

# *The Year-round Potential of Bike-Sharing*

**– A Comparison of 50 Station-Based Systems Worldwide**



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*In Spring 2019 Helsinki City Transport, the City-owned public transport company of Helsinki, commissioned a study to find out:*

- **How the bike-sharing system in Helsinki compares to other station-based bike-sharing systems in Europe and in North America?**

## Authors of the study:

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Mikko Raninen &  
Niklas Aalto-Setälä.



# WE WILL SHED LIGHT ON:

1. Results of the study.
2. How common is the year-round use of bike-sharing systems in general.

# Scope

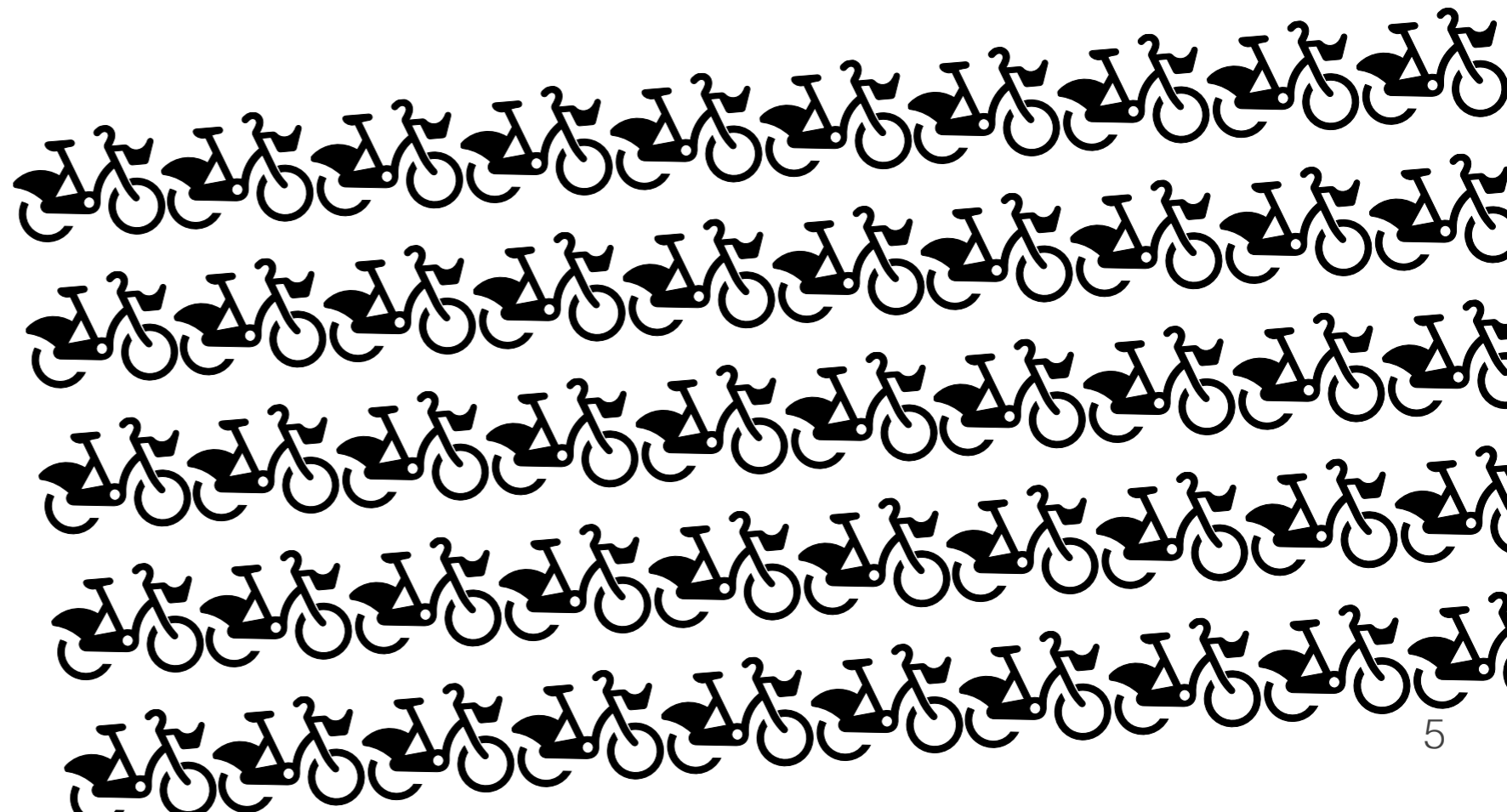
The study was carried out between January and March of 2019.

