



BP2: Highway Features and Policy

Reference: BP2 008 / BP1 024	Title of Project:	Charter for PTWs in Paris
Version: 2	Website:	www.paris.fr
Brief Description of Project:	<div data-bbox="396 806 1019 884" data-label="Image"> </div> <p data-bbox="1040 793 1466 898">On April 29th, 2004, the Paris Municipality organised the First National Technical day on the theme: "What role for P2Ws in town?" with representatives of Barcelona, London, Rome and Athens.</p> <p data-bbox="396 1031 1466 1100">This event lead to the development of a Charter for PTW use in Paris. The Charter was signed March 19th, 2007 and has objectives to:</p> <ol data-bbox="444 1157 1466 1436" style="list-style-type: none"> 1. To make other users of public roads more aware of P2W users and their specific needs; 2. To encourage other users to facilitate the integration of P2Ws in a spirit of responsible sharing of the public space; 3. To address recommendations to P2W users with a view to improving their adaptation to the city; 4. To detail the commitments of Paris City Council towards P2W users. <p data-bbox="396 1488 1466 1558">The signatories included the Mayor of Paris and representatives of several motorcycle groups.</p> <p data-bbox="396 1614 1466 1684">At the same time as the charter, good practice guidelines were distributed to facilitate awareness between different user groups.</p>	

The signatories agreed to 6 Articles:

Article 1 – Distribute and make aware

Article 2 – Raise other users' awareness of the specific characteristics of PTWs

Article 3 – Recommend safe attitudes to powered two-wheeler riders and other users to improve the space sharing experience

Article 4 – Recommend responsible parking practice to PTW riders

Article 5 – Recommend the choice of PTWs suited to the city, promote a responsible attitude among riders and recommend that PTW users wear appropriate clothing

Article 6 – Ensure that the charter is followed up and evaluated

The accompanying 'Good Practice Guide' mentioned in the Charter was not available but the document did provide advice for PTW riders and other road users based on an analysis of collision data.

Article 1 commits each signatory to distribute the Charter and the good practice advice. It is not clear how this has been achieved or if there are examples of publicity materials produced for PTW riders and other road users.

Article 2 provides an overview for other road users of the problems and challenges facing PTW riders. The advice seeks to explain the motivation for riding a PTW in Paris and the factors which can dictate riding style. The information presented appears useful, practical and based on collision data analysis.

Article 3 provides constructive advice for PTW riders. The position of other roads users is explained and suggestions for safe road sharing which each mode are presented. The recommended rules for filtering, if followed, would be particularly appropriate given the causation factors common in urban PTW collisions.

Article 4 recommends guidelines for parking PTWs in Paris. In particular the requirement to be sensitive to the needs of pedestrians, especially the mobility inhibited or visually impaired, is explained.

Article 5 gives advice to riders on PTW purchase and protective clothing. The advice is practical but does explain the purpose of protective clothing based on common injury types identified in casualty data.

	<p>Article 6 commits the signatories to annual review, monitoring and amendment of the Charter where necessary.</p> <p>The Charter reviewed is dated 19/03/07 and no evaluation reports or amendments were available.</p>
Monitoring Data:	None available.
Results:	None available.
Key Effective Conclusions:	The concept of a Charter formalising MdP's commitment to PTWs appears positive and may provide a template for other cities.
Projects for Comparison:	BP2 012 IHIE Guidelines. FEMA position statement.
Justification:	The Charter offers positive advice clearly linked to mitigating dominant collision causation factors. The project may offer the potential to contribute to eSUM objectives but, as no monitoring data is available it is not possible to be conclusive in this assessment.