

SEPTEMBER 2022

The soft mobility revolution

*A major challenge for
office real estate*



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Introduction

The major transport strike of 2019 and the health crisis have given a real boost to the use of bicycles and electric scooters, revolutionising mobility in the Greater Paris Region in record time. Since the outbreak of the Covid-19 pandemic, and with public transport use still not back to its pre-crisis levels, **the development of soft mobility* has been impressive.**

Fear of the virus, the search for well-being, comfort and savings, and the reduction of carbon emissions from daily travel: there are so many reasons **for this craze, which is particularly high among the younger generations, that it will continue.** Soft mobility is also benefiting from favourable public measures, including financial aid to individuals, an increase in the number of kilometres of paths and an increasingly restrictive regulatory framework for the circulation and parking of combustion engine vehicles.

Changes in the workplace also play a key role. With the health crisis, employee well-being has become a major concern for companies who are eager to enhance their

employer brand as well as bring employees back to the office, at a time when remote working is now firmly established in organisations. Companies are more demanding about the quality of their workspaces **and are also more attentive to the way their employees get to their place of work.**

This makes well-located, easily accessible buildings more attractive. In the Greater Paris Region office market, this accessibility premium has been reflected in a stronger recovery in letting activity in the most central and established office sectors over the past year.

Within this context, and in light of the prospect of a continued increase in bicycle and electric scooter travel, **it is becoming increasingly important for office building owners to take into account the new expectations of companies** and their employees in the field of alternative mobility. The vast majority are aware of this, and some are already making efforts to respond to this new challenge.

In the first study on the subject of soft mobility and office real estate, Knight Frank takes stock of the active mobility revolution, details the various constraints and issues related to its development, and shows how landlords are responding to the expectations of companies and their employees.



Considering that 75% of all journeys are less than 5 km in distance, we must stop patronising cycling and treating it as a trivial matter.



Elisabeth Borne
Then Minister of Transport in her closing speech to the National Mobility Conference on 13th December 2017.



*See glossary on page 46

NB: This study focuses on soft and active mobility as a whole, but particular attention is paid to cycling, which is the most restrictive soft mode in terms of infrastructure.



Key figures

40 million

journeys per day in the Greater Paris Region, of which 72% are home-to-work journeys of less than 10 km.

Source : Observatoire Mobilité en Île-de-France

30 minutes/day

physical activity recommended to limit the risk of cardiovascular disease, hypertension, diabetes, certain cancers, etc.

Source : Organisation Mondiale de la Santé

9 %

of French people say they have increased their use of bicycles since the health crisis.

Source : L'ObSoCo

91 %

of French people would like to reduce the environmental impact of their daily travel.

Source : La Fabrique de la Cité - IPSOS

2,8 million

number of bicycles sold in France in 2021 (+4% year-on-year), including 908,000 E-Bikes (+42%).

Source : Union Sport Cycle

200 km

of temporary cycle paths were created in the Greater Paris Region during the health crisis. Some of these will be made permanent and will be added to the 6,000 km of existing cycle routes.

Source : Vélo Île-de-France

31 %

of GHG emissions in France come from the transport sector, and 20% from the building sector (a third of which relates to office buildings).

Source : Ministère du Développement Durable



Key benefits

With **91% of French people wanting to reduce the impact of their travel on the environment** (Ipsos/la Fabrique de la Cité survey), soft mobility also has many other advantages. It notably increases the well-being and health

of those who use it, and **also improves employee productivity**. As well as reducing transport costs, it furthermore reduces travel time and transport-related stress.



1

Health and well-being



2

Improved urban environment
Reduction in noise pollution
Sustainable and responsible approach (CSR)



3

Financial gain
Reliability of travel compared to the car and public transport (traffic jams, roadworks, strikes, etc.)



4

Productivity gains and new ways of working (remote working, etc.)
Being an agent for change and improving the employer brand



Ongoing obstacles

There are still major obstacles that considerably limit cycling. **Safety on the roads is one of the main issues**, with unsuitable or poor-quality infrastructure (breaks in routes, poor signage, dangerous paths, etc.). This is compounded by aggressive or even dangerous behaviour by different users, sometimes

due to a conflicting views of public space: 9 out of 10 motorists in the Greater Paris Region say they have already been afraid of the behaviour of another driver (Vinci Autoroutes Foundation, May 2022).

Finally, the fear of theft and damage remains ever-present: more than 400,000 bicycles were stolen in France in 2021, including 7,000 in Paris (+5% year-on-year).



1

Breaks in routes
Saturation of cycle lanes
Unsafe (real or perceived)



2

Difficulties in sharing public space
Lack of courtesy between users



3

Fear of a breakdown (breakages, puncture, etc.)
Theft or vandalism
Financial cost (maintenance, repair, etc.)



4

Weather (heatwave, bad weather, etc.)
Air quality (pollution spikes)



SOFT MOBILITY

The mobility revolution





A small but increasing share

CHANGE IN MODES OF TRAVEL IN FRANCE AND THE GREATER PARIS REGION

Although it is commonly accepted that cycling is the most environmentally friendly mode of transport, it accounts for just 3% of all journeys in France, well behind the car (31%). As part of its "Cycling and Active Mobility" scheme, the government announced in 2018 that it wanted to **triple this share by 2024**. This is an ambitious goal, but one that is entirely achievable for the shortest journeys, for which the car accounts for a high proportion (60% of journeys of less than 5 km in the Greater Paris Region).

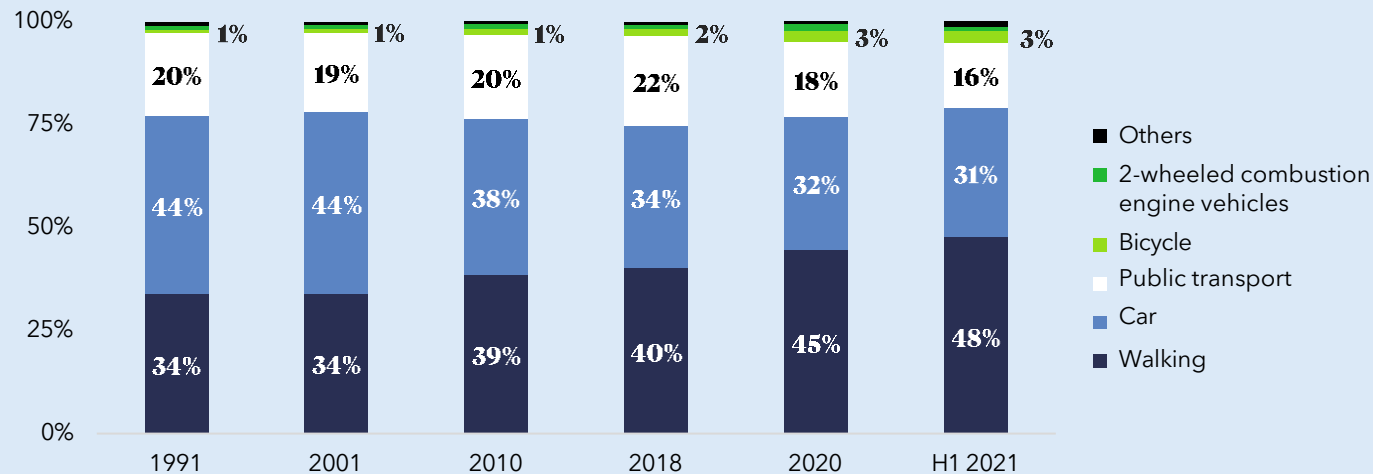
More specifically, for home-to-work journeys of less than 5 km, soft mobility accounted for 23% in France in 2017 (source INSEE). **The proportion varies significantly depending on the size of the urban area and the quality of the infrastructure** but is generally increasing. The "Vélo & Territoires" association estimates that bicycle journeys in cities between January and May 2022 increased by 42% compared to 2019.

The trend towards the increasing use of soft mobility is being confirmed, particularly in the Greater Paris region. Parisians are

increasingly favouring walking (48% of investments compared to 40% in 2018), while the share of cars is gradually decreasing (31% compared to 34% in 2018). As for cycling, the increase remains modest but real (3% in 2021, after 1% in 2010). According to Vélo & Territoires, cycling increased by 35% between 2019 and 2021, compared with an average of 18% in France.

NUMBER OF JOURNEYS PER DAY PER PERSON

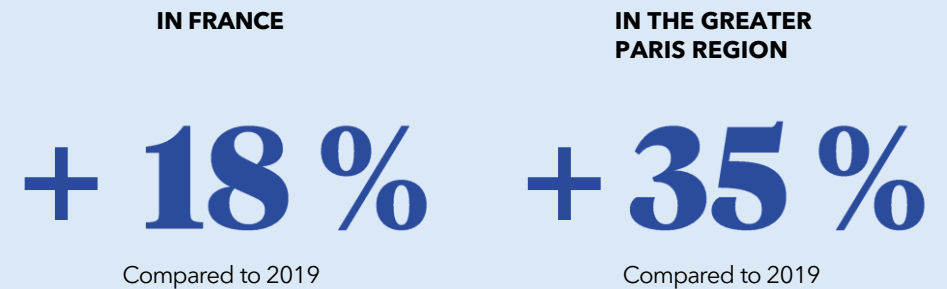
In the Greater Paris Region, as a %



Sources : EGT H2020, Île-de-France Mobilités, OMNIL, DRIEA

CHANGE IN BICYCLE TRAFFIC IN 2021

In number of trips per day in cycle lanes



Source : Atlas vélo régional, Vélo & Territoires (with the support of Banque des Territoires)



Cycling is popular!

FAST-GROWING PRACTICE AND SALES

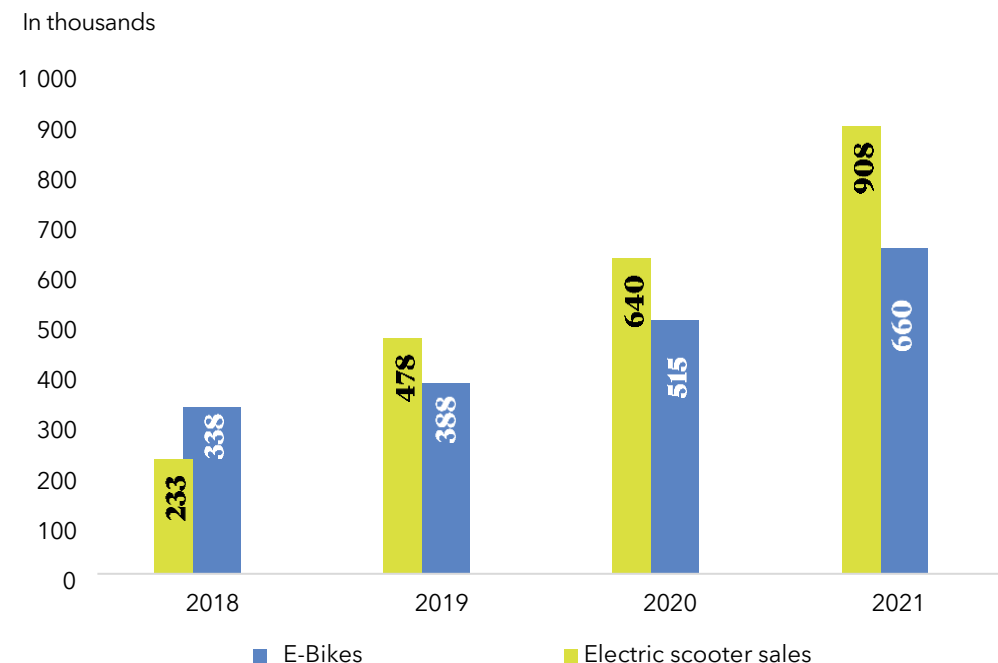
As a result of the popularity of soft mobility, **bicycles have become the most sold means of transport in France**, with 2.8 million sales in 2021 (source: Union Sport & Cycle), compared with 1.7 million cars. While the latter have seen their sales fall by 25.1% compared to 2019, bicycle purchases have continued to increase over the same period, both in volume (+6%) and turnover (+41%). The boom in E-Bikes, whose sales jumped by 70% compared to 2019, has greatly contributed to boosting the practice, making long journeys easier and more comfortable.

According to Vélo & Territoires, the use of cycle paths in France is also strongly increasing. The trend is clear in the Greater Paris Region: according to the Union Sport & Cycle, 11% of people in the region use a bicycle at least once a week to get to the office (compared with 8% of French people), **resulting in record numbers of cyclists on certain Parisian streets** such as rue de Rivoli (6,200 cyclists every day on average) and boulevard Sébastopol (8,200).

Far from being a phenomenon reserved solely for wealthy Parisians, **cycling and other soft modes of transport are relevant to all employees**. It is moreover supported by public and local authorities (subsidies for the purchase, repair packages, etc.), as well as by shared mobility and free-floating services, enabling the generalised use of bicycles and micro-mobility and giving users more flexibility and freedom in their home-work journeys. For example, the Greater Paris Region Mobilities' electric bicycle service, Véligo, now has 50,000 subscribers after three years of operation (+50% year-on-year). Moreover, the growth in alternative mobility is not just limited to Paris, and the number of users and operators is also increasing in the neighbouring Inner Suburb towns (particularly along the western arc from Clichy to Montrouge).



NUMBER OF E-BIKES AND ELECTRIC SCOOTERS SOLD IN FRANCE



Source : Union Sport & Cycle





Cycling's Grand Paris

IMPROVING THE CYCLING NETWORK IN THE GREATER PARIS REGION

The health crisis made it possible to improve infrastructure for cycling in a very short space of time. The cycle paths which appeared just after the outbreak of the pandemic will in part be made permanent and will greatly increase the density of the network of cycle paths in the Greater Paris Region. This is the case in Paris, where a total of **52 km will be made permanent** between now and the 2024 Olympic Games; the same applies to the La Défense business district (almost 6,000 cyclists now use the Pont de Neuilly path every day).

On a regional scale, the "RER Vélo" project aims to ensure continuity and optimum safety of the paths, largely thanks to the support of the Region, which released funds of some 300 million euros in 2022. By 2025 (1st phase) and 2030 (2nd phase - in grey on the opposite diagram), this new network will have **nine main lines facilitating access to the capital**.

9 RER V lines

including 5 radial routes (A to E), 2 routes along the Seine and the Marne (S and M), and 2 circular routes (PC and GC)

45 %

of the network already built (paths and green routes)

160 km

of cycle paths resulting from the pandemic made permanent in the Greater Paris Region, of which 52km in Paris

500 million euros

Total cost of RER V, just over 1% of the Grand Paris Express metro budget

RER V PROJECT (2025-2030)



Source : Collectif Vélo Île-de-France



Cycling's Grand Paris

PARIS 100% CYCLE-FRIENDLY ?

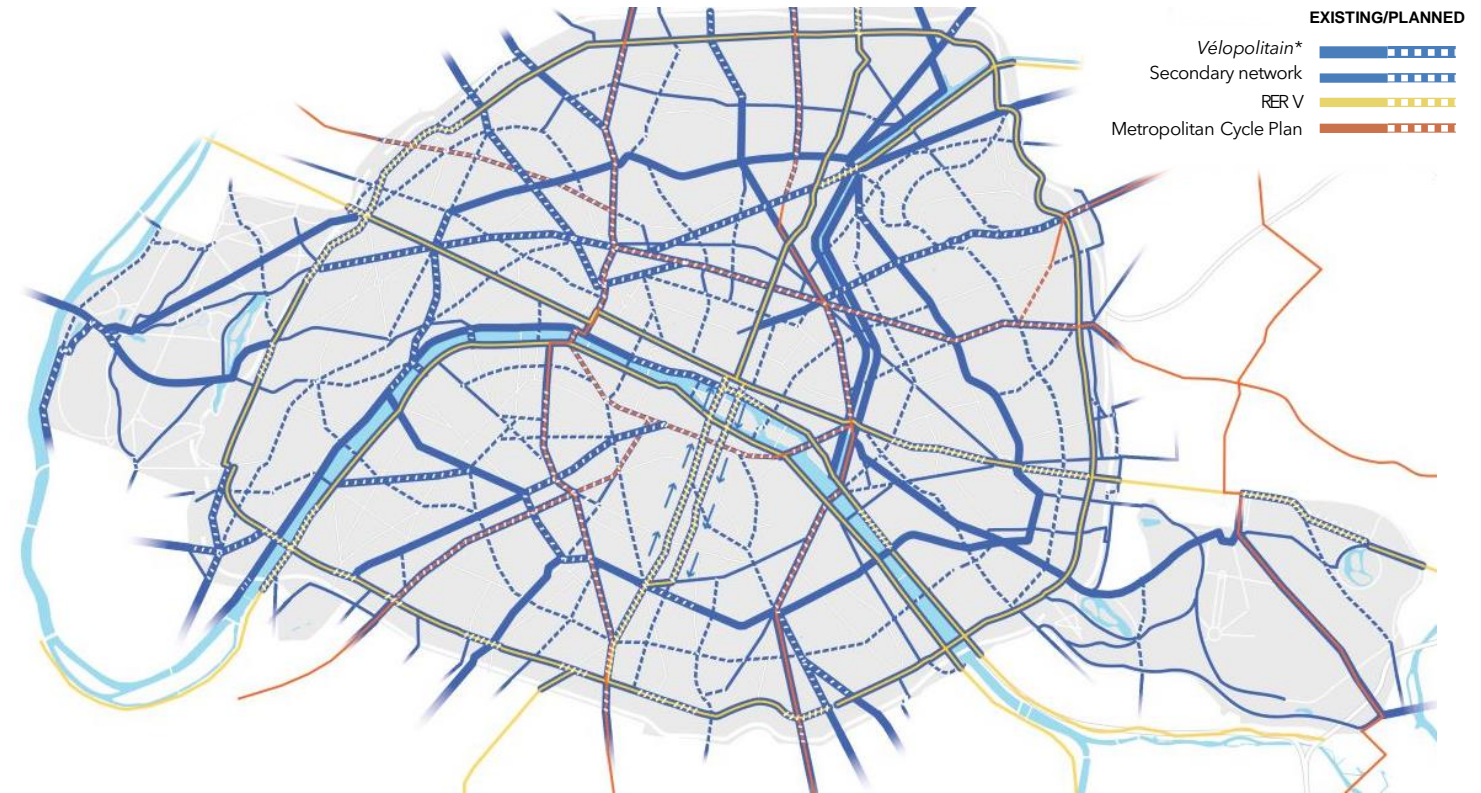
Although the goal set by the city of Paris is ambitious, it is supported by the implementation of the 2021-2026 bicycle scheme, which is funded to the tune of more than 250 million euros. This funding is also in addition to the resources allocated by the Region and the State.

The city plans to increase the quality and number of cycling facilities, i.e.:

- 130 km of new, safe paths
- 52 km of cycle paths resulting from the pandemic made permanent
- 130,000 additional parking spaces including:
 - 30,000 parking spaces in bicycle racks (10,000 dedicated to cargo bikes);
 - 40,000 spaces near stations and Grand Paris Express hubs;
 - 10,000 secure spaces on the public highway or in car parks;
 - 50,000 spaces in the private sector.

In addition to improving the specific infrastructure, the goal is also to support the entire ecosystem through the development of services (maintenance/repair, cyclo-logistics, etc.) and public awareness (communication campaigns, creation of " bicycle school" by arrondissement, training in active mobility, etc.).

PARIS CYCLE MAP (2021 -2026)



Source : Ville de Paris

*Vélopolitain = Development of the Greater Paris Region network of cycle paths initiated in 2019 by local organisations



Cycling's Grand Paris

MAP OF BICYCLE TRAFFIC RECORDS IN PARIS

In number of trips in a day

Boulevard Sébastopol (18,215 trips), **boulevard Magenta** (13,256) and **rue de Rivoli** (13,590) are the busiest roads in the capital.

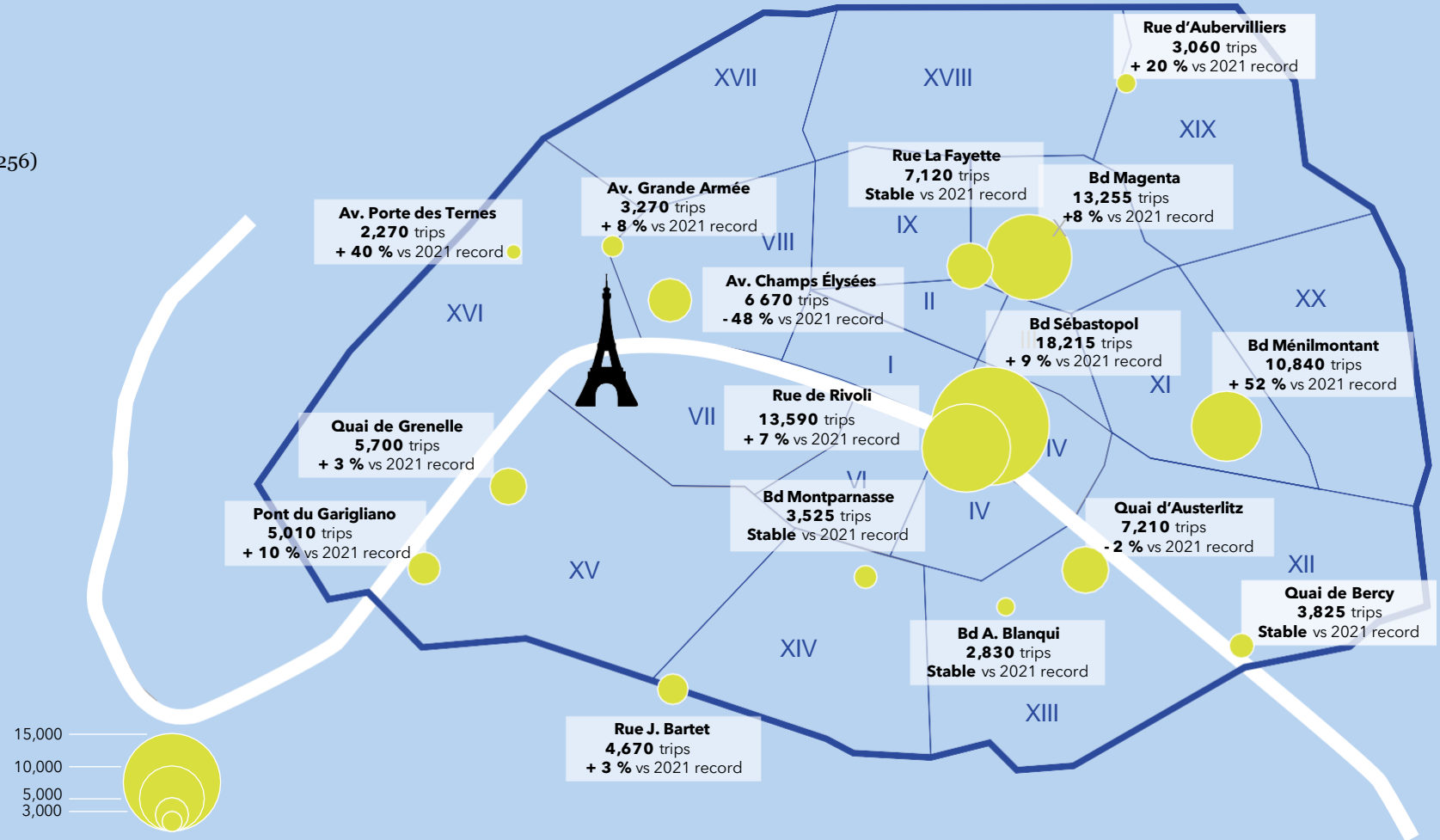
BOULEVARD SÉBASTOPOL, THE MOST USED BY PARISIEN CYCLISTS

18,215

trips in a day
(recorded on 6th Sept. 2022)

+ 9 %

compared to the previous record
(recorded on 7th Sept. 2021)



Source : Ville de Paris / Paris en Selle



Outlook

CHANGES IN USE...

➤ A sustainable growth in the practice

A growing popularity among all socio-professional categories and the younger generation.

➤ Users' desire to reduce their environmental impact

Consuming better and less in the context of rising energy prices.

➤ A practice supported by the increase in remote working

Looking for flexibility and convenience for commuting and other daily trips (leisure, shopping, etc.).

➤ A political will to develop infrastructure and multimodal transport

Increased investment by local authorities in safe cycling infrastructure etc.

➤ An advantage for the appeal of towns and cities

With calmer town centres (reduction of pollution and noise pollution, balanced sharing of public space, development of cyclo-logistics, etc.).

... TO BE ANTICIPATED BEFORE THEY BECOME RESTRICTIVE

➤ A tighter legislative and regulatory framework

To encourage soft mobility and its integration in buildings (example of Paris' Bioclimatic local town plan currently being drawn up)

➤ Development projects that are restrictive to cars

With, for example, the creation of a "limited traffic zone" by 2024 in the centre of Paris, the increase in the number of low-emission zones in several regional cities (Marseille, Strasbourg, Toulouse, etc.) and the end of free parking for 2-wheeled combustion engine vehicles in Paris (since 1st September 2022).





Regulatory context and private initiatives





Review of the regulatory framework

MEASURES FOR THE ENVIRONMENT AND SOFT MOBILITY

The French regulatory framework has been gradually strengthened to better integrate environmental issues :

- The **LOTI law** (Internal Transport Guidelines Law – “*Orientation des Transports Intérieurs*”, 1982) incorporates soft mobility in the process of formalising an Urban Mobility Plan, while the **LAURE law** (Air and Energy Efficiency Law - “*Air et Utilisation Rationnelle de l’Energie*”, 1996) imposes the creation of cycle routes according to the needs and constraints of traffic;
- The **SRU law** (Solidarity and Urban Regeneration Law – “*Solidarité et Renouveau Urbain*”, 2000) encourages the planning of cycling infrastructure within urban planning documents (territorial coherence plan, local town plan, etc.). Strengthened by the **NOTRe law** (New Territorial Organisation of the Republic law – “*Nouvelle Organisation Territoriale de la République*”) of 2015;
- The **Grenelle law** (2010): mandatory installation of secure bicycle parking facilities in new buildings;
- Since 2018, the government has required companies with more than 100 employees to establish a **mobility strategy** to limit the carbon footprint of commuting;
- Development of the **Bicycle & Active Mobility Plan**, launched at the end of 2018 with the aim of tripling the proportion of active mobility in France by 2024;
- The **LOM law** (Mobility Guidelines Law – “*Orientation des Mobilités*” 2019) enhances the mobility plan of companies by

imposing a parking quota for soft modes (1.5% of the floor area) and introduces Sustainable Mobility Benefits (increased to €800 /year since August 2022) for home-work journeys (replacing the kilometre-based bicycle allowance);

- Decree no. 2022-930 of 25th June 2022, which will come into force in December 2022, also enhances the security measures for bicycle parking spaces in both existing buildings undergoing works and in new buildings: premises on the ground floor or basement level -1, secure closure/monitoring of the premises, etc;
- Air quality is also becoming a major issue in some large cities and conurbations (Paris, Grenoble, Lyon, Rouen, etc.), which is why **Low Emission Zones** (LEZ) are gradually being introduced to limit CO2 emissions and car traffic.

AND IN THE FUTURE?

The authorities could go even further to intervene in all aspects of the city: reducing pollutants (pollution, noise, etc.), strengthening multimodality, urban planning at a neighbourhood level, etc. This is the case for the city of Paris, which intends to introduce a bioclimatic local town plan based on five themes: inclusiveness and solidarity, urban and landscape heritage, resilience and carbon reduction, attractiveness and productivity, and strengthening cooperation between metropolitan areas.

The building code could also be reviewed in order to increase the amount of space allocated to parking, for example by including an additional space for visitors or an oversized spaces quota for cargo bikes, etc.

SPOTLIGHT ON THE BUILDING AND HOUSING CODE

The Construction and Housing Code (articles R. 111-14 to R. 111-14-6 in particular) sets out the standards for bicycle parking in office buildings.

It must:

- be located in the building (on the ground floor or first basement level) or outside, on the same plot of land and subject to the premises being covered and enclosed
- be large enough to accommodate sufficient employees and visitors

According to Article 3 of the decree of 13th July 2016, the space allocated for bicycle parking must correspond to:

1.5% of the floor area

for buildings with primarily office use

15% of the total number of employees*

for industrial and office buildings

These are minimum standards, which should be increased to take into account the growing needs of (current and future) employees, the quality of the service or the proximity to a free-floating service.

* accommodated simultaneously according to the project owner's declaration



The British example

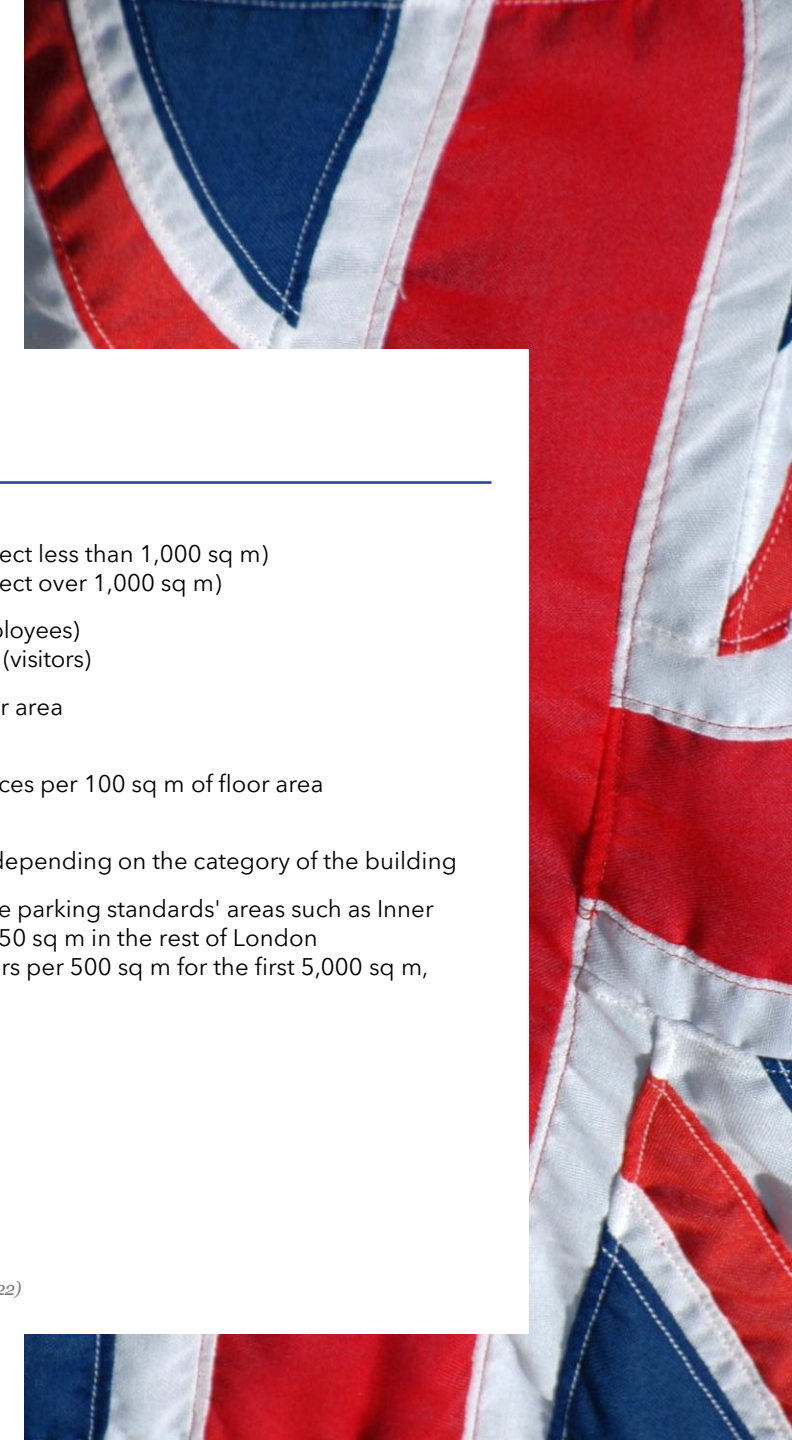
THE UNITED KINGDOM IS GRADUALLY TIGHTENING THE RULES

In the United Kingdom, soft mobility has also become a crucial issue and efforts are being made to improve infrastructure. In the Greater Manchester area, for example, a 1,600 km network of cycle and pedestrian paths is currently being built. This project, led by former cycling champion Chris Boardman and called the "Bee Network", will interconnect with the public transport system (buses, trams, etc.) and is expected to cost £1.5 billion.

As for the regulatory framework, it has shifted in the direction of greater integration of soft mobility in office buildings, although regulations vary greatly from one city to another. The new London Plan, in effect since March 2021, includes, for example, minimum standards for new office buildings. As a result, in Central and Inner London, one bicycle space is now required for every 75 sq m, compared to one for every 90 sq m under the previous regulations. While France intends to rely, among other things, on active modes to reduce the carbon footprint of travel, the United Kingdom sees this modal shift more as a way of improving the health and well-being of British people.

Furthermore, national authorities have recently increased the role of soft mobility in their travel policy:

- Launch of the Active Travel England agency to encourage the British to use soft mobility and finance its development;
- Modification of the highway code in favour of cyclists and pedestrians;
- Acceleration of projects to create a safe and uniform network in Greater London;
- Reiterating the target of doubling the number of cyclists by 2025.



EXAMPLES OF LOCAL REGULATIONS

TOWN	LOCAL REGULATIONS
Belfast	1 parking space per 20 employees
Birmingham	1 bicycle space per 250 sq m (project less than 1,000 sq m) 1 bicycle space per 400 sq m (project over 1,000 sq m)
Bristol	1 bicycle space per 100 sq m (employees) 1 additional space per 1,000 sq m (visitors)
Cambridge	1 bicycle space per 30 sq m of floor area Additional parking spaces for visitors
Cardiff	2 covered and secured bicycle spaces per 100 sq m of floor area
Edinburgh	1 bicycle space per 400 sq m OR 1 bicycle space per 800 sq m depending on the category of the building
London	1 space per 75 sq m in 'higher cycle parking standards' areas such as Inner and Central London, 1 space per 150 sq m in the rest of London 1 additional bicycle space for visitors per 500 sq m for the first 5,000 sq m, then 1 space per 5,000 sq m
Manchester	1 space per 200 sq m
Newcastle	2 spaces per 375 sq m Additional parking spaces for visitors
Watford	1 space per 120 sq m

Source : *The Market Cycles II, British Council for Offices (March 2022)*



The British example

INTERNATIONAL CERTIFICATION: ACTIVESCORE

Born in the UK in 2021 (formerly "CyclingScore"), "ActiveScore" evaluates, certifies and enables property owners to improve the mobility facilities and services offered within their assets.

The assessment focuses on the quality of the infrastructure (70% of the score), the commitment of tenants and owners (20%) and the potential for improvement (10%).

Different levels of certification are awarded (from "certified" to "platinum 100") and several asset classes are covered (offices, hotels, residential, retail, etc.). Furthermore, it facilitates obtaining WELL, BREEAM and LEED certifications.

In France, only one building is currently ActiveScore certified ("La Factorie", Perial's headquarters in the 17th arrondissement, see p. 30). However, several buildings are in the process of being certified, such as Capital 8 in the 8th arrondissement and "Rise" in Issy-les-Moulineaux.

300+

Certified buildings worldwide (UK, Australia, France, etc.)

130

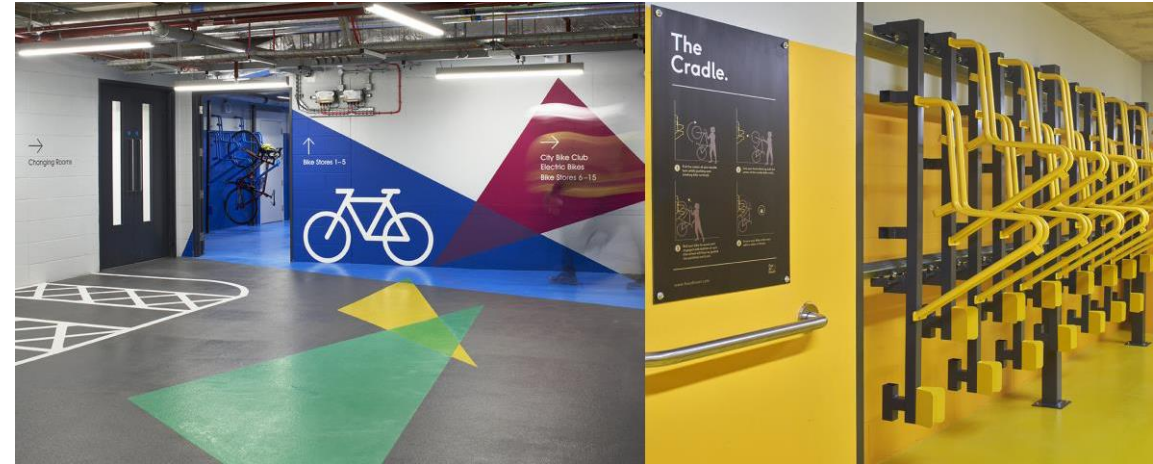
Certified buildings in the UK (Castlemead in Bristol, 37 Clarendon Road in Watford, 25 North Colonnade in London, etc.)

1

Certified building in France as of 30th June 2022 ("La Factorie" in Paris 17th)



Source : ActiveScore



AN EXEMPLARY BUILDING, TWENTYTWO (22 BISHOPSGATE) IN LONDON

Total area: 118,000 sq m

Owner: AXA IM Alts

ActiveScore Platinum 100 certified (one of only two in the world along with Castlemead in Bristol), WELL, BREEAM Excellent

- 1,700 bicycle parking spaces (8 tube lines within walking distance)
- 75 showers
- 1,300 secure lockers
- Bicycle wash and maintenance station
- Fleet of Brompton bikes for hire
- Events and workshops
- Repair service



French initiatives

BYCYCLE INITIATIVE, A BICYCLE BOOSTER FOR THE REAL ESTATE INDUSTRY IN FRANCE

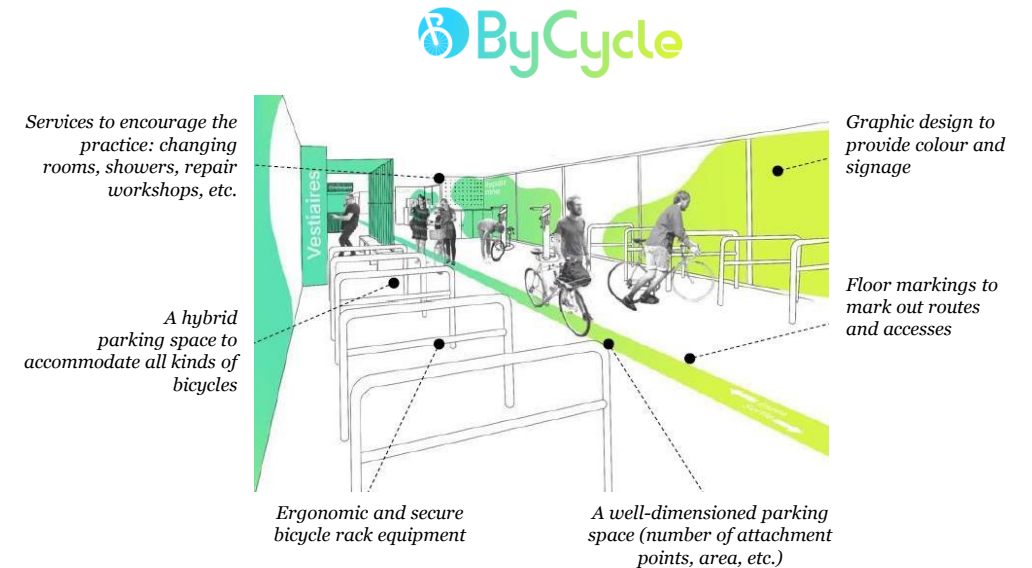
Based on the principle that our mobility behaviour has a significant impact on our environment, the French initiative ByCycle promotes cycling and active mobility as the preferred means of travel for short journeys, particularly between home and work.

Introduced by Icade in conjunction with Onepoint and A4MT, the ByCycle Initiative aims to:

- **Raise awareness** and **provide training** on active mobility issues;
- **Support change** through the development of premises and the rolling out of services;
- **Create** a community of users and mobility professionals to share best practices, create contacts and positive synergy.

The standard proposed by ByCycle is compatible with current certifications (BREEAM, NF HQE, ActiveScore, FUB's Pro-Vélo label, etc.).

The approach is organised in 4 phases:



Source : ByCycle Initiative



French initiatives

CYCLE FRIENDLY EMPLOYER CERTIFICATION

The Federation of Bicycle Users (*FUB*) and the French Environment and Energy Management Agency (*ADEME*) launched the Bicycle Friendly Employer certification in 2020, in partnership with Ekodev, Allianz France and Cyclez. Inspired by the European Cycling Federation's "Cycle Friendly Employer" certification, the Bicycle Friendly Employer certification aims to highlight the commitment of private and public companies in favour of soft mobility.

Following the publication of a white paper on cycling culture in companies in June 2021, audits for the certification of employers began in April 2022. Once the audit phase has been completed, the employer is certified for a period of 3 years according to 3 levels of certification: bronze, silver and gold.

To achieve this, measures are to be taken in five different areas:

- Management and strategy
- Communication and motivation
- Cycling services
- Safety
- Equipment

Certification process:





SOFT MOBILITY

An increasing concern among office occupiers





Companies, the leading agents for change

NEW MOBILITIES AT THE SERVICE OF THE BRAND

The outbreak of the health crisis has largely contributed to an increased awareness of the ecological crisis. This phenomenon is particularly noticeable in the business world where savings, in the energy consumption of buildings as well as in home-work trips, is more than ever a priority:

CSR

1 Given that attracting and retaining talent has become a major issue, companies, particularly medium and large ones, are more than ever using their **CSR policy to promote their employer brand**. In the field of soft mobility, this approach can be based on the Bicycle Friendly Employer certification and the promoting of a bicycle culture in the company.

Real estate selection

2 Companies prefer **certified or accredited quality real estate assets** which fully integrate sustainable mobility (dedicated parking, repair areas, etc.). For example, PERIAL has worked on its new headquarters on rue Guersant in Paris' 17th arrondissement so that it meets the specifications of the ActiveScore certification (Gold level). Some owners are also tempted to transform car parking spaces into bicycle parking using service providers such as 12.5, or to rent off-site car parks as required (via ZENPARK or BEPARK).

Company commitment to employees

3 In order to promote more environmentally friendly travel, the government introduced a "sustainable mobility package" in May 2010. This scheme allows companies to offer to cover the costs of their employees' home-to-work journeys made using soft modes of transport. Others, such as HAVAS or SAINT GOBAIN, offer a fleet of bicycles for their employees.

Creation of new solutions

4 **The micro-mobility ecosystem has been rapidly developing** since the outbreak of the health crisis, particularly in terms of start-ups offering turnkey services to companies. This is illustrated by the acceleration of fundraising in 2022, with, for example, DOTT (€60M), YESPARK (€28M), VOLT (€5M) and GOUACH (€3.3M).





Companies, the leading agents for change

SPOTLIGHT ON CAC40 COMPANIES

According to the survey undertaken by Mr Orphelin, CAC40 companies are also committed to reducing their environmental footprint by encouraging the use of soft or shared mobility. However, the initiatives remain limited, with only 39% of companies offering remuneration according to the number of kilometres cycled, a flat rate for servicing/maintenance or the payment of a free-floating subscription.

Among the most committed, ORANGE, ACCOR, AXA FRANCE and L'OREAL have, for example, introduced benefits for their employees using sustainable mobility (€400 /year or more). In addition to financial aid, some companies offer a company bicycle (ACCOR, for example) or additional financial support for the purchase of a bicycle or safety accessories (notably ORANGE and L'OREAL).

Finally, some large companies favour other measures such as increasing the number of bicycle spaces and the number of charging points for electric vehicles, the provision of a fleet by service providers (e.g. STARBOLT, CYKLEO, ZENRIDE, etc.) or the running of maintenance and repair workshops.

AMONG CAC40 COMPANIES:

Only

39 %

have introduced sustainable mobility benefits.

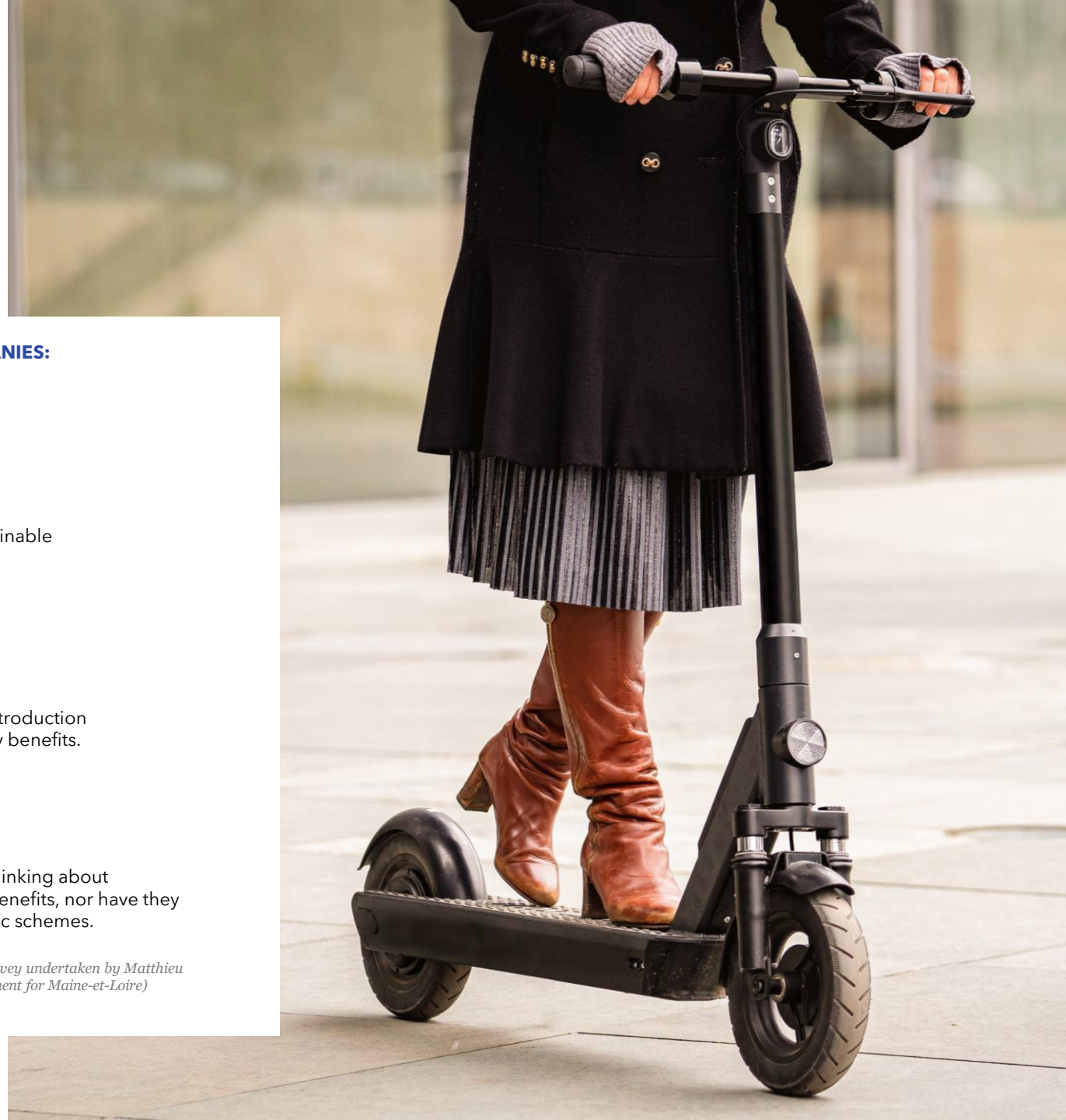
19 %

are considering the introduction of sustainable mobility benefits.

42 %

have not yet started thinking about sustainable mobility benefits, nor have they introduced any specific schemes.

Source: Le CAC40 à vélo, survey undertaken by Matthieu Orphelin (Member of Parliament for Maine-et-Loire)





Companies, the leading agents for change

THE BRITISH EXAMPLE

Launched in 1999 by two bicycle shop owners and subsequently structured as a company in 2005, "Cyclescheme" aims to promote the use of bicycles for commuting to and from work in order to reduce emissions, limit car congestion and contribute to improving public health.

Supported by the British Ministry of Transport and its various incentive measures such as "Cycle to Work", this service offers employees the opportunity to hire a bicycle (standard, electric, cargo, etc.) and/or accessories and then purchase them at a saving of between 26 and 40% on the total

purchase price, without having to pay in advance. These costs are then be deducted from the salary by the employer for tax purposes.

"Cyclescheme" won the award for best services to individuals at the BikeBiz Awards in 2021.



KNIGHT FRANK IS COMMITTED!

In the UK, Knight Frank has partnered with the social enterprise Green Commute Initiative. Employees are given £2,000 (previously £1,000) to buy a bike (standard or electric) and safety accessories.

Furthermore, numerous events are organised throughout the year to promote soft mobility:

- *Knight Frank Cycle to MIPIM*, in partnership with Club Peloton, whose aim is to raise funds while travelling from London to Cannes for the real estate trade show,
- *PedElle* which aims to raise funds for charity by cycling from Vienna to Budapest.





Survey: How are investors tackling the issue?





How are investors tackling the issue?

KNIGHT FRANK SURVEY

This summer Knight Frank conducted a survey of a large panel of investors, real estate companies, savings collectors, insurers and international investment funds. The aim was to assess the impact of the growth in soft mobility on the management and marketing of their assets.

Main findings of the survey:

- **Investors have realised the importance of soft mobility:** since the health crisis began, 92% of them have noted that office occupiers' expectations in this area are higher and 97% say they have improved the integration of soft mobility in their assets. Furthermore, for 57% of them, the development of dedicated solutions to encourage the use of soft mobility in their new projects will be systematic.
- **A tool to support marketing the asset:** only 9% of respondents believe that improving facilities and services for soft mobility does not help the marketing of an asset. For the others, this is primarily achieved by providing dedicated facilities (lockers, changing rooms, etc.) and increasing the number of parking spaces.

- **How to amortise the cost of new facilities:** Almost 20% of respondents indicate that they are still considering how best to recoup the costs of increased integration of soft mobility. For 30% of them, it is seen as an additional service, reinforcing the quality of the services offered to the tenant.
- **A growing concern: adapting existing buildings to new uses.** For 88% of respondents, the ability to adapt existing buildings is the main obstacle to the integration of soft mobility in office buildings. This finding is a reminder of one of the main challenges facing the real estate industry in the years to come: adapting existing buildings to new uses.
- **Too many car spaces:** almost half of the respondents (47%) see an excess of parking spaces for cars in their assets. Among the solutions implemented to use this unused space, partnerships have been formed with service providers such as Yespark or BePark. But this space can also be reallocated to other uses than the car, and in particular to make more room for soft mobility.

RESPONDENTS

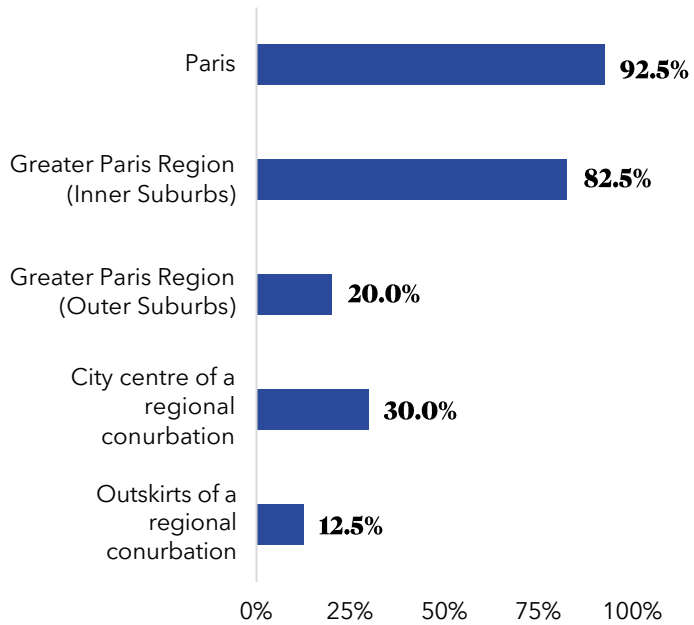




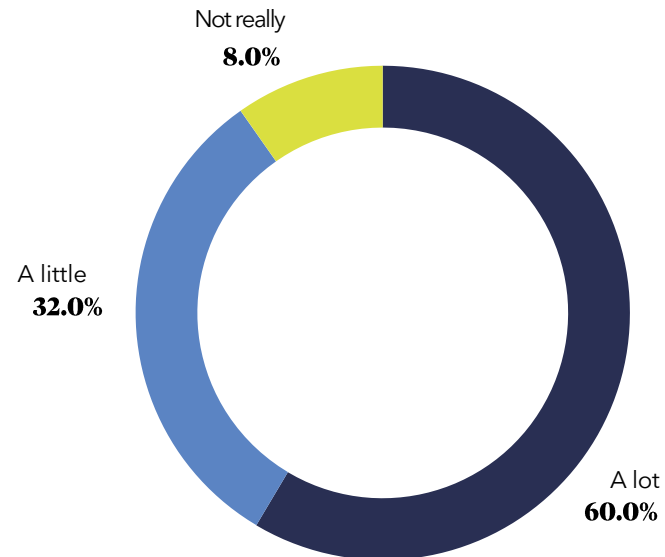
How are investors tackling the issue?

RESULTS OF THE KNIGHT FRANK SURVEY*

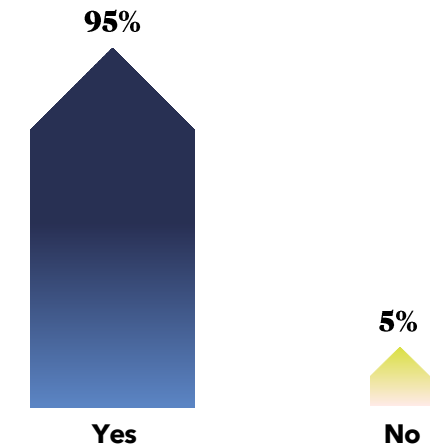
Where are your assets located?



Since the beginning of the health crisis, have you noticed an increased expectation from tenants and potential tenants in terms of reception and services related to soft mobility?



Does the accommodation and use of soft mobility specifically form part of the objectives to be implemented as part of your ESG strategy?



*Multi-choice questionnaire

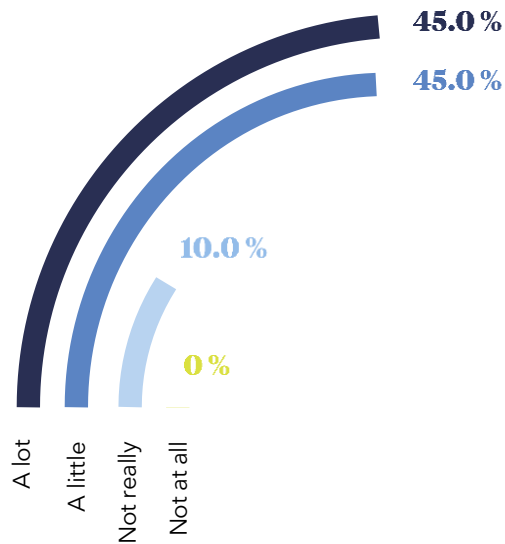
Source : Knight Frank



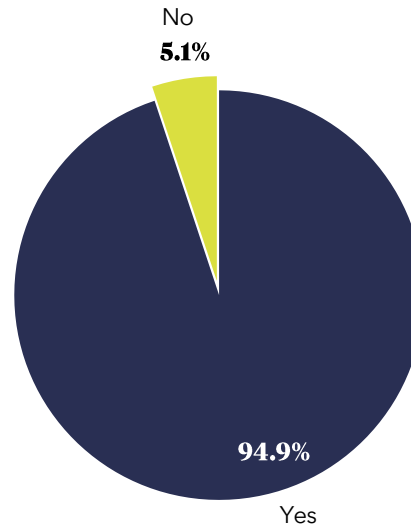
How are investors tackling the issue?

RESULTS OF THE KNIGHT FRANK SURVEY*

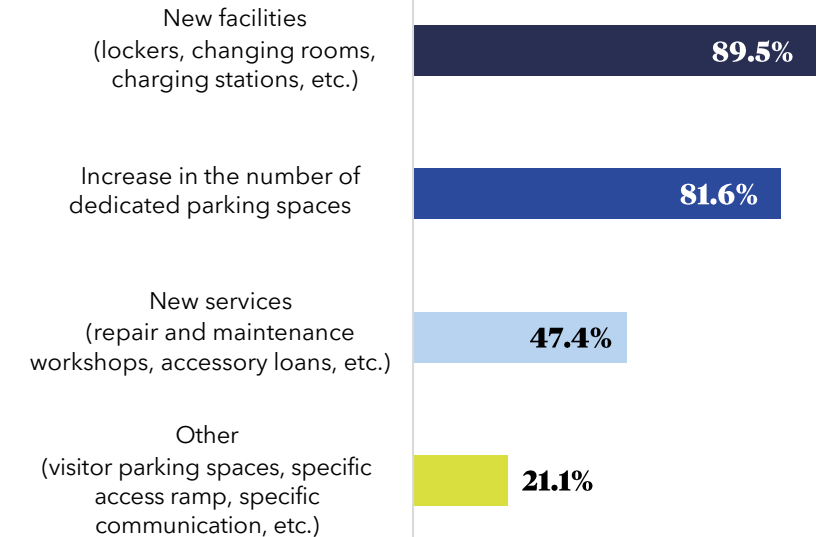
Do you think that improving facilities and services related to soft mobility now makes it easier to market an asset?



Since the start of the health crisis, have you made any efforts to improve the integration of soft mobility in your real estate projects or existing assets?



If yes, how?



*Multi-choice questionnaire

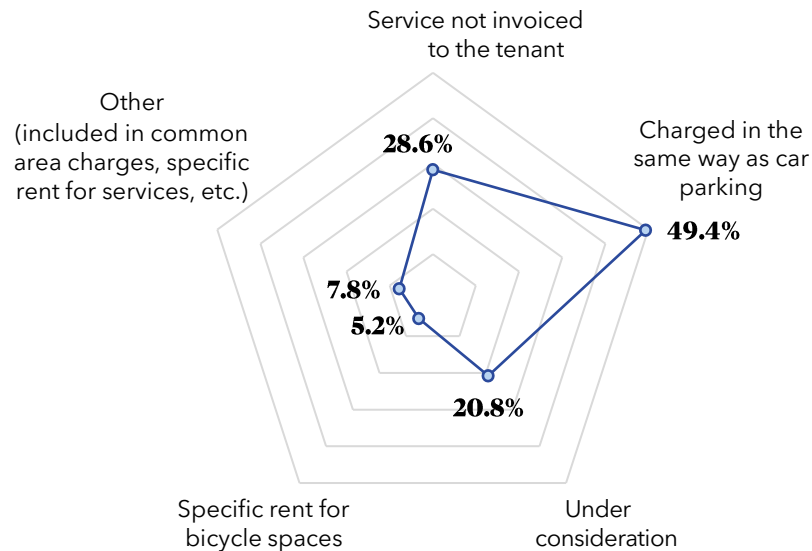
Source : Knight Frank



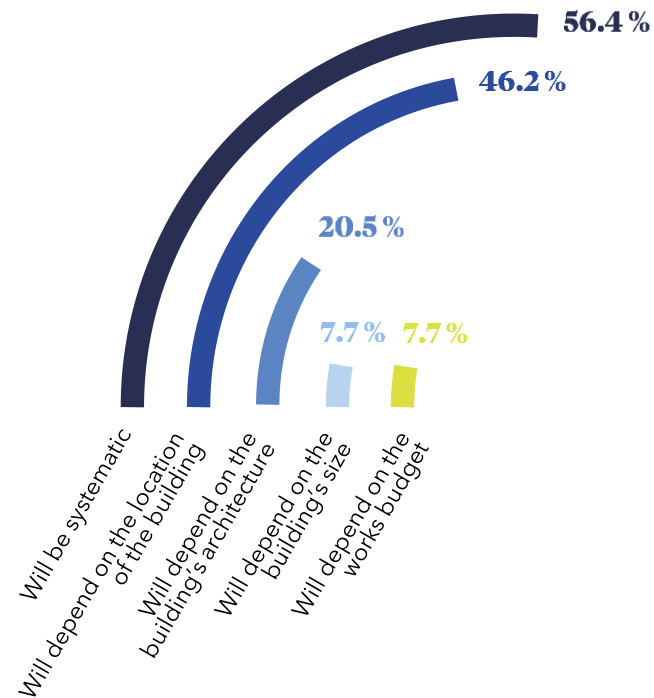
How are investors tackling the issue?

RESULTS OF THE KNIGHT FRANK SURVEY*

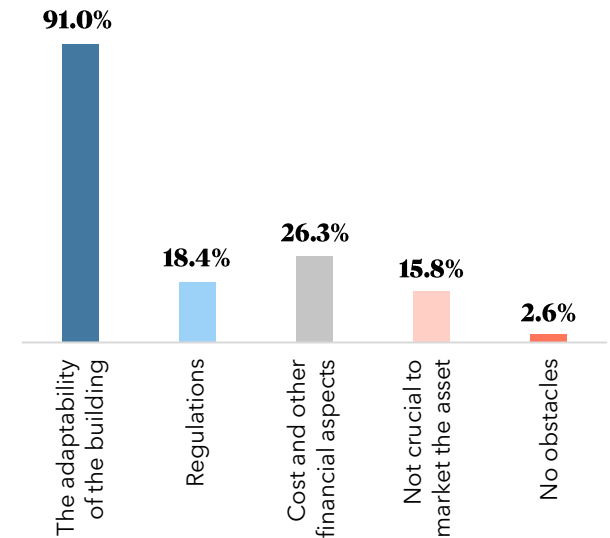
How will you recoup the cost?



In your future projects, the development of solutions favouring the accommodation and practice of soft mobility:



What are the main obstacles to the integration of soft mobility in your office projects?



*Multi-choice questionnaire

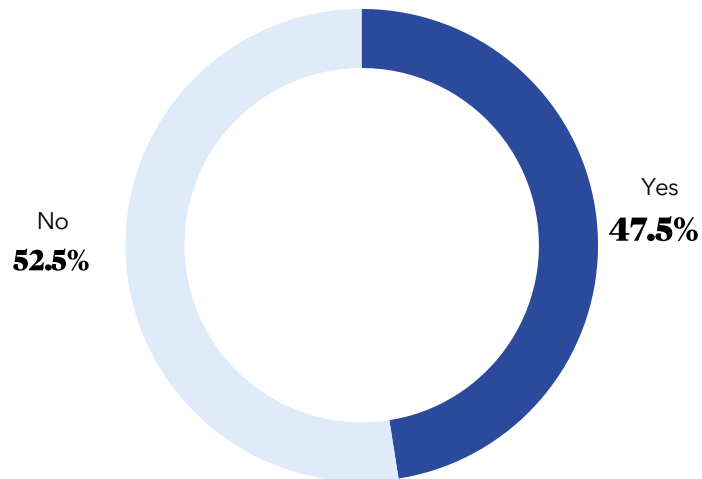
Source : Knight Frank



How are investors tackling the issue?

RESULTS OF THE KNIGHT FRANK SURVEY

Have you noticed an excess of car parking spaces within your assets?



The inadequacy of the existing stock for new uses is illustrated by the now excessive number of car parking spaces. 47.5% of the investors surveyed made this observation. Several of them have resorted in particular to solutions involving the sharing of parking spaces or the installation of electric charging stations to optimise this unused space.

This space can also be used for purposes other than the car. The exponential use of bicycles and electric scooters requires that we think about their organisation. Transforming car parks to make more room for soft mobility, combined with new quality services, is therefore an alternative solution that allows for more flexible and profitable car park management... and contributes to the reduction of emissions from the transport sector.

That said, vacant parking spaces are also an alternative for drivers of two-wheeled combustion engine vehicles, who are now required to pay a fee when parking on the public highway in Paris.



Source : Knight Frank



SOFT MOBILITY

Case studies: exemplary buildings





Case study

Capital 8

THE BUILDING

Address: CAPITAL 8, 32 rue de Monceau Paris 8th

Total area: 83,722 sq m (refurbishment underway, delivery in June 2024)

Certifications: BREEAM Refurbishment & Fit-out, HQE Renovation, Biodiversity, BBCA, Osmoz and ActiveScore certification in progress (Gold level)

Owner: INVESCO

Tenants: Rothschild, Tikehau, NatWest, CMA CGM, Paul Hastings, etc.

Capacity: 2,930 people

INTEGRATION OF SOFT MOBILITY

The building has:

- 252 bicycle parking spaces (additional spaces reserved for visitors)
- Electric scooter parking
- 50 lockers on the Bicycle Workshop side and an additional 235 on the Mobility Hub side
- 8 showers
- 2 changing rooms

Other services:

- Goods lift for access to the bicycle room (on the Bicycle Workshop and Mobility Hub sides)
- Battery charging sockets integrated into the lockers
- On the Bicycle Workshop side:
 - Bicycle maintenance and repair area with the services of a specialist available at specific times for more complex repairs
 - Mini-shop for purchasing bike/electric scooter related items
- On the Mobility Hub side (residents):
 - Area with water supply for repairs/cleaning





Case study

La Factorie

THE BUILDING

Address: LA FACTORIE, 34 rue Guersant Paris 17th

Total area: 5,895 sq m (refurbished in 2020)

Certifications: Fitwel (3 stars), BBC Renovation, NF Bâtiments Tertiaires, certified High Energy Performance (HPE) and ActiveScore Gold (67 points). The building is also targeting BREEAM In-Use certification at the highest levels.

Owner: SCI GUERSANT

Tenants: Groupe PERIAL, Vertex, Trescal

Capacity: 400 people

INTEGRATION OF SOFT MOBILITY

The building has:

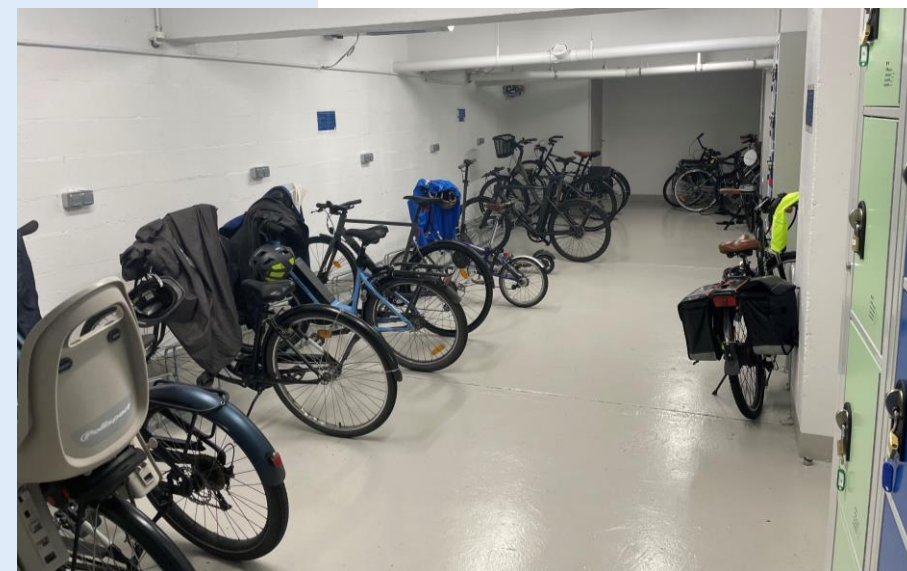
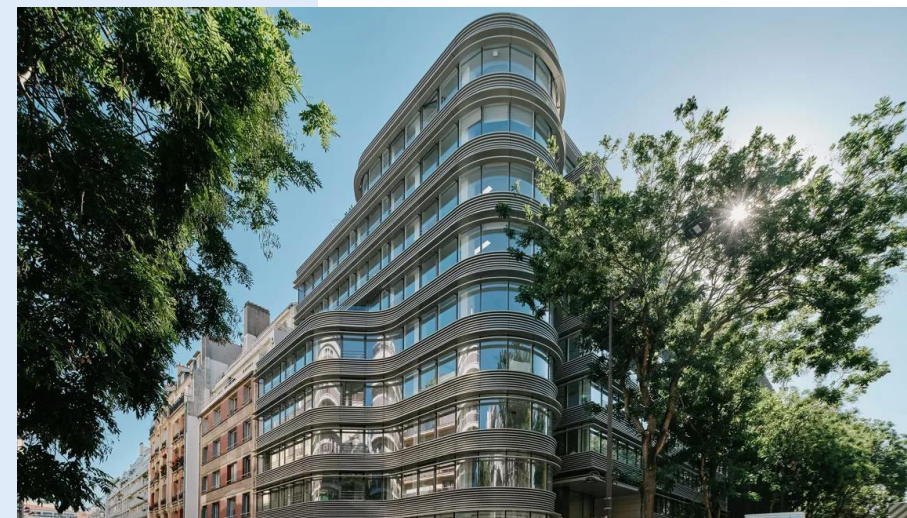
- 36 parking spaces for bicycles (with electric sockets for charging)
- Parking for electric scooters
- 14 lockers
- 8 showers
- 4 changing rooms

Other services:

- Goods lift between the ground floor and the bicycle room on the second basement level.
- Video surveillance system and secure access with a personnel badge
- On-site repair workshop for bicycles and electric scooters (External service provider: CYCLOFIX)
- Loan of repair kit
- Loaner fleet of bicycles (and high-visibility vests)

Events/Initiatives to promote active mobility

- Annual charity cycling challenge (relay on a stationary bike) with donations to an association based on the distance covered





Case study

Eqho

THE BUILDING

Address: Tour EQHO, 2 avenue Gambetta / Allées des Vosges & Descartes, Courbevoie (92)
Total area: 78,974 sq m (built in 1988, last renovation in 2013)
Certifications: BREEAM Construction / Renovation, BREEAM in use, HQE Construction / Renovation, HQE Operation

Owner: ICADE
Tenants: Banque de France, KPMG, Merz Pharma, Itelligence France, Toshiba
Capacity: 5,265 people (estimate)

INTEGRATION OF SOFT MOBILITY

The building will have:

- 25 parking spaces for e-bikes
- 14 parking spaces for loaner bicycles
- 82 parking spaces for standard bicycles
- 10 parking spaces for e-cargo bikes
- 18 parking spaces for electric scooters
- Additional parking spaces for visitors (outdoor)
- 82 secure electric lockers
- Showers available near the gym

Other services:

- Repair/maintenance area to accommodate a partner
- Self-repair workshop
- Water supply point
- Digital display panels (weather information, news/events)
- Pop Up area for promotion and testing of equipment
- Clear signage to guide cyclists along their route





Case study

Rise

THE BUILDING

Address: Rise, 167 quai de la bataille de Stalingrad, Issy-les-Moulineaux (92)

Total area: 7,000 sq m (delivery end 2022)

Certifications: BREEAM RFO Excellent targeted (in progress), ActiveScore (in progress)

Owner: B&C Partners

Tenants: Marketing underway

Capacity: 550 people

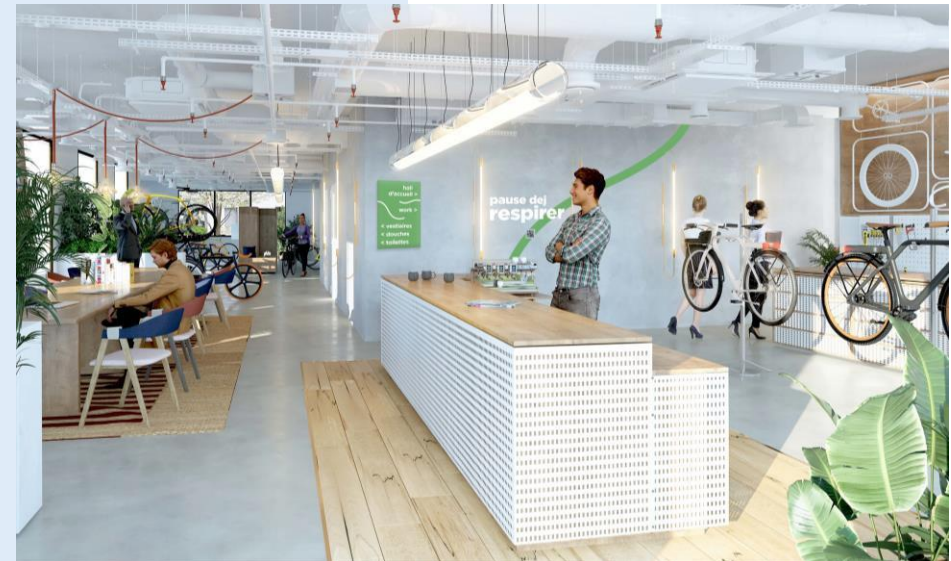
INTEGRATION OF SOFT MOBILITY

The building will have:

- 130 bicycle parking spaces
- Ground floor premises, accessible at ground level with an automatic door
- Charging stations for bicycles and electric scooters
- 80 lockers
- 5 showers / changing rooms

Other services:

- Repair corner under consideration
- Other services under consideration (provision of a fleet of bicycles, loan of equipment, etc.)





Creating a winning bicycle system in your buildings

A VIRTUOUS CIRCLE TO ENCOURAGE USE

HUMAN

Identify an on-site cycling point of contact, regardless of his/her position in the company, who is interested in and active in the promotion of soft mobility
Train and raise awareness among on-site staff (receptionists, technical staff, managers, etc.)

PARKING AND FACILITIES

Provide accessible parking (no stairs, on basement level 1 at most) that is welcoming, comfortable and secure.
Provide suitable equipment (fixed bicycle racks, charging stations, lockers, spaces for cargo bikes, etc.) and facilities for employees: self-repair area (workshop stand with tools, air pump), changing rooms (water point for refreshment, showers, etc.)

EXPERTISE

Get support from mobility experts and invest time in "Think Big" thinking

SERVICES

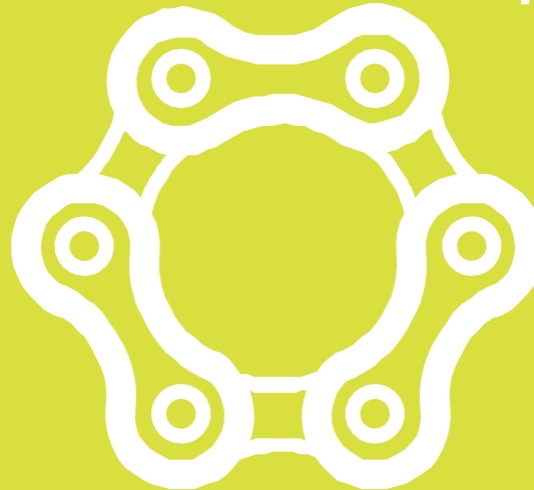
Have an on-site repair contract (with a service provider or bike shop close to the site, ideally within one kilometre)

INFORMATION AND SIGNS

Inform employees about active mobility (website, leaflets, email campaign, etc.): "visitor parking available on the ground floor", "X minutes from the metro station", etc.
Develop clear on-site signage (direction to bike/scooter parking, route signs)

ACTIVITIES

Promote employee awareness: books, events, testimonials, "soft mobility" references in communication tools (newsletter, company annual report)
Offer training or workshops (getting back in the saddle, safety, etc.)





SOFT MOBILITY



Map of cycle-friendly Paris





Which are the most cycle-friendly territories?

ANALYSIS OF THE CYCLE-FRIENDLINESS OF THE DIFFERENT GREATER PARIS REGION OFFICE SECTORS

Whilst the exponential use of soft mobility raises the question of the adaptability and efficiency of office buildings, it is also a challenge for territories. Since accessibility and surroundings in which office buildings are located are essential criteria for attracting companies, Knight Frank sought to develop an objective indicator measuring the cyclability of the various Greater Paris Region office sectors and

their ability to satisfy the greatest number of cyclists and electric scooter users. For each of these key sectors, eight criteria were examined, ranging from the number of kilometres of cycle paths and dedicated parking facilities to the numbers of cyclists, the commitment of local authorities and the overall impression of users, particularly in terms of safety. It should be noted that this indicator

measures the cyclability of each key sector, and not that of journeys from one sector to another. The analysis therefore needs to be supplemented by taking into account potentially dangerous breaks in the route, which could limit the use of bicycles and electric scooters.



Geographical sectors	Paris CBD and Centre West	Paris South	Paris North- East	La Défense	Péri-Défense	Neuilly- Levallois	Southern Loop	Northern Loop	Inner Northern Suburbs	Inner Eastern Suburbs	Inner Southern Suburbs
Km of cycle paths	●	●	●	●	●	●	●	●	●	●	●
Infrastructure quality	●	●	●	●	●	●	●	●	●	●	●
Multimodality and accessibility	●	●	●	●	●	●	●	●	●	●	●
User safety	●	●	●	●	●	●	●	●	●	●	●
Shared mobility provision	●	●	●	●	●	●	●	●	●	●	●
Dedicated parking	●	●	●	●	●	●	●	●	●	●	●
Number of users	●	●	●	●	●	●	●	●	●	●	●
Local authority involvement	●	●	●	●	●	●	●	●	●	●	●

Source : Knight Frank

See definition of criteria and sources used in the appendices, page 41.



Which are the most cycle-friendly territories?

MAP OF CYCLE-FRIENDLY SECTORS

The towns (and Parisian arrondissements) that are considered favourable or fairly favourable to cycling account for just over a third of the region's office stock, i.e. 19.8 million sq m out of a total of 56 million. This shows how far we still have to go to offer cyclists and electric scooter users good travel conditions.

5 SECTORS* THAT ARE FAVOURABLE & SOMEWHAT FAVOURABLE



19.8 MILLION SQ M OF OFFICES
35% OF GREATER PARIS REGION STOCK

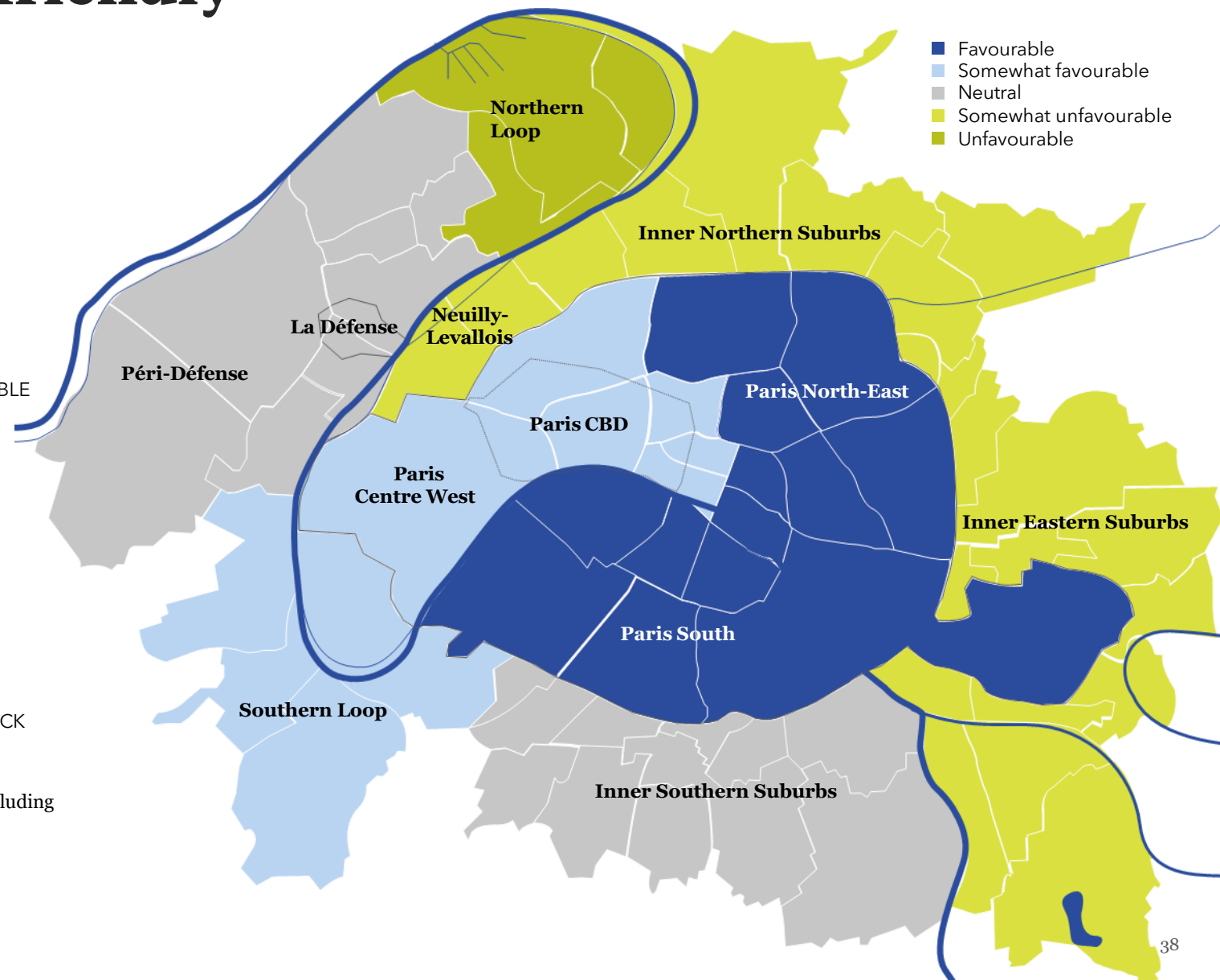
4 SECTORS* THAT ARE UNFAVOURABLE & SOMEWHAT UNFAVOURABLE



8.4 MILLION SQ M OF OFFICES
15% OF GREATER PARIS REGION STOCK

The **3 neutral** sectors* account for 17% of the total stock in the Greater Paris Region (including the Outer Suburbs), i.e. 9.4 million sq m of office space.

