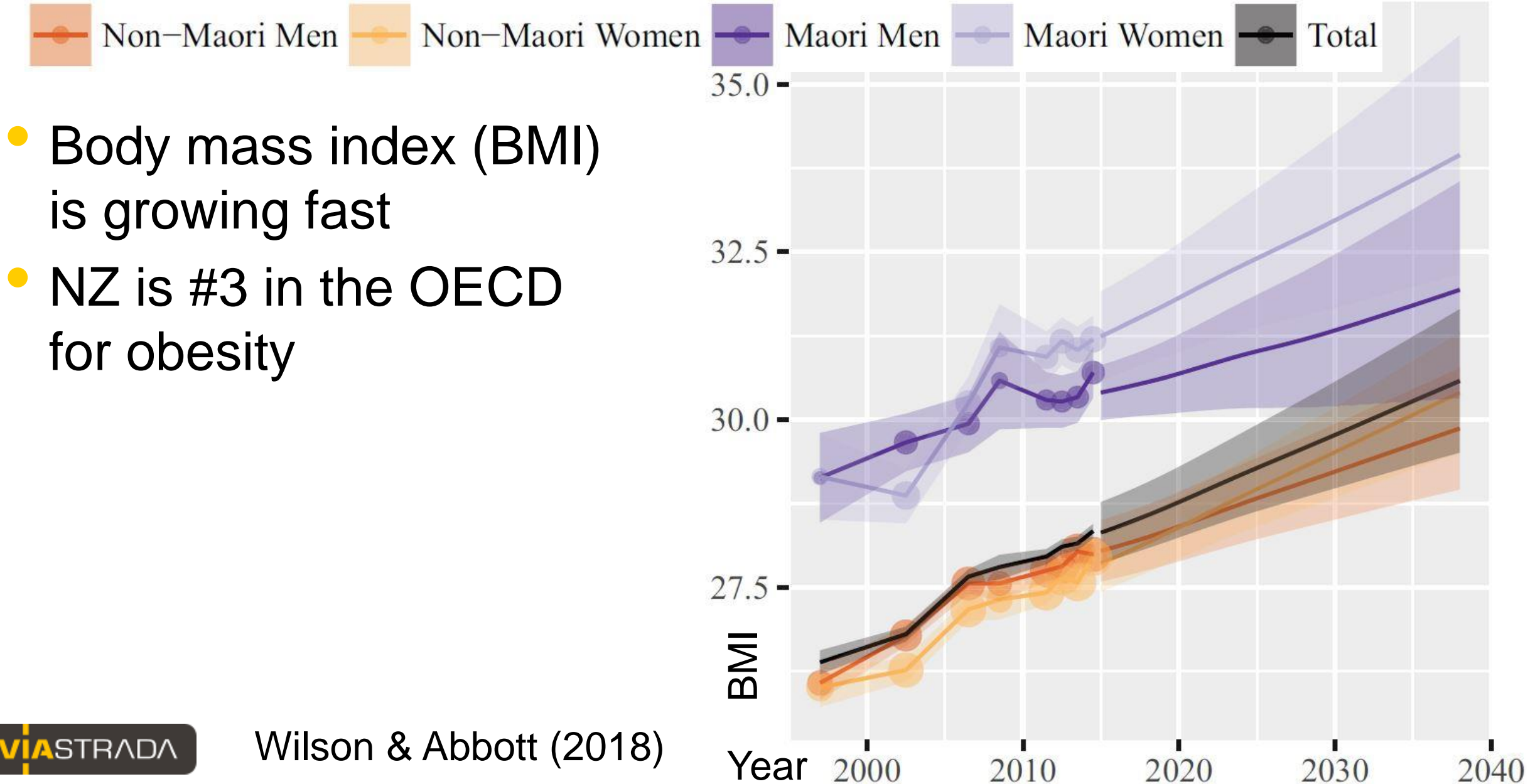


Dockless bikeshare – friend or foe?

