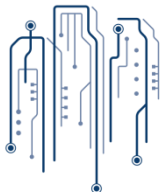


Smart Bikeshare and Equity

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Summary of Research

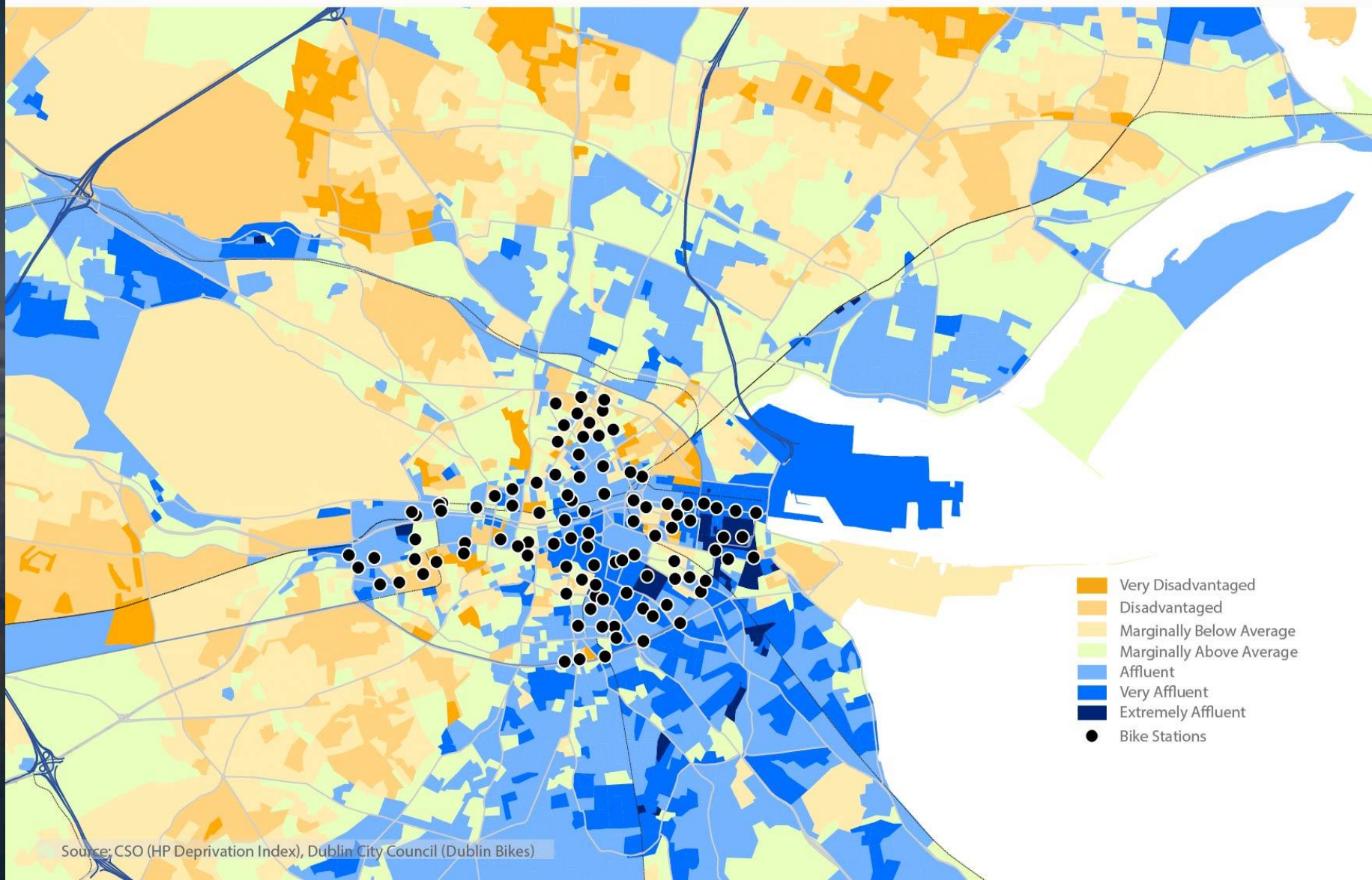
- Research was concerned with how the same technical proposition is formulated in different places, under the influence of local contingencies i.e. political, social and economic contexts
- Especially interested in how these contingencies may lead to design practices which articulate contrasting notions of citizenship and participation.
- Investigated through a comparative study of bikeshare systems in Dublin and Hamilton, Canada. Bike share schemes are complex socio-technical system comprising a diversity of technologies, institutions, people, processes.
- They differ in how they function, the affordances they offer, the goals they are intended to serve and the manner in which they are integrated into their respective environments.



Key Findings

- Smart bikeshare has the potential to deliver significant value to cities – increased mobility, more connected communities, improved health, reduced CO2 and so on.
- The industry has become increasingly implicated in processes of capital accumulation, gentrification and social sorting.
- In practice, barriers to equity typically fall into financial, cultural and structural categories.

HP Deprivation Index and Dublin Bikes Station Locations





Key Lessons

- Systematic removal of barriers is part of the solution. Equity also requires greater participation by citizens in the design and implementation process.
- Architectures now available which makes this more feasible.
- Bikeshare should be part of integrated urban transportation planning and development.
- Minimizing the role of private corporations by developing schemes either in-house or through not-for-profits.
- Where corporations are enrolled as partners, robust procurement and contract management is required to ensure an alignment of private and public interests.