



Ridership impacts of the introduction of a dockless bike-sharing scheme, a data-driven case study

mobike



Sven Boor
Niels van Oort
Ronald Haverman
Serge Hoogendoorn
01-11-2019

History

Bike-sharing timeline 1965 - now

1st generation (no locks)



Wittefietsenplan, Amsterdam

1965

1970-1990 period with few innovation

2nd generation, (Coin deposit)



1991

experiment Farsø, Denmark

1995

Bycyklen Copenhagen,
Denmark



First citywide introduction,
Rennes, France

1998

Introduction in multiple bigger cities in
Europe and U.S.A.

3rd generation, (card access)

Experiment with magnetic cards, University of Portsmouth,
United Kingdom

1996



2003

OVFiets founded (PT-Bike), the Netherlands

2005 -
2010

4th generation (Smart locks)



2014

Ofo founded, China

2016



Mobike founded, China

2018



Start pilot Delft, the Netherlands

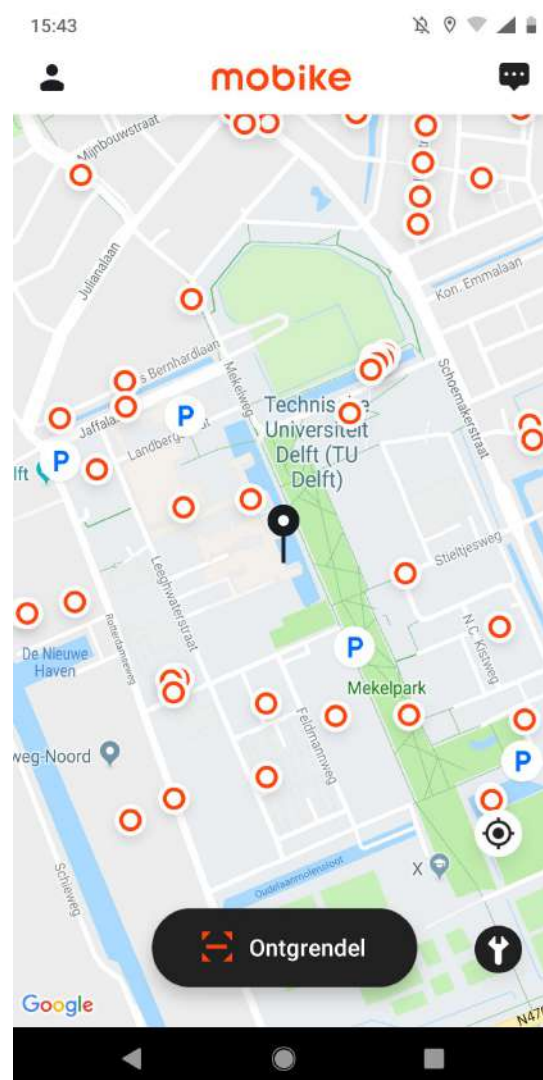
Introduction 4th generation
Netherlands (Amsterdam,
Rotterdam)

2017

4th generation bikes

Properties:

- Smartphone
- Smart lock (GPRS + GPS)
- Data-driven operations
- Dockless
- Remarkable colours



Research question

How is bike-sharing used in Delft?

- General usage
- Origin/destination, especially the relation between railway stations and Science Park Zuid.
- Idle time

How can sharing data help to monitor bike-sharing systems by municipalities?

Challenge: How to obtain Data?



