"50%
of bike share users said that bike share was their catalyst to start cycling again"

Bike Share Users Survey

2020

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2020 Survey Result Key Findings

THE GENDER SPLIT OF BIKE SHARE USERS IS MUCH MORE EVEN THAN FOR GENERAL CYCLING

44% FEMALE

53% MALE

(3% NON-BINARY/PREFER NOT TO SAY) (2020)

PROMOTIONS RE-ENGAGED CYCLISTS

80%

OF THOSE WHO STARTED CYCLING DUE TO ONE OF THE FREE OR REDUCE PRICE PROMOTIONS DURING LOCKDOWN, HADN'T CYCLED FOR A YEAR OR MORE

COVID RESTRICTIONS RE-ENGAGED CYCLISTS

24%

SAID THAT THE LOCKDOWN AND RESTRICTIONS TO PUBLIC TRANSPORT LED THEM TO SIGN UP OR RESTART USING THEIR LOCAL SCHEME

BIKE SHARE IS A TOOL FOR RE-ENGAGING CYCLISTS

50%

HALF OF BIKE SHARE USERS SAID THAT BIKE SHARE WAS THEIR CATALYST TO START CYCLING AGAIN

MENTAL HEALTH BENEFITS ARE MAJOR REASON FOR USE OF BIKE SHARE

32%

REPORTED ON MENTAL HEALTH BENEFITS AS REASON WHY THEY CHOOSE TO USE BIKE SHARE SCHEMES

BIKE SHARE PROVIDED AN ALTERNATIVE TO PUBLIC TRANSPORT DURING THE PANDEMIC

29%

REPORTED USING BIKE SHARE AS AN ALTERNATIVE TO PUBLIC TRANSPORT AS A RESULT OF COVID-19

The British bike share survey is a key tool for understanding the impacts of the country's bike share schemes; this is its fifth annual report.

2020 has been an extraordinary year for everyone, and bike share has been impacted by the Covid-19 pandemic in both positive and negative ways. The effects were very different across the country. Some schemes:

- temporarily closed while in lockdown, e.g. Swansea
- saw a large downturn in use due to a lack of commuters, e.g. Central London
- maintained high use during lockdown, including being a free or low-cost travel option for key workers, e.g. Liverpool
- saw increases in use later in the year as restrictions lifted, with a focus on leisure and utility trips, e.g. Milton Keynes and Brighton.

Schemes which are reliant upon city centre business, such as the operator in the City of London, have struggled the most, while those with a good spread into residential areas have done much better, such as Glasgow.

A range of funded special offers had a key impact in attracting people back into use of bike share. This report pulls out the different effects of the year.

As well as looking at the effects of the pandemic, we also examined key policy areas such as how bike share supports health and wellbeing, triggers sustainable travel behaviours; while assessing differences due to gender, geography and the effects of e-bikes.

This report looks at the results for Britain as a whole. There is a separate report which analyses the responses from users in Scotland alone. This can be found on our website **here** or requested from **scotland@como.org.uk**.

Covid-19 effects

The Covid-19 pandemic has no doubt had effects on the use of bike share schemes. In the initial full lockdown, there was a dramatic decrease in use, as many people were confined to their homes and daily commutes reduced.

The exception to this was travel by key workers, and the operators took steps to make fleