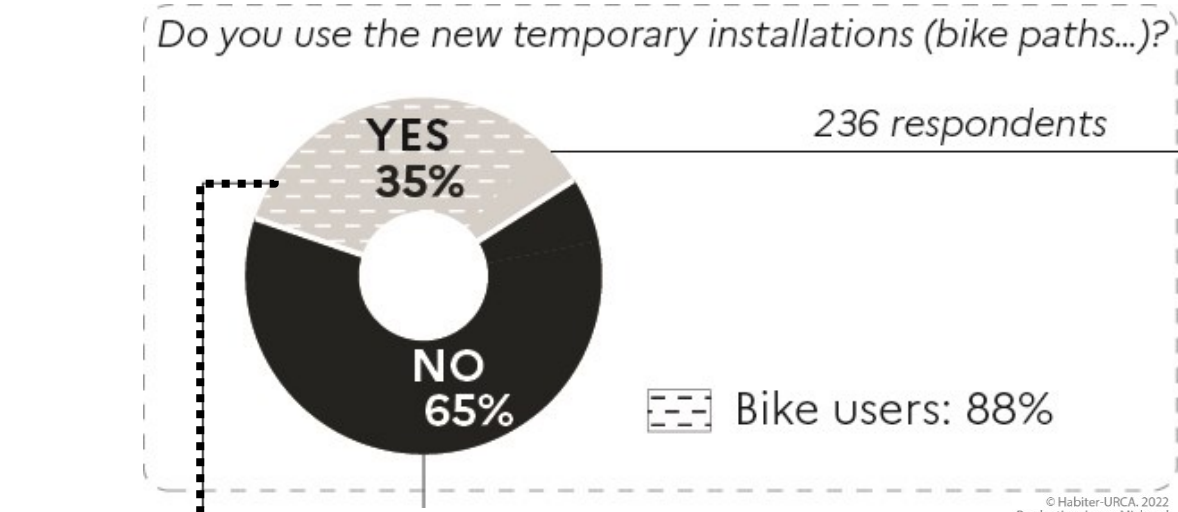
REIMS

"Coronavirus was like a gift [...] allowing us to create new bike lanes."  
*Interview, mobility department, Greater Reims, March 31, 2021*