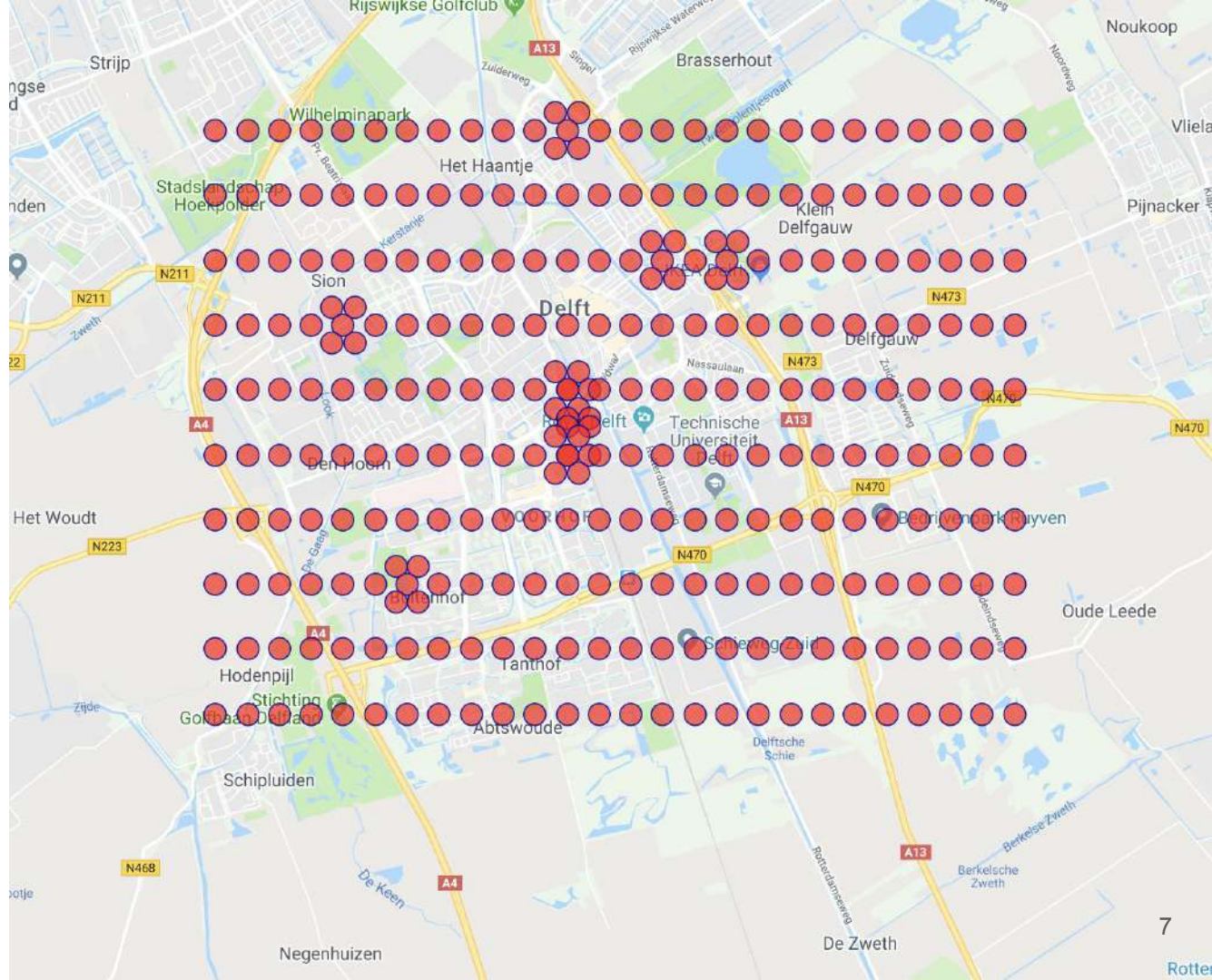
Mobike app

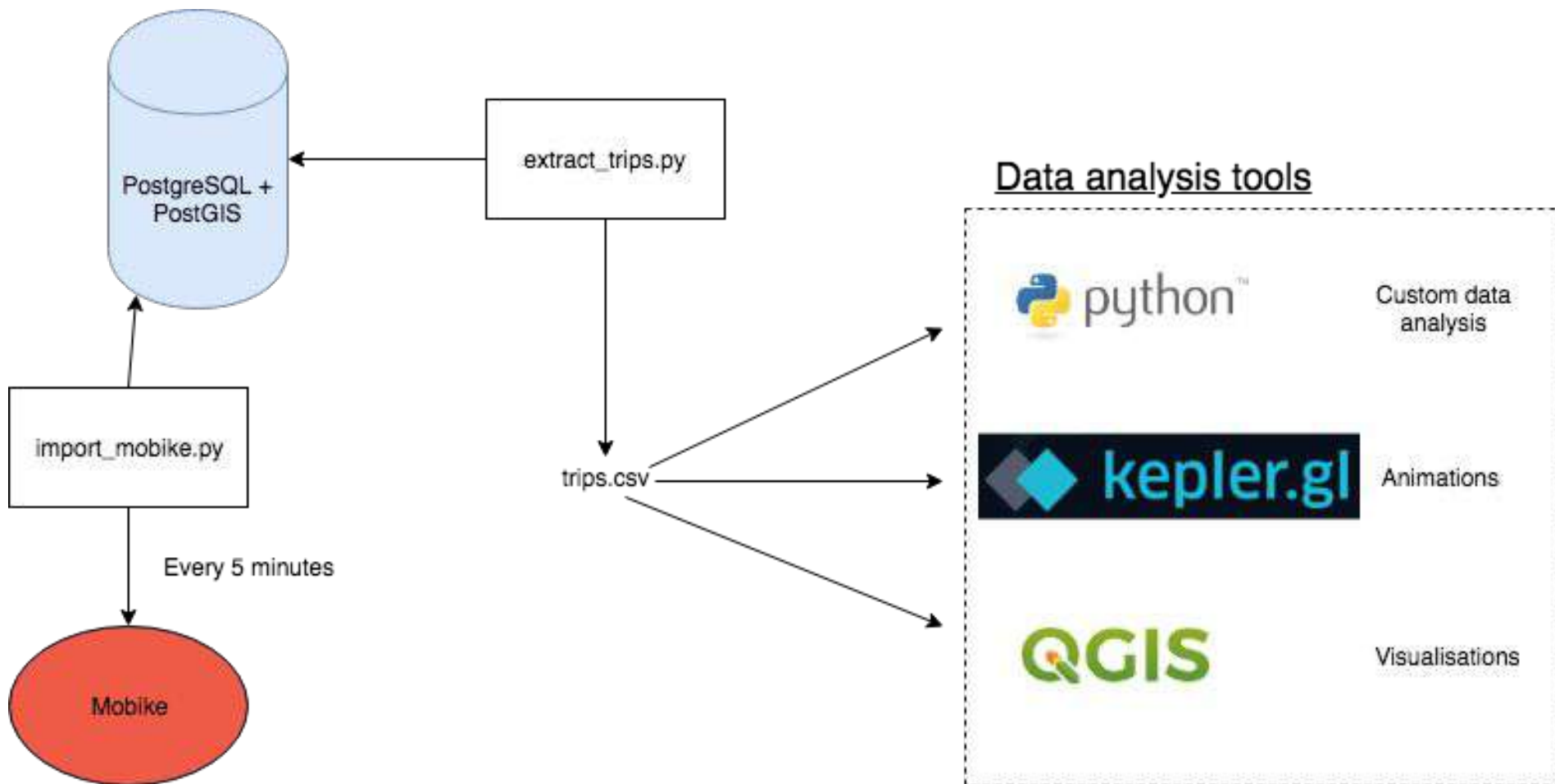


Mobike api

Summary of the data structure for the bike stations

```
{  
  "code": 0,  
  "message": "",  
  "bike": [  
    {  
      "distId": "A676013702",  
      "distX": 4.361303,  
      "distY": 52.000314,  
      "distNum": 1,  
      "distance": "217",  
      "bikeId": "A676013702#",  
      "bikeType": 2,  
      "type": 0,  