The data was gathered from the operators using a questionnaire and by using open-source data available.

89 systems and their operators were approached and data was received for **50 systems**.

**50**

**Systems  
studied**



# Metrics

To compare the rates of usage among the various systems, a commonly used metric "**rides per bike per day**" was applied.

It measures the **daily number of rides** made **with each bike** within a specific system.

# Background

## Scope of the Study

50 station-based bike-sharing systems were studied using the "rides per bike per day" metric.

- With a few exceptions a minimum of c. 1,000 bikes per system.
- Special focus on the Nordic countries & the Baltic region.
- Station-based systems were only included.

## Benefits of Open Data

The survey owes a great deal to the availability of an **open access to data** from various bikeshare systems around the globe.

Thanks to the aggregate ride data openly available from many of the systems surveyed, the work was possible to extend to as many as 50 systems.

# Season

Of the 50 systems compared, **62 %** operated 365 days a year.

**38 %** were either started during the year 2018 or did not operate 365 days a year.



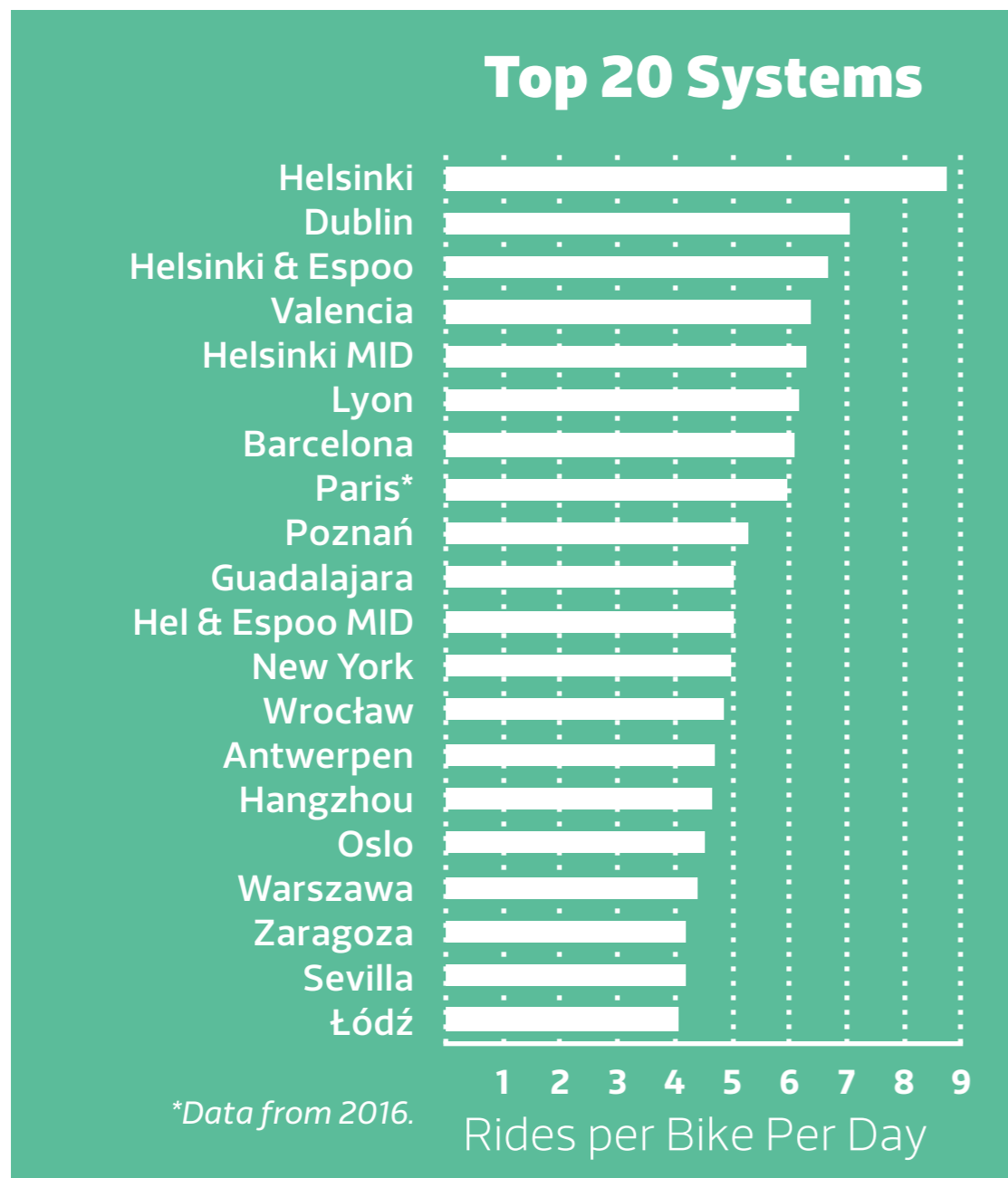
# Results



The leading station-based bike-sharing systems worldwide outside of Asia are in **Helsinki, Dublin, Valencia, Barcelona, Lyon & Paris** when compared with the "Rides per Bike per Day" metric.

# Conclusions

Some of the main characteristics consistent among the leading bike-sharing systems that stood out in the study:



- **Size** of the system
- **Pricing**
- **Quality** of the planning and implementation of the systems.