Axel Wilke, Transport Engineer, ViaStrada

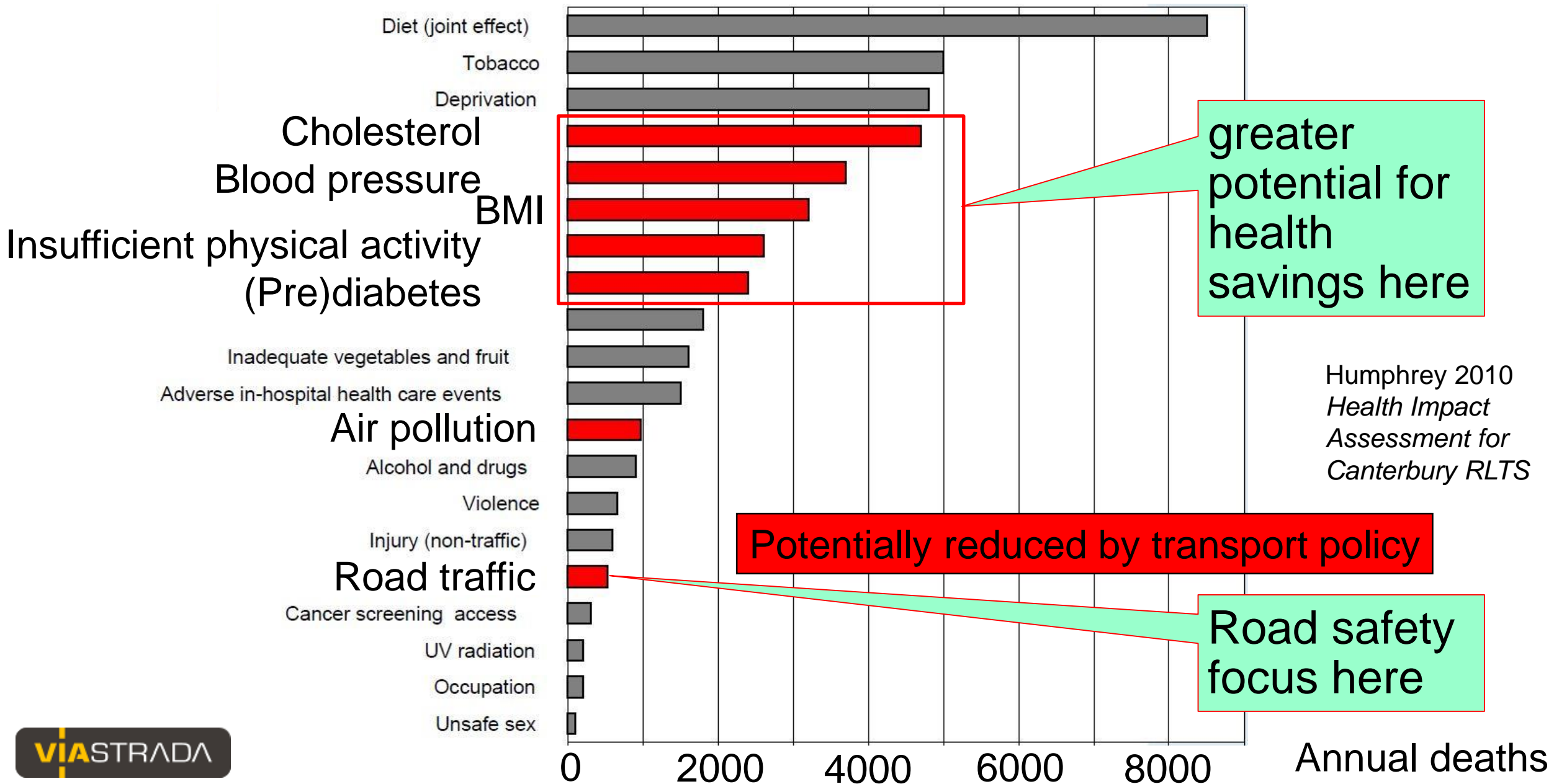
John Lieswyn, Principal Transport Planner, ViaStrada

Projected Body Mass Index (BMI)