      "boundary": null,  
      "operateType": 2  
    },  
    {  
      "distId": "A676001117",  
      "distX": 4.362311,  
      "distY": 52.000392,  
      "distNum": 1,  
      "distance": "247",  
      "bikeId": "A676001117#",  
      "bikeType": 2,  
      "type": 0,  
      "boundary": null,  
      "operateType": 2  
    }  
  ],  
  ...  
}
```





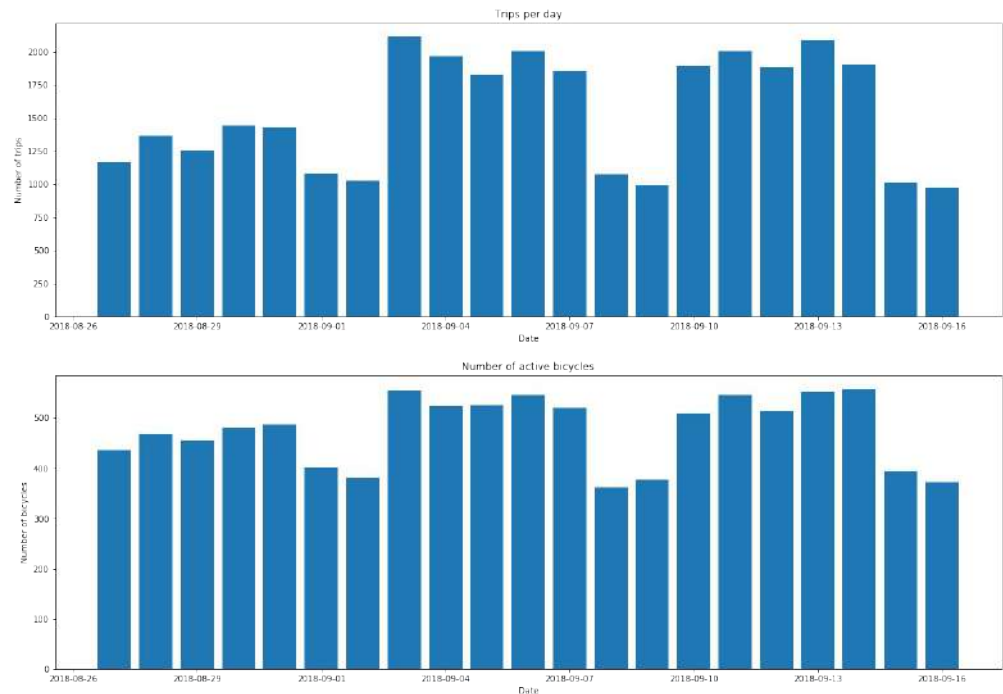
How Mobike is used in Delft?