## Note:

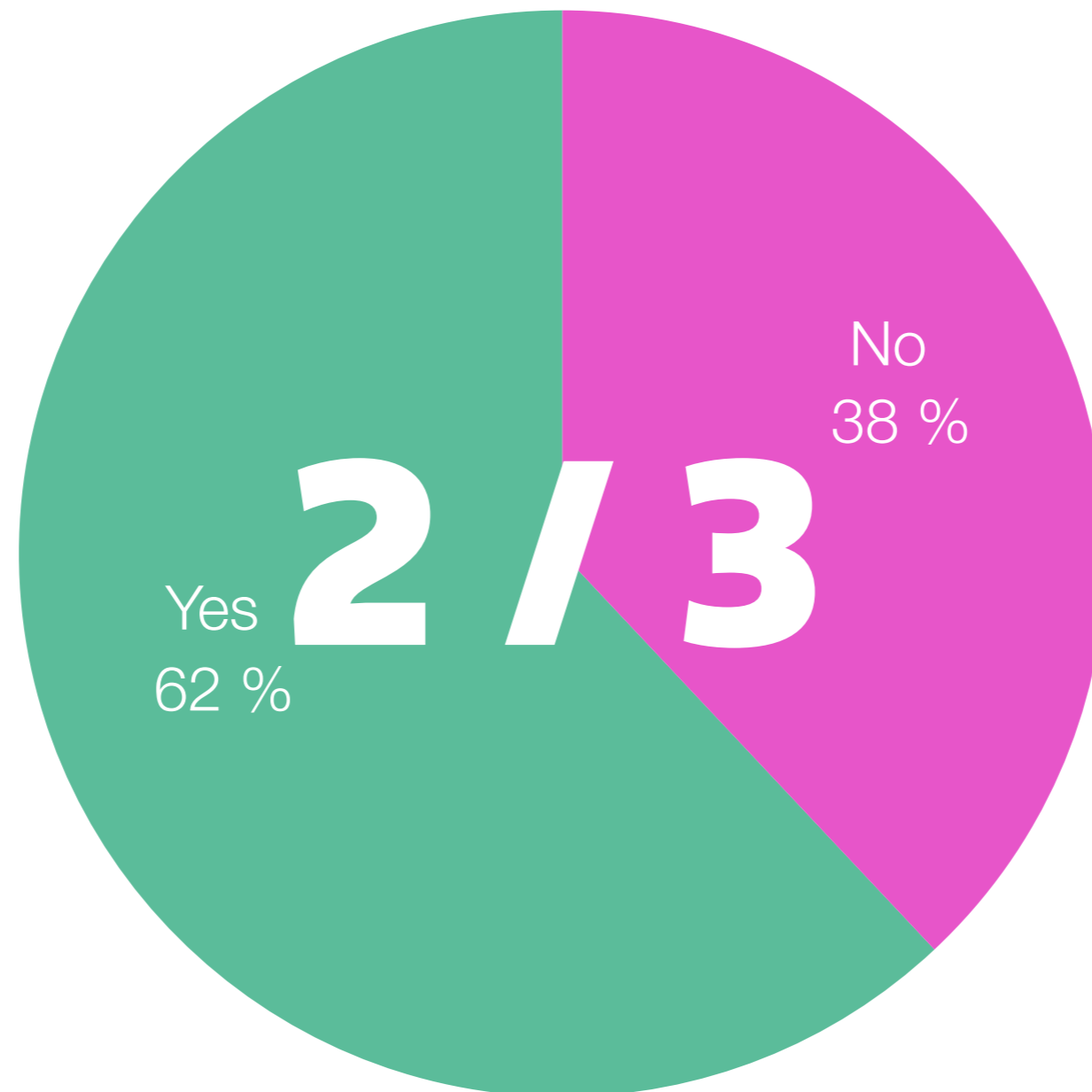
In Helsinki the bike share system is operated only 7 months of the year.

## 2. HOW COMMON IS YEAR-ROUND USE?



# *The Year-round Use*

A key observation in the study was that **2 out of 3** bike-sharing systems are operated **365 days a year**.



Got  
*Pontential?*

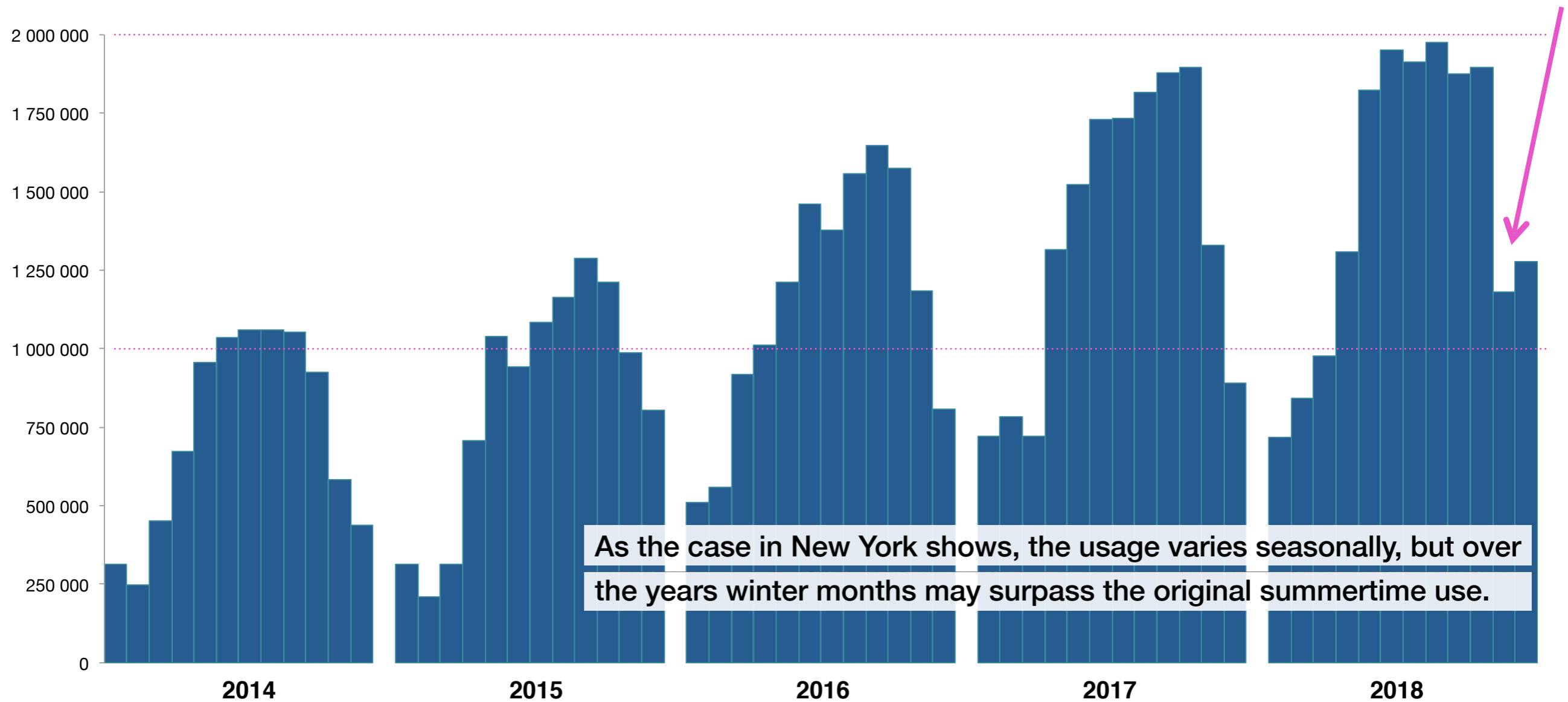


**YES.**



Based on observation, it can be argued that  
**the potential for year-round use of bike-sharing is real.**

# Case New York



Source: Citi Bike, [citibikenyc.com](http://citibikenyc.com)

# Things to Consider

Whether or not it makes sense to make a bike-sharing system work year-round, there are obviously things to consider; e.g.:

- **Cost / benefit**
- **Supply & demand**
- **The transportation ecosystem as a whole**

# *Both Costs & Benefits*

**PROS / CONS MUST BE EQUALLY WEIGHED.**



# Supply Creates Demand

**THE DEMAND WILL VARY SEASONALLY, BUT THERE WILL BE PEOPLE USING THE SYSTEM 365 DAYS A YEAR.**



# *Transportation Ecosystem*

**BIKES ARE PART OF IT.**



# *Other Variables*

- **Electricity**
- **System size**
- **Climate change**
- **Social costs**
- **Maintenance issues**
- **Etc.**

# *Wired or Not?*

**IT COSTS. BUT IT MAY BE WORTH IT.**

# *Big or Small?*

**50 BIKES OR 5,000 BIKES?**

# *Climate Change*

## **SO, HOW'S THE WEATHER?**



# *Social Impacts*

**LAYING OFF THIS GUY ALSO HAS COSTS.**

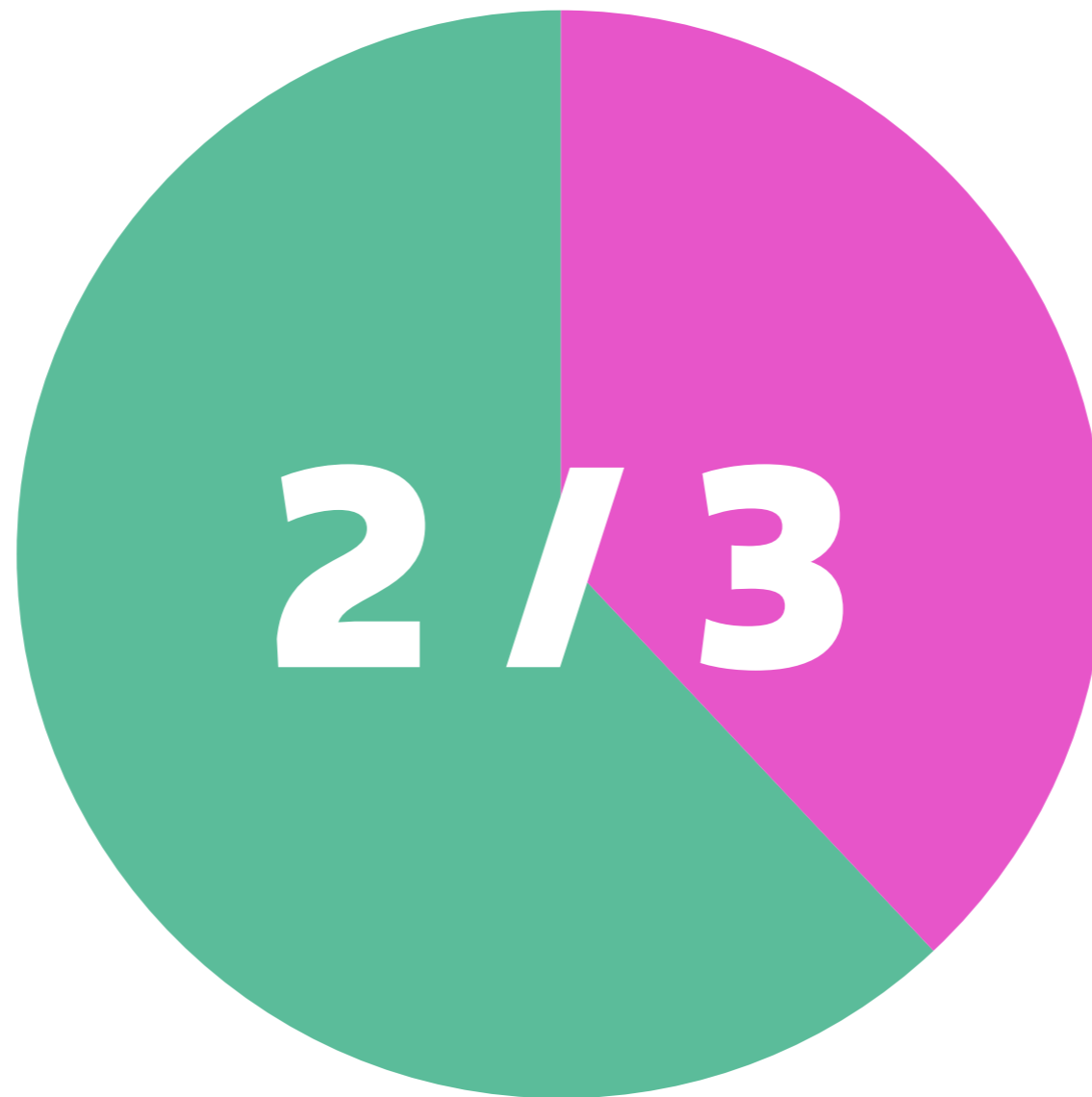


# *Maintenance is a Must*

**BIKE PATHS ARE AS IMPORTANT AS ROADS.**



# *Key Takeaways*



**2 OUT OF 3 BIKE-SHARING SYSTEMS  
ARE OPERATED 365 DAYS A YEAR.**

# Key Takeaways



# *Key Takeaways*

**BIKES ARE PART OF THE  
TRANSPORTATION ECOSYSTEM.**



# THANK YOU!



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