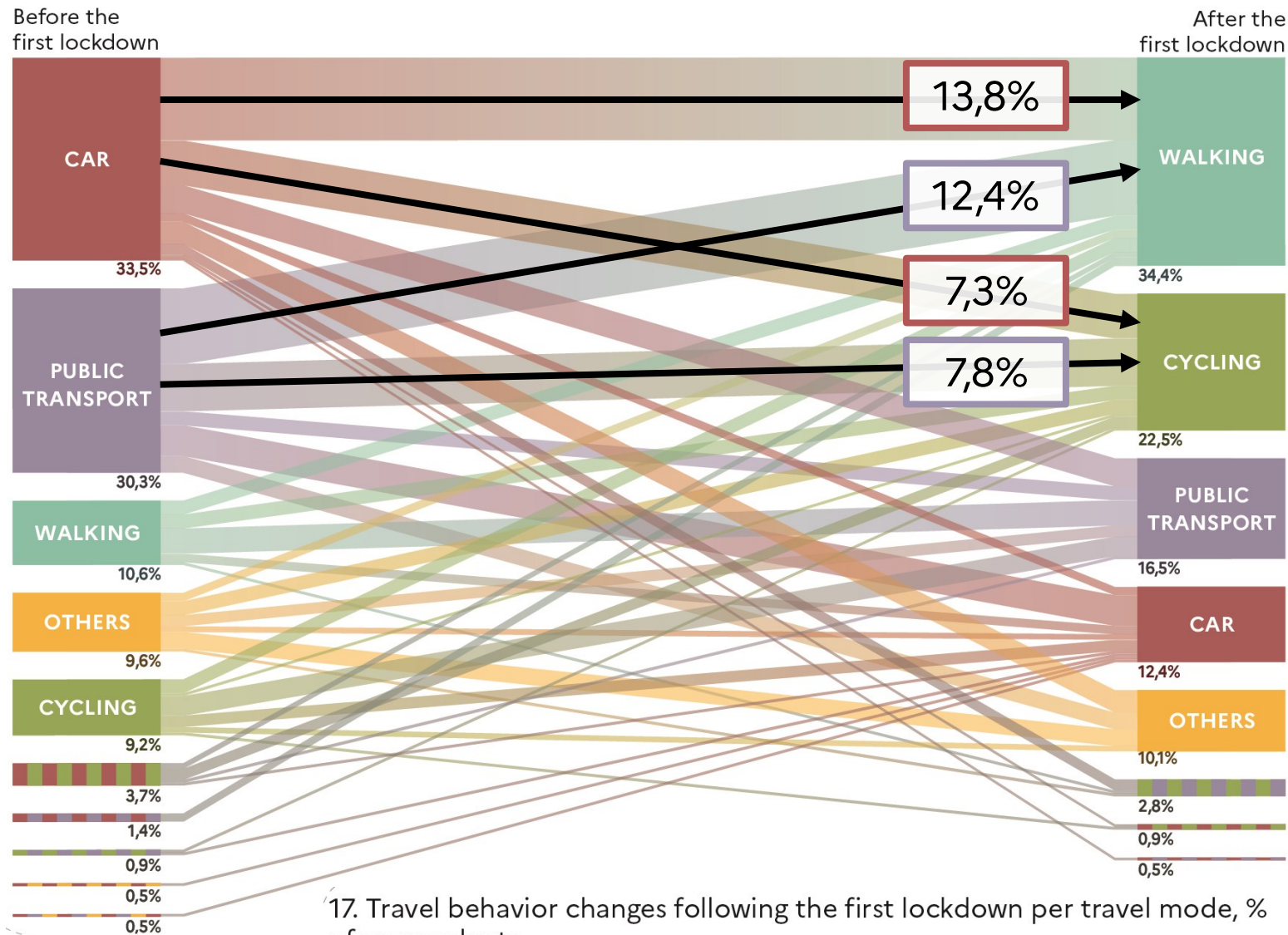
MULHOUSE

"We had the opportunity to test them in real life, all at once, [...] We could not have done that in normal times, I think."  
*Interview, local elected official in charge of road management until the 2020 municipal elections, Mulhouse, March 7, 2022.*

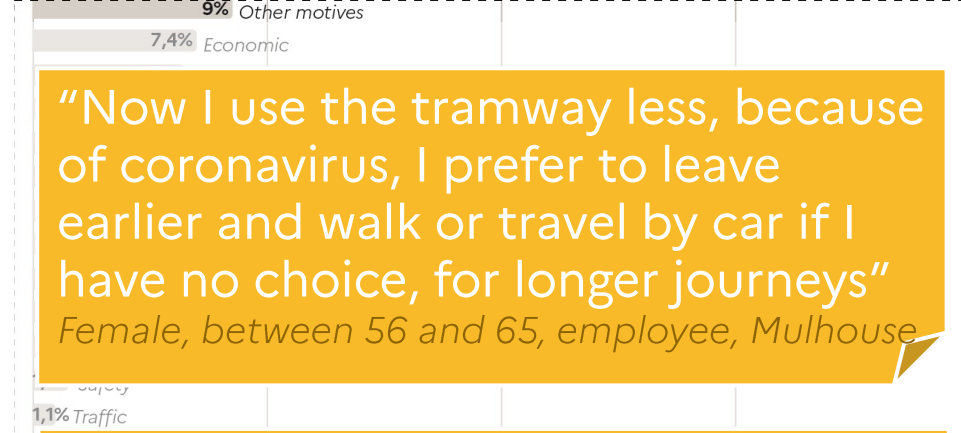
# III.2. The "corona bikeaways": niche developments in response to preidentified changes in practices



# III.3. Prospects: limited changes in travel behavior and travel mode use



**18. Motives given by the respondents for the changes in their travel behavior following the first lockdown, number of respondents**  
N = 225, R = 188



“Now I use the tramway less, because of coronavirus, I prefer to leave earlier and walk or travel by car if I have no choice, for longer journeys”  
*Female, between 56 and 65, employee, Mulhouse*

“I don't want to go back to taking the bus right now, I prefer cycling”  
*Female, manager/higher intellectual professional, between 46 and 55, Mulhouse*

“Walking and cycling now because there's a new work organization with coronavirus”  
*Female, employee, between 36 and 45, Nancy*