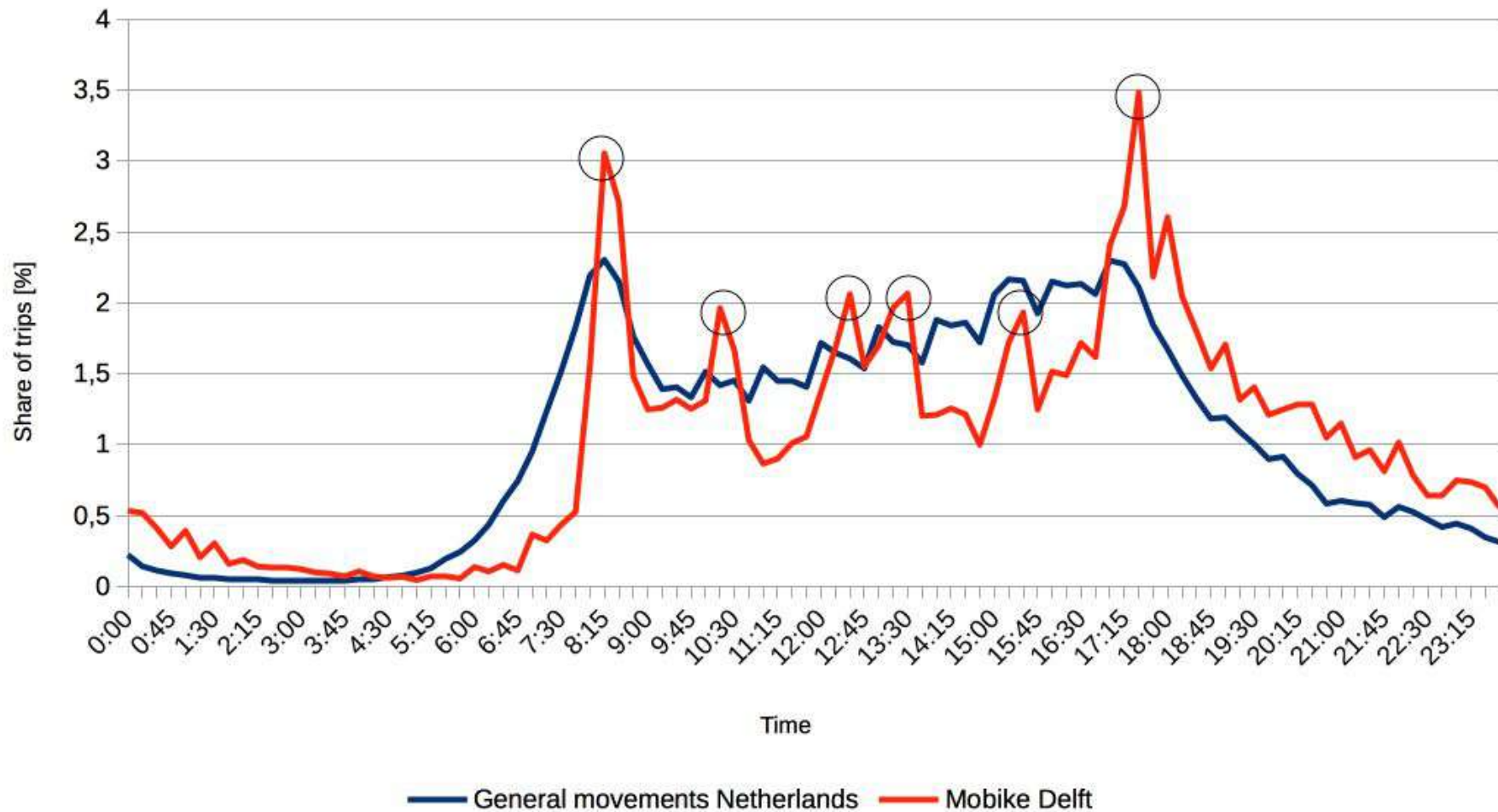
https://www.youtube.com/watch?v=MVqJtJA6_wg

General

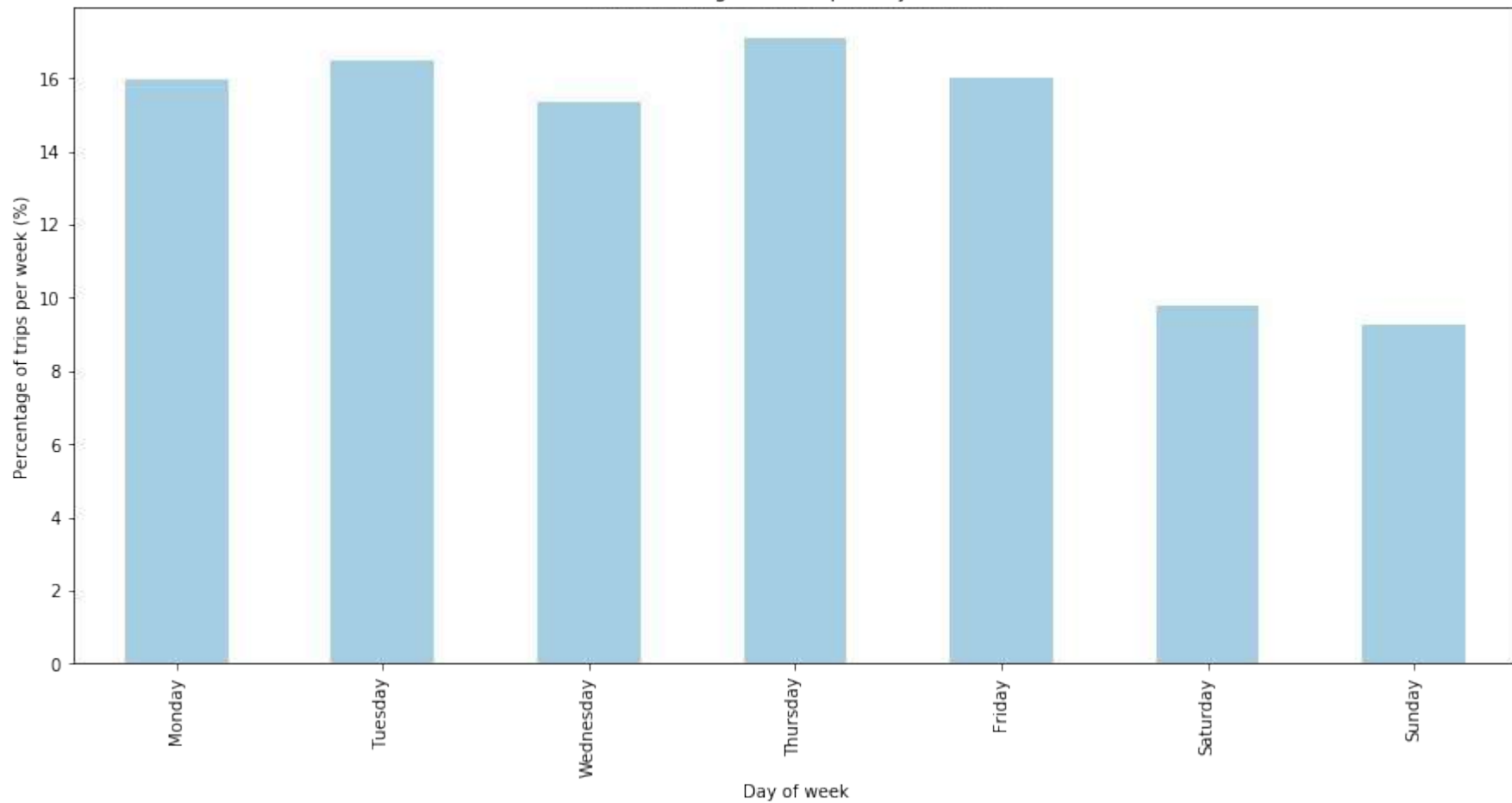
- Between 1000 and 2100 daily trips
- 1.6 daily trips per bike
 - When only active bikes considered between 2.5 and 3.8



Usage over time



Relative usage mobike per day of week.



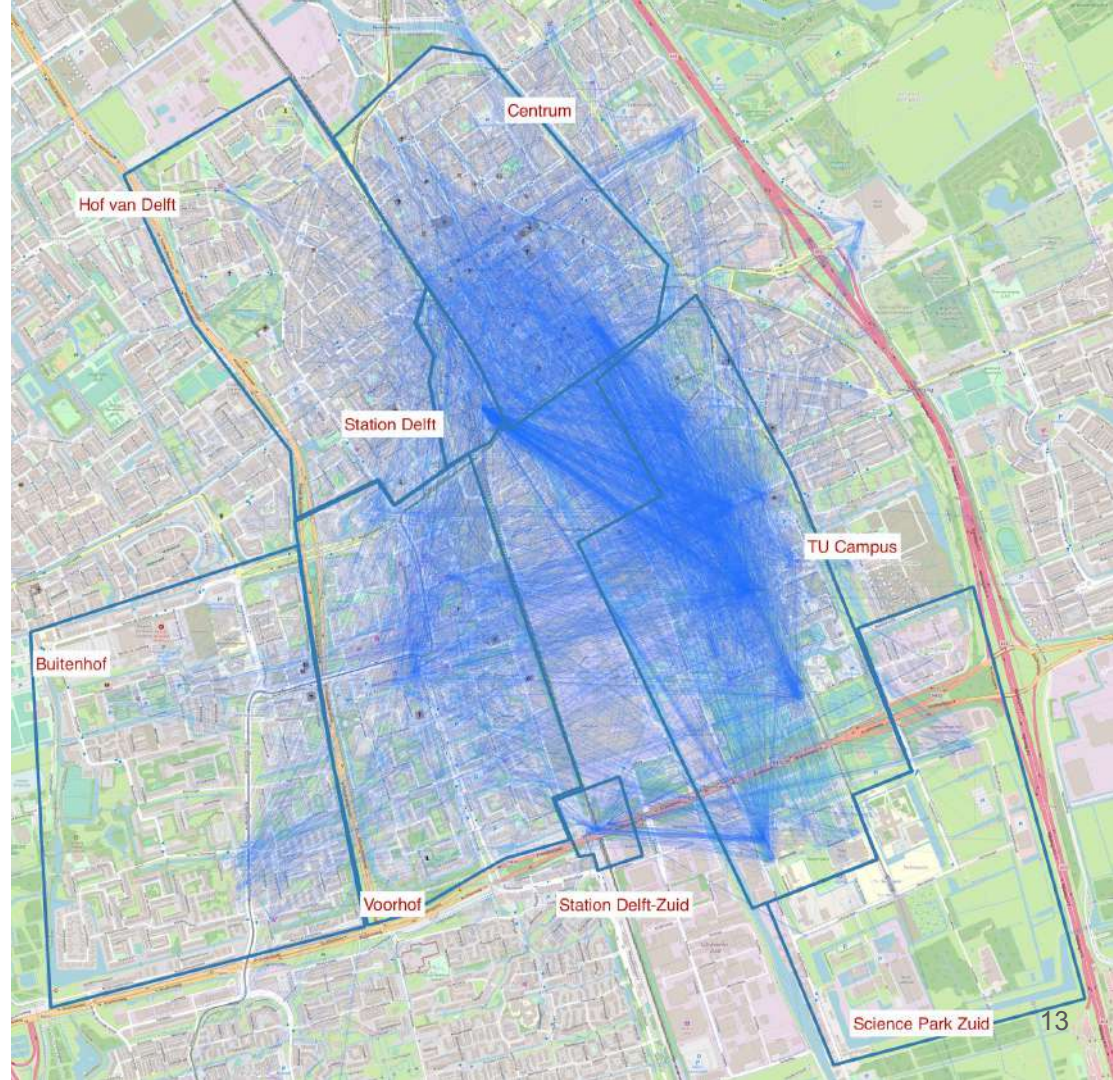
Average euclidian trip length 1.6 km (1.7 km - 2.3 km over road)

18.7% of trips related to railway station

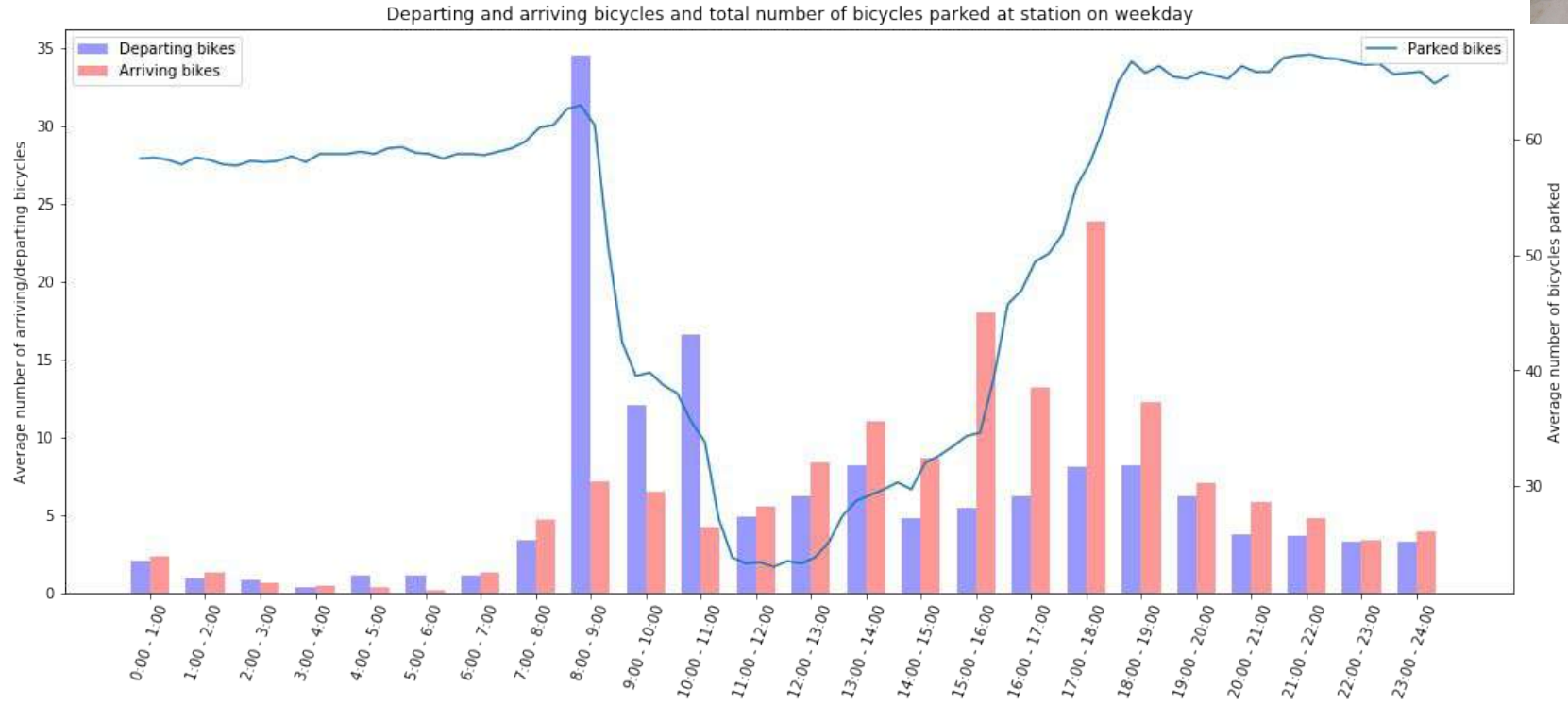
50 trips per day Delft Zuid



Trips 3 - 7 september



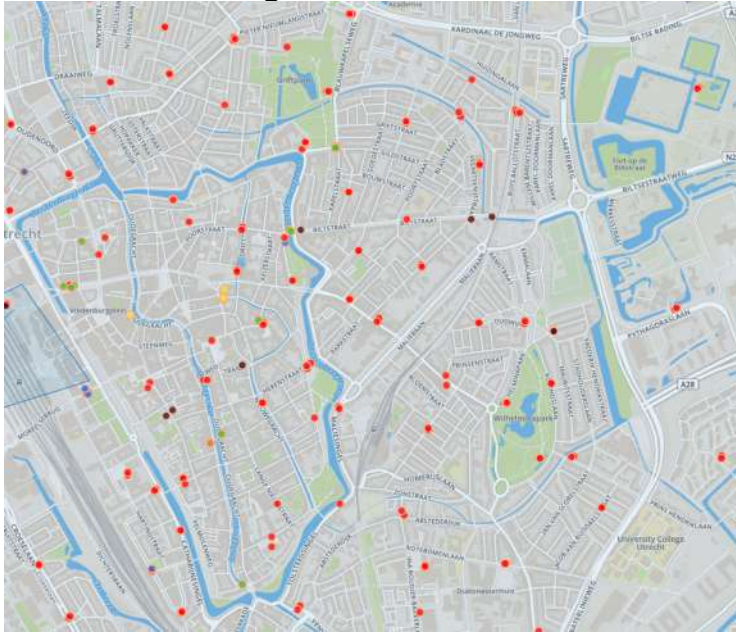
Bike-sharing as solution for overfull bicycle-parking facilities?



Bicycles parked for long time

80% bikes that are not used for more than 5 days in residential areas

- Redistributing bikes



Recommendations

Data

Enforce sharing of data via standards

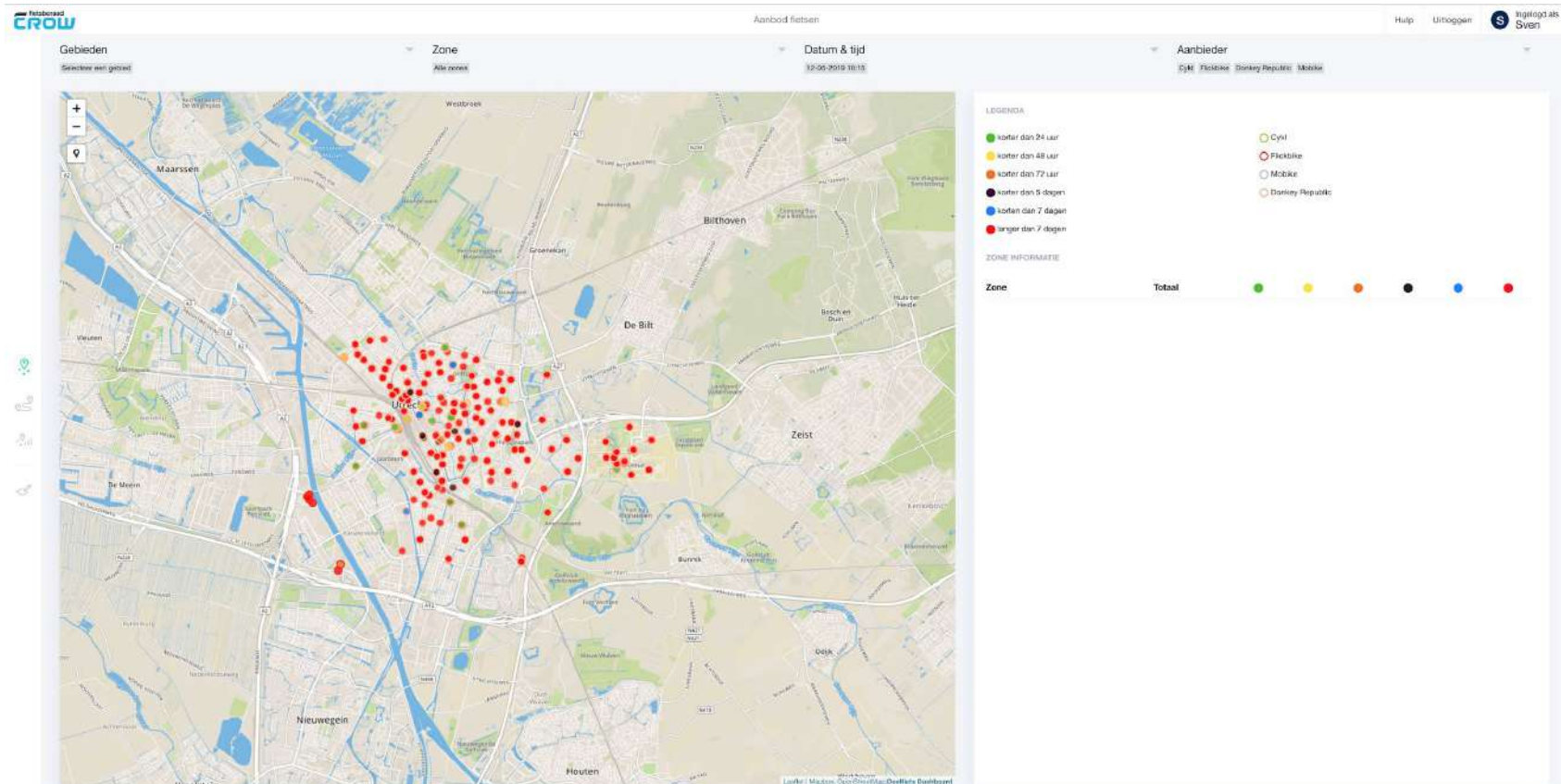
- GBFS(+), open data
- MDS

Goals:

- Increase trust between government <> operator
- Improve travelers information
 - a. Where is bike-sharing available?
 - b. Include bike-sharing within travel advices (MaaS).
 - Encourage interoperability

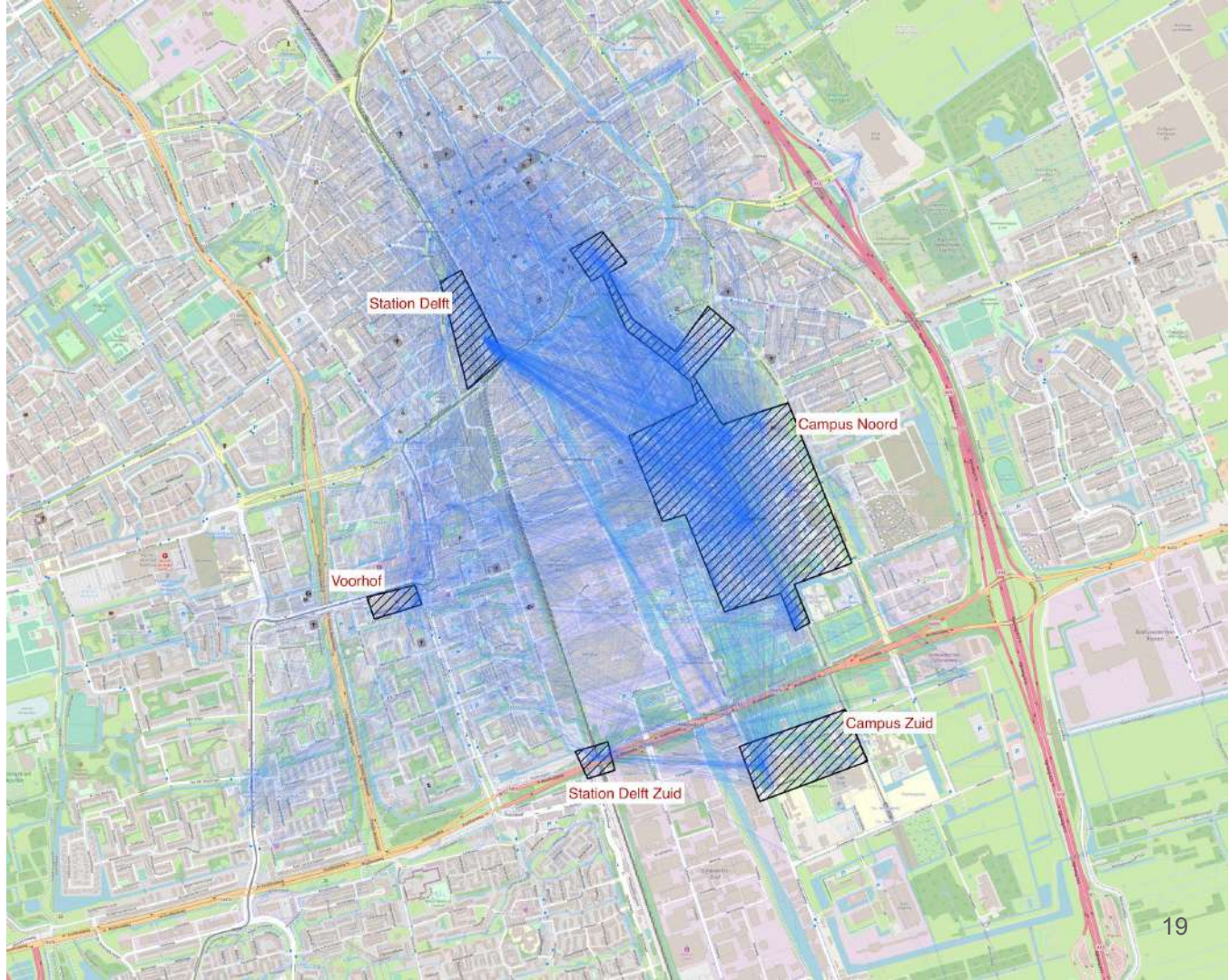


bike-sharing dashboard



Demo

Virtual docking zones



New subscription model

Combine strenghts:

- 25 euro? per month everywhere a bike.
- Discourage not using bike (while renting) for longer then 72 hours.



Availability at stations

Ideal bike-sharing



Very flexible

Higher utilisation
of parking
facilities at
railway stations

Second bikes
cause 45%
parking pressure
(KiM 2018)







Questions

Sven Boor - sven@transbits.nl >transbits

twitter: @sven4all

Niels van Oort - N.vanOort@tudelft.nl



twitter: @Niels_van_oort (https://twitter.com/Niels_van_oort)



Raw data available on request

Slides will be available on <https://nielsvanoort.weblog.tudelft.nl/>

Full thesis: <https://repository.tudelft.nl/islandora/object/uuid%3A0ac0d41a-5d86-430a-b6c4-af6b44371f8c?collection=education>