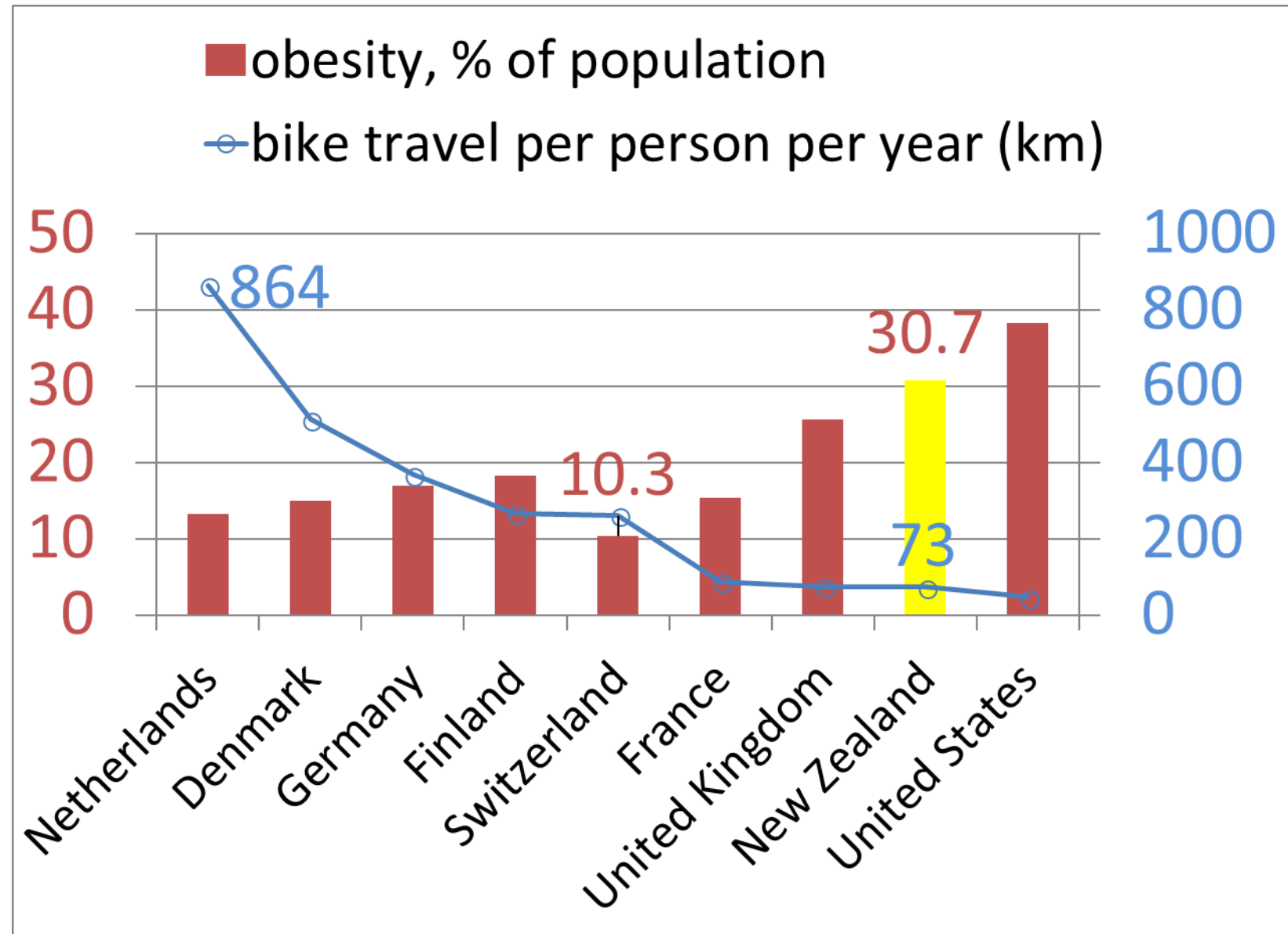
- Body mass index (BMI) is growing fast
- NZ is #3 in the OECD for obesity

Risk factors for death in New Zealand



Link between obesity and active transport

More active transport
=
Less obesity



Bikeshare can get people active

- Example Paris
- Cycling used to be uncool
- Since Vélib' cycling is “chic”



Dockless bikeshare

- Sharebikes that don't need a docking station
- Find one via smartphone app
- Leave anywhere it suits



Dockless bikes blocking cycle lanes



Dockless bikes blocking footpaths



Inconsiderate to pedestrians



Dockless bikes being dumped



Density of dockless bikes causing problems



Mountains of discarded share bikes



Why focus on problems?

- Dockless bikeshare can cause problems
- Will they be a problem in NZ?
 - To what extent?
- Matter of perspective
 - Equivalent problems by cars orders of magnitude bigger
 - Problems can be controlled
 - Should focus on opportunities



Docked bikeshare

- Plus
 - Orderly
 - Easy to control (one operator only?)
- Minus
 - Expensive and slow to set up
 - Lower customer convenience
 - Needs subsidy
- Predict that docked systems will disappear once subsidies expire



Benefits of dockless bikeshare

- Set up is easy, fast and cheaper
- Gives customers max convenience
- Usage is higher
- No subsidy needed



Mandatory helmet legislation

- Mandatory helmet laws in Australasia
 - Big issue for OnzO in Auckland
- Helmets hinder uptake of bikeshare



Mandatory helmet legislation

- Focus on ensuring helmet supply?
 - Hound OnzO for failing on that front?
- No – exempt bikeshare users from helmet legislation



Civic management approaches to dockless



Laissez faire – just let it happen

Control as much as possible

We suggest:

- Operators welcome “by invitation only”
 - Max control by councils
- Trading or public spaces bylaw is legal mechanism
 - Central government should strengthen councils’ legal ability



Getting the best out of bikeshare

- Get best results out of dockless bikeshare through strong collaboration between cities and operators
 - Back the operators
 - Give them social license
- Easiest if you work with invited partners



Recommendations

- Focus on the opportunities (not the problems)
- Government to relax helmet law for bikeshare users
- Invite bikeshare operator(s) & work together
- Advertise a “by invitation only” stance
- Central government to give local government more legislative control to restrict market access



Thank you