Source : Knight Frank / * groupings of towns or arrondissements





Spotlight on Inner Paris

INNER PARIS, A PARADISE FOR SOFT MOBILITY?

Key figures (2021 / 2020 change)

- +10% pedestrian paths
- +3% cycle paths and +60 000 parking spaces
- +12% free-floating electric scooter rentals
- +5% car traffic but -49% compared to 2002
- Decrease in 6% car speed

Source : Ville de Paris

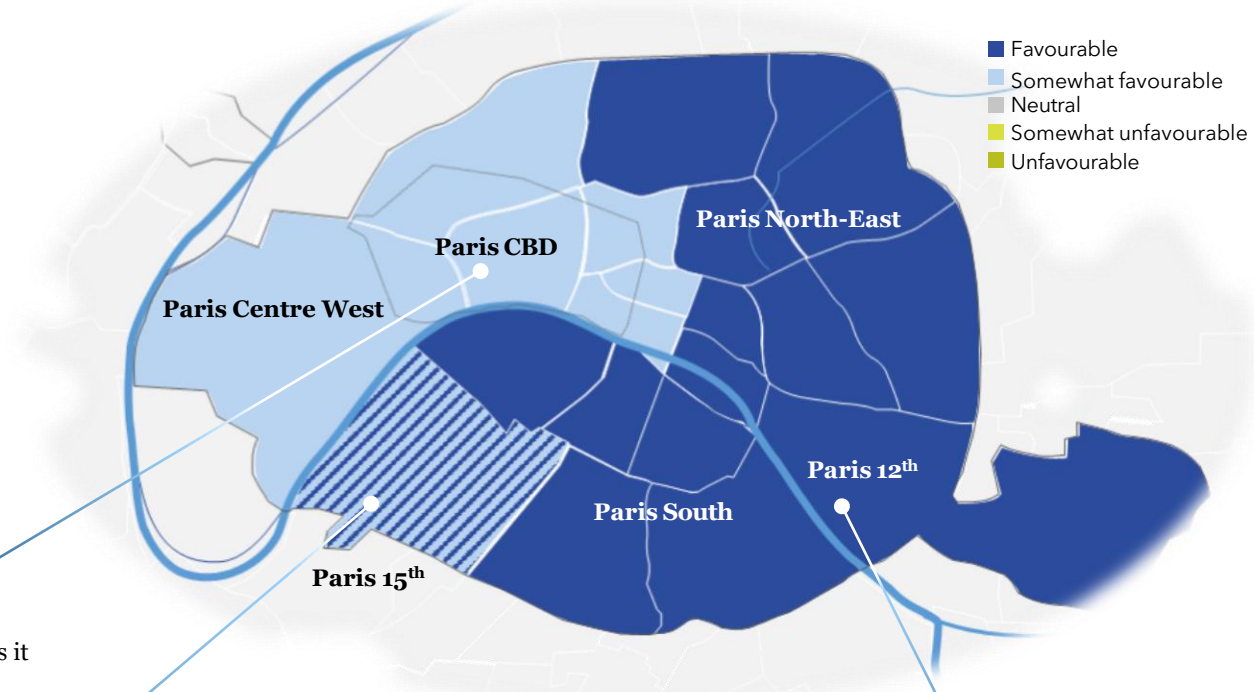
PARIS CBD AND CENTRE WEST Somewhat favourable situation

- Approximately 80 km of cycling infrastructure.
- Particularly high levels of traffic on the main roads (7,770 cyclists on average on Cours la Reine, 6,600 on the Champs-Élysées), which makes it difficult to move around in certain reserved lanes.
- Mixed feelings among users, particularly in areas around the Paris ring road junctions.
- Development of cycle-logistics micro-hubs in the vicinity of the CBD to serve as supply points for last-mile bicycle deliverers.



PARIS 15th Somewhat favourable situation

- 90 km of cycling infrastructure (shared paths and bus lanes), 9,100 parking spaces and an extensive free-floating supply (90 Vélib' stations).
- Creation of a bicycle committee in 2020 by the 15th arrondissement's town hall to accelerate discussions on sustainable mobility: reduction of breaks in routes and making lanes safer, increasing the number of parking spaces and services (repair workshop, provision of bicycle pumps, etc.).



PARIS 12th Favourable situation

- 122 km of bicycle infrastructure, 6,200 parking spaces as well as 3 secure shelters and a 200-space bike station (4 rue Van Gogh).
- The 12th arrondissement is considered to be one of the most cycle-friendly in Paris (Bois de Vincennes, green belts, etc.).
- The town hall is continuing to make permanent the cycle paths which resulted from the pandemic as well as encourage the growth of the practice, which is widely supported by the inhabitants.
- Density of the bicycle ecosystem (shops, repair workshops, etc.).





Spotlight on the Western Greater Paris Region

LA DÉFENSE

Neutral situation

- Efforts to change the image of the district to a greener, more peaceful business district that promotes a mix of uses and modes of transport.
- Development work to better integrate soft mobility, on the ring road and on the esplanade (bicycle racks, signage, etc.).
- Development of maintenance and repair services (CYCLOFIX, etc.). Intermodality is still insufficient but will be improved by Grand Paris: new stations at La Défense (EOLE, line 18) and in the neighbouring towns (Les Groues).
- Continuation of the cycle path introduced during the pandemic that connects La Défense to Neuilly: more than 6,000 cyclists per day
- Events promoting cycling ("Bike to work").



RUEIL-MALMAISON

Neutral situation

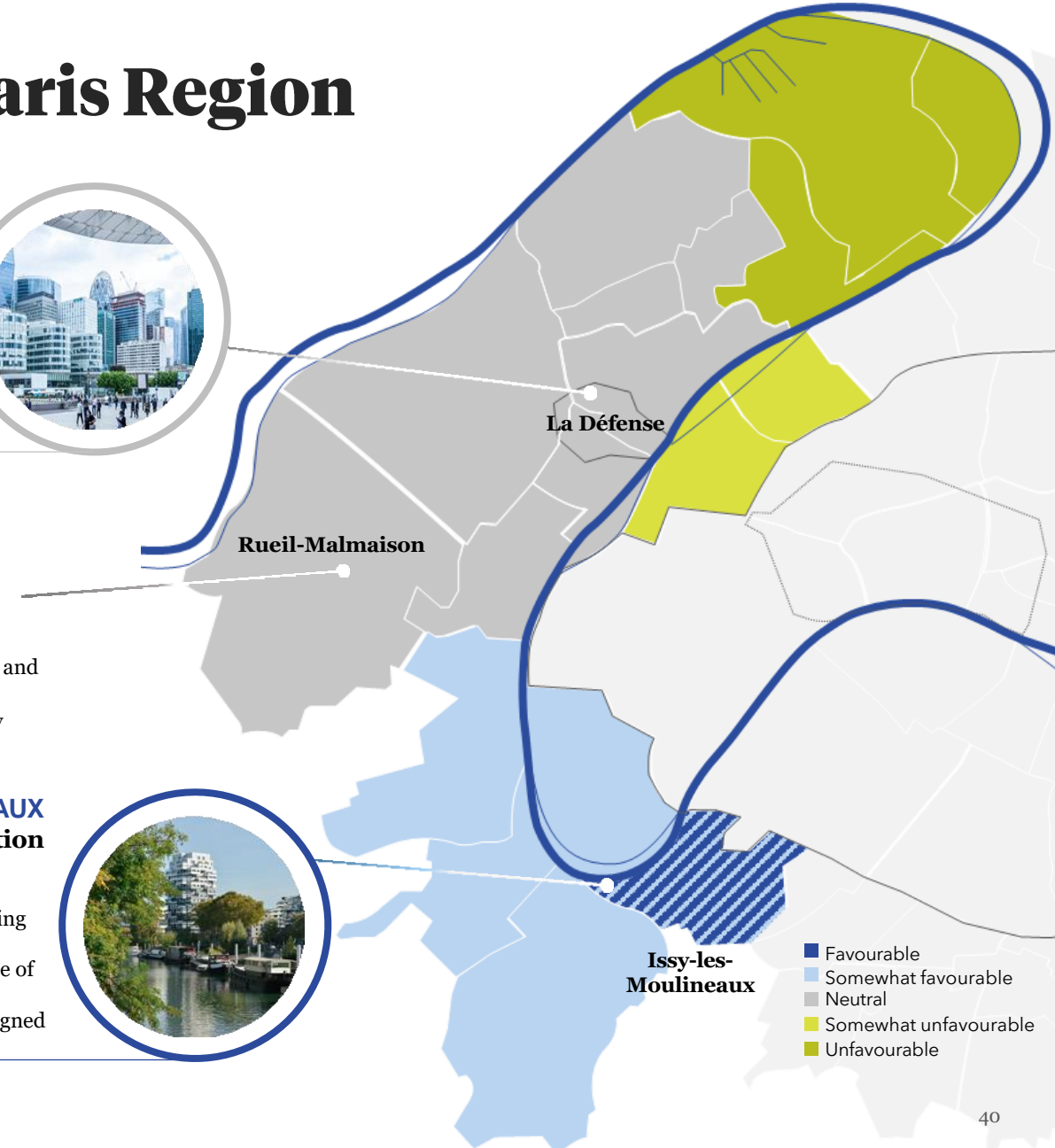
- 55 km of cycle paths and green belts, in particular along the riverside paths.
- 750 public parking spaces and a target of 10 Velib' stations by the end of 2022.
- Benefits from the implementation of initiatives (Seine à vélo, Convergence à Vélo, etc.) and the Hauts-de-Seine department's cycling scheme (2022-2028).
- Progress to be made to increase the number of cycle paths and improve their continuity (particularly with neighbouring towns) and the safety of paths.



ISSY-LES-MOULINEAUX

Favourable situation

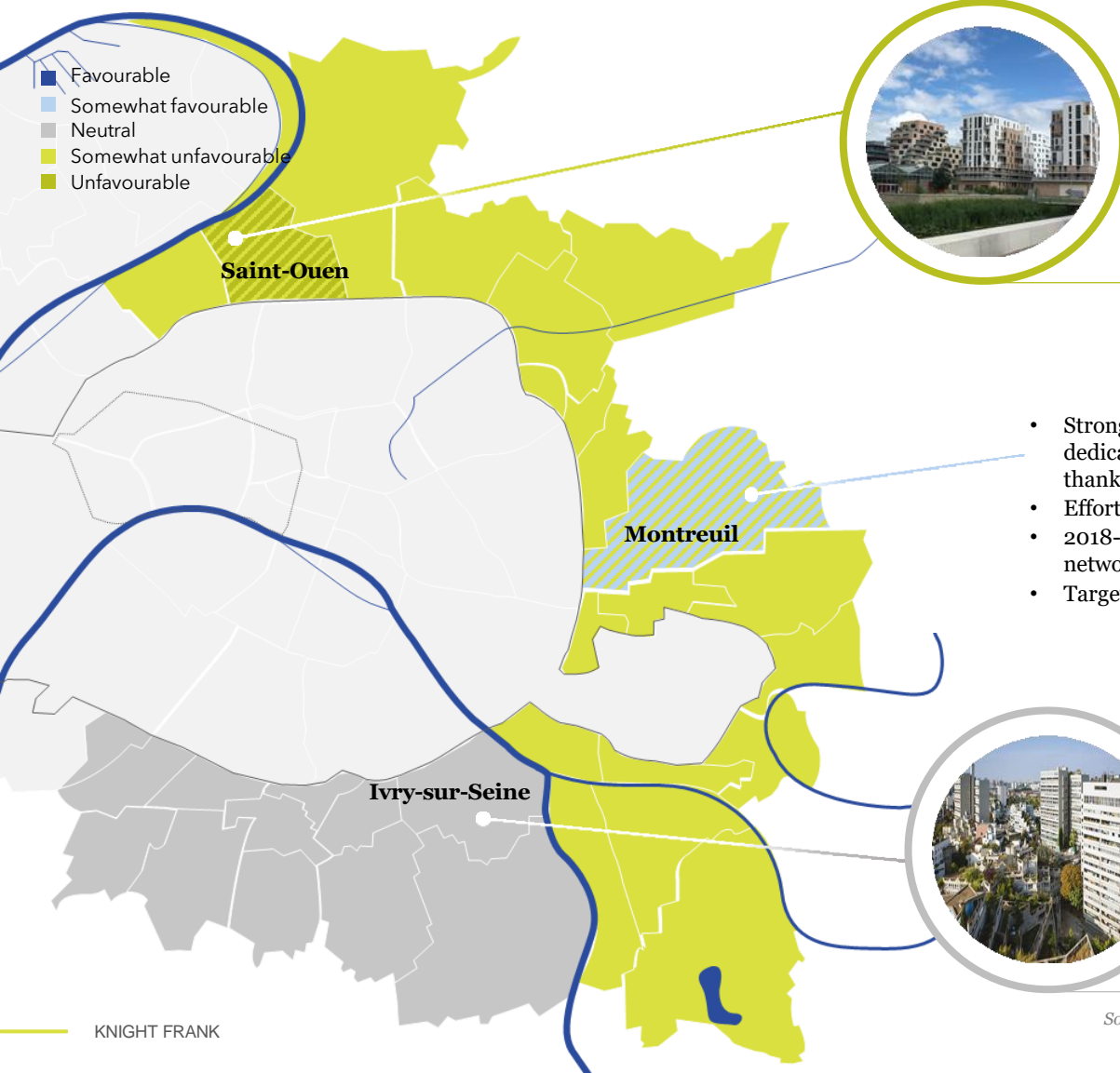
- 34 km of cycle lanes, 350 parking spaces, around twenty Velib' stations, etc.
- Strong political commitment (in partnership with 7 other towns in western Paris) with a first bicycle scheme with a total budget of 15 million euros and the goal of achieving 93 km of cycle routes, doubling the number of dedicated parking spaces and partially lowering the speed limit to 30 km/h by 2025.
- The town is participating in the European "Fuel Cell Cargo Pedelec" programme to popularise the use of hydrogen for cargo bike travel (a mix of electricity and hydrogen).
- Further progress to be made to improve the continuity of paths and safety of the roads (agreement signed with Vanves and the 15th arrondissement to improve these points).