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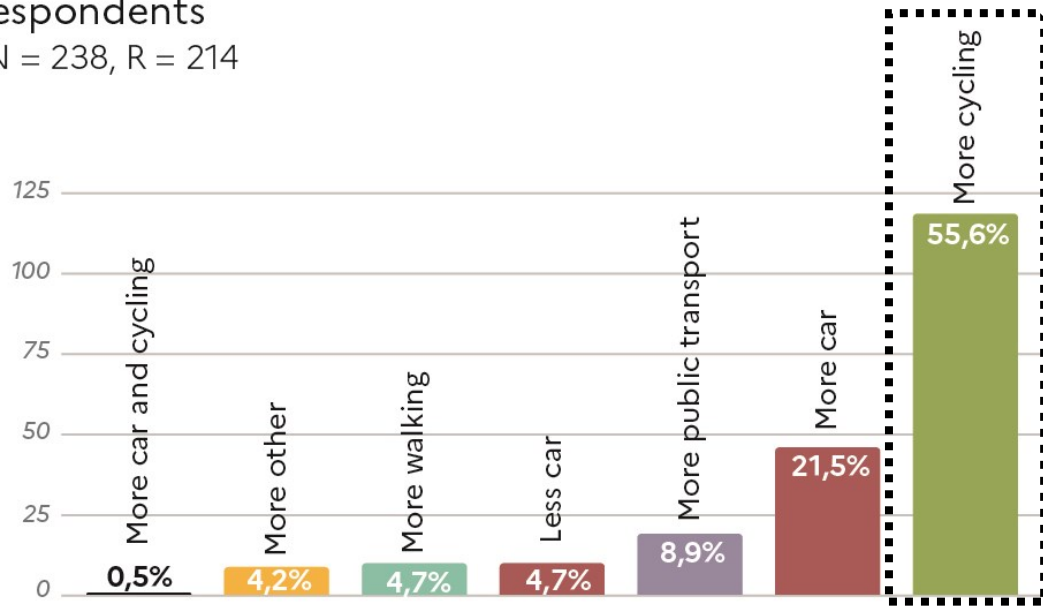
# III.3. Prospects: limited changes in travel behavior and travel mode use

Are you considering any change in your mobility practices in the near future?

**YES** 29,7%

20. Projected changes in mobility practices, number of respondents

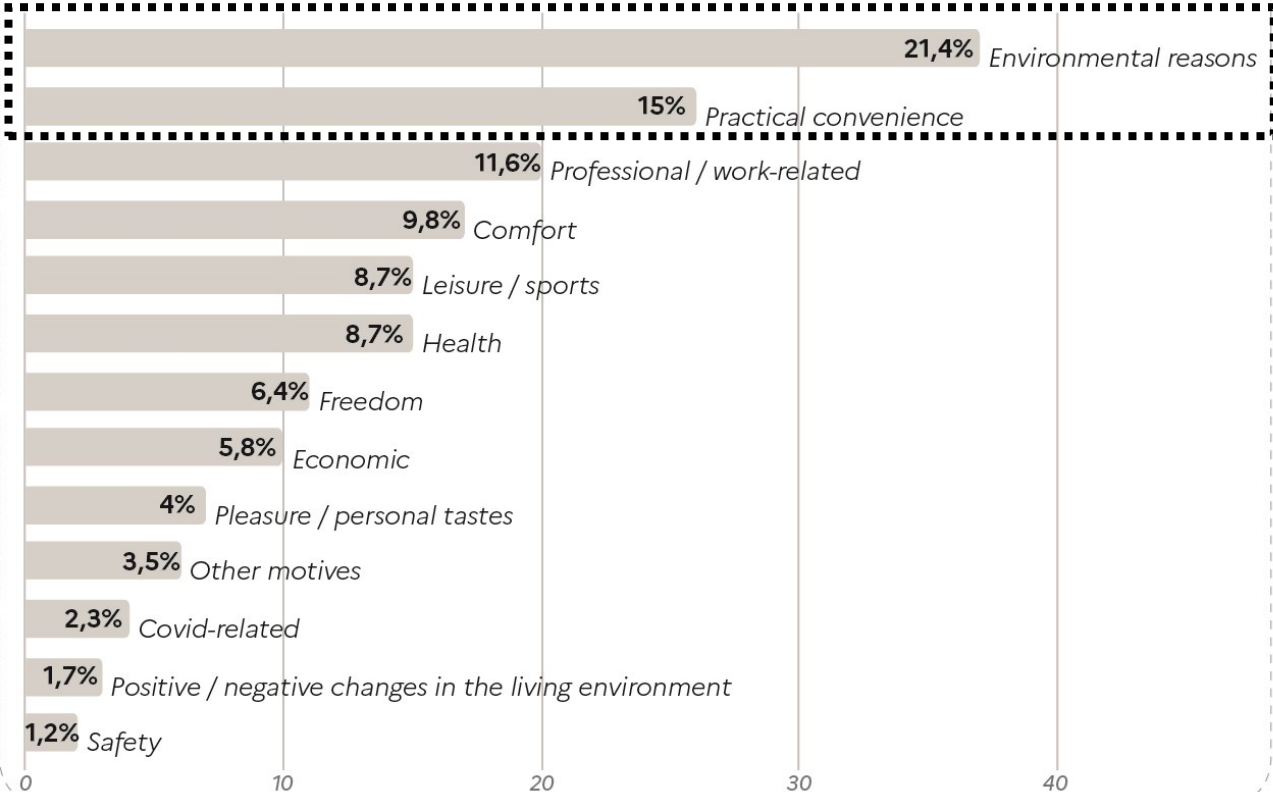
N = 238, R = 214



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21. Motives given by the respondents for a change in mobility practices, number of respondents