- Favourable
- Somewhat favourable
- Neutral
- Somewhat unfavourable
- Unfavourable



Spotlight on the Inner Suburbs



SAINT-OUEN Unfavourable situation

- Only 17 km of cycle paths and users point to numerous safety deficiencies (breaks in routes, dangerous junctions, etc.) as well as contentious road sharing (increase in the number of accidents and anti-social behaviour).
- More favourable situation in the immediate vicinity of Paris.
- 240 parking spaces and 8 Velib' stations (from 25 bikes to 45 for the one near the RER station)
- Political commitment to make cycling a part of everyday life for residents and to improve cycling, driven by the 2024 Olympic Games: development of departmental roads into cycle lanes, awareness-raising workshops etc.



MONTREUIL Somewhat favourable situation

- Strong increase in the number of cycle paths (70 km in 2022, compared with 17.5 km in 2018) and dedicated facilities (2,300 on-street parking spaces, 2 Véligo lockers and 120 additional spaces thanks to the 20 "Bicycle-boxes" installed in the town).
- Efforts to improve safety despite certain sections of the road considered to be conflictual by users.
- 2018-2022 cycling scheme for a safe and peaceful town, with a complete and continuous cycle network and increased parking and services.
- Target of 10% of home-to-work journeys by bicycle in 2022 (compared with 4% in 2018).



IVRY-SUR-SEINE Neutral situation

- 31 km of cycle infrastructure, 770 parking spaces and 17 Vélib' stations, 3 secure bicycle-boxes. Completion of the Nelson-Mandela bridge path connecting Ivry to Charenton to reduce the urban divide by 2023.
- The town benefits from good interconnections (tram, bus) which will be further improved by the completion of TZen 5 in 2024 and the proximity of the Grand Paris Express infrastructure (line 15 South).
- Implementation of a 2020-2026 bicycle scheme: reduction of traffic speed, goal of improving air quality, better cycling infrastructure, etc.



Changing gear It's now or never!

- The assessment of Greater Paris Region's cyclability and the quality of the conditions for the use of soft mobility in office buildings is somewhat mixed. Nevertheless, it is important to recognise the **widespread awareness of office landlords**, some of whom are showing real determination by adapting their property and developing new services for occupiers.
- It is in the interest of investors to take the subject of soft mobility seriously. In addition to contributing directly to the **reduction of carbon emissions from travel**, this is a real distinguishing feature that adds to the quality of the services offered to occupiers at a time when the service dimension of a building is becoming a strategic factor in leasing an asset.
- While the trend favours the **most central assets**, especially those located in Paris, better integration of soft mobility can also **improve the accessibility of buildings that are a little too far from public transport**, at a time when the issue of the well-being of employees and their home-work journeys has become central with the health crisis and the explosion in remote working.
- As a means of improving the carbon footprint of landlords and their tenants, supporting and facilitating the development of alternative forms of mobility also contributes to making employees want to **come back to the office** and thus to the **dynamism of companies**.





Appendices & contacts





Definitions

CRITERIA USED FOR THE MAPPING OF CYCLE-FRIENDLY SECTORS IN THE GREATER PARIS REGION

INFRASTRUCTURES



Cyclable distance: total number of cycle kilometres in a town or sector

Sources : Île-de-France Smart Services (<https://velo.smartidf.services/les-pistes-temporaires>), Geovelo (<https://www.amenagements-cyclables.fr/fr/stats>) and Île-de-France Mobilités (<https://carto-velo.iledefrance-mobilites.fr/>)



Infrastructure quality: users' overall impression covering several topics (safety, comfort, services and parking, efforts of the town) in order to establish a "cyclability" score

Sources : Baromètre des villes cyclables 2021 (<https://barometre.parlons-velo.fr/2021/dossier-presse-2021.pdf>), Paris en selle (<https://parisenselle.fr/>)



Multimodality and accessibility: ability of the transport network to offer a user different modes of transport, for all categories of users (PRM, etc.) in order to make their journey

Sources : (<https://www.societedugrandparis.fr/>), RATP (<https://www.ratp.fr/services-aux-voyageurs/plan-des-stations-accessibles-pmr>) and SCNF (<https://medias.sncf.com/sncfcom/pdf/accessibilite/guidepmr.pdf>)



User safety: number of accidents involving cyclists

Source : French Home Office (<https://www.data.gouv.fr/fr/datasets/bases-de-donnees-annuelles-des-accidents-corporels-de-la-circulation-routiere-annees-de-2005-a-2020/>)

SERVICES



Dedicated parking: number of parking spaces in the public domain (bicycle racks, bicycle shelters, bicycle-boxes, bicycle stations, etc.) in a town or sector

Source : Open Data Île-de-France (<https://data.iledefrance-mobilites.fr/explore/embed/dataset/stationnement-velo-en-ile-de-france/map/?location=12,48.85805,2.34335&basemap=jawg.streets>)



Shared mobility supply: number of stations offering self-service rental fleets (bicycles, electric scooters, etc.) in a town or sector

Sources : OpenData Paris (<https://opendata.paris.fr/explore/dataset/velib-emplacement-des-stations/map/?basemap=jawg.dark&location=10,48.85811,2.35192>), Vélib' (https://www.velib-metropole.fr/map?gclid=EAlaIqobChMlv5-2gtaT-QIV3oBQBh19sAKOEAAAYASACEgKFo_D_BwE#/) and other Greater Paris Region operators.

OTHER



Number of users: number of trips by users of soft mobility on a road or geographical area

Sources : Paris en Selle (<https://compteurs.parisenselle.fr/>), OpenData Paris in partnership with Eco Compteur (<https://www.eco-compteur.com/>) and INSEE (<https://www.insee.fr/fr/statistiques/5400972>)



Local authority involvement: implementation by local elected officials of concrete actions (town budget, modification of the local town plan, events, etc.), in the short or long term, to promote the use of soft mobility Sources : Greater Paris Region town websites



Glossary

A VARIED GLOSSARY OF TERMS THAT REFLECTS THE DIVERSITY OF 'SOFT' MODES OF TRANSPORT

Co-modality: combination of intermodality and multimodality, two terms referring to the ability to combine several modes of transport in a relatively fluid and efficient way to complete a journey (e.g. bicycle + RER + walking).

Free-floating: provision of a fleet (bicycle, electric scooter, etc.) on a self-service basis in order to travel flexibly: drop off the vehicle anywhere on the public highway after use.

Active mobility: travel with no environmental impact, i.e. no energy except that produced by the user during physical effort (e.g. cycling, walking, etc.).

Soft mobility: includes active travel as well as travel with a low environmental impact vehicle (electric vehicle, car-sharing, etc.).

Micro mobility: light individual mode of transport (scooter, gyropod, skateboard, bicycle, rollerblades, etc.) enabling all or part of the journey to be made, particularly the first and last kilometres in urban areas.

Modal transition: a lasting change of mode of transport (e.g. limiting the use of the car in favour of cycling for short journeys).

"Trottitatif" and "Trottitafeur": contraction of electric scooter and "taf" which designates an employee who uses a electric scooter on a daily basis to travel between home and work.

"Vélotaf" and "vélotafeur": contraction of bicycle and "taf" which designates an employee who uses active mobility on a daily basis to commute to work.





Knight Frank in brief

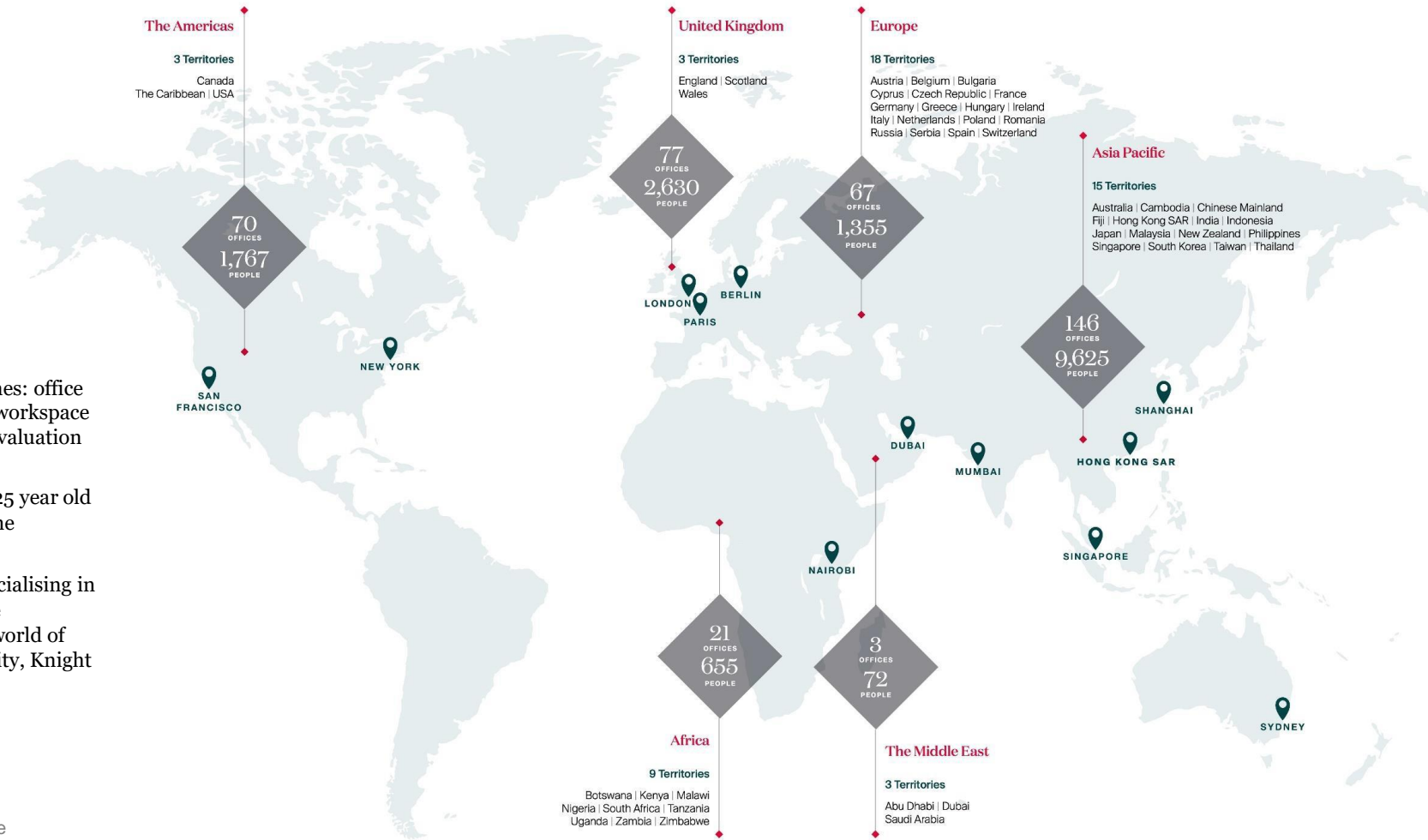
384 OFFICES
16,000 EMPLOYEES
51 COUNTRIES

Knight Frank is an international real estate consultant.

Its Paris office, established almost 50 years ago, has 5 main business lines: office marketing and user advice (Occupier Services & Commercial Agency), workspace development (Design & Delivery), Capital Markets, Retail Leasing and valuation with its subsidiary Knight Frank Valuation & Advisory.

Knight Frank France is the French subsidiary of Knight Frank LLP, a 125 year old British firm now operating in 51 countries. It provides its clients with the expertise of over 16,000 professionals from its 488 offices.

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Strategic cities where Knight Frank is a key player. We want to develop our business in these cities by supporting our clients in all their real estate projects.



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