N = 238, R = 173



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# CONCLUSION



## FACTS

- Evolution of travel practices in favor of more active modes
- Development of cycling in the policies
- *State of the post-lockdown installations*: 100% in Reims, 80% in Nancy and 54% in Mulhouse.
- Environmental motives are not the driving force behind changes in practices.
- Specific time : Covid-19 pandemic

## ISSUES

- Short / long term evolution of the installations ?
- Short / long term evolution of practices ? 
- Return to pre-Covid mobility practices ? 

More time is needed to confirm these findings



Thank you all  
for your attention

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# The questionnaire

CITY	LOCATION OF THE SURVEY	FIRST WAVE	SECOND WAVE	TOTAL <i>in nb of respondents</i>
MULHOUSE	Intersection boulevard Roosevelt & avenue Kennedy	Tues. 03/23 - M & A Sat. 03/27 - M & A	Tues. 05/25 - M & A Sat. 05/29 - M & A Tues. 06/08 - M Sat. 06/12 - A	385
	Intersection avenue Colmar & rue Engel Dollfus	Tues. 03/30 - M & A Sat. 04/03 - M & A	Tues. 06/01 - M & A Sat. 06/05 - M & A Tues. 06/08 - A Sat. 06/12 - M	
NANCY	Intersection rue Jeanne d'Arc & rue de la Commanderie	Thurs. 04/01 - M & A	Tues. 08/24 - A	227
	Rue Desilles	Sat. 04/03 - M & A	Tues. 08/24 - M	
REIMS	Les Hautes Promenades & Boulingrin	Sat. 03/27 - M & A Thurs. 04/08 - M & A	Tues. 07/20 - A Sat. 08/28 - M Tues. 09/21 - A	248
	Place Aristide Briand & boulevard de la Paix		Tues. 09/21 - M	
TOTAL <i>in nb of respondents</i>				860

The survey (questionnaire) was administered in 2021.

Tues.	Tuesday
Thurs.	Thursday
Sat.	Saturday
A	survey conducted in the morning
M	survey conducted in the afternoon

Different factors having an impact on active mobility practices were taken into account.

- (1) The season
- (2) The difference between week days and week-ends
- (3) The difference between peak and off-peak hours on the same days

Two sites with 3 criteria

- (1) Temporary infrastructure had been created there
- (2) Significant car, pedestrian and bike traffic and/or public transport traffic every day
- (3) Space enough (wider sidewalks, squares or plazas, intersections)

**860 questionnaires collected**

- Analysed as a single corpus
- Closed and open questions
- Verbatim recoded into main categories then into finer sub-categories
- Verbatim connected to a value from a spectrum ranging from positive to negative

# Categories and sub-categories

The aim is not to identify statistical regularities – *the number of respondents may be very limited depending on the factors being cross-referenced* – but to bring out the main types of arguments used.

Other motives	<ul style="list-style-type: none"><li>Not concerned</li><li>Do not know</li><li>Other motives</li></ul>
Cohabitation	<ul style="list-style-type: none"><li>Traffic</li><li>Cohesion</li><li>Appropriate use of the installation</li></ul>
Installation	<ul style="list-style-type: none"><li>Safety</li><li>Implementation / governance / consultation</li><li>Road signage / marking</li><li>Positive / negative changes in the living environment</li></ul>
External factors / key drivers	<ul style="list-style-type: none"><li>Covid-related</li><li>Practicality</li><li>Professional / work-related</li><li>Economic</li></ul>
Living conditions / Welfare	<ul style="list-style-type: none"><li>Health</li><li>Pleasure / personal tastes</li><li>Leisure / sports</li><li>Comfort</li><li>Freedom</li></ul>
Environmental motives	<ul style="list-style-type: none"><li>Environmental reasons</li></ul>

# Coronabikeways

State of the post-lockdown cycling installations in August 2021.

## Reims:

100% of the installations had become permanent

## Nancy :

41 % had become permanent  
39 % were still provisional ones  
20 % had been removed

## Mulhouse :

15 % had become permanent  
39 % were still provisional ones  
46 % had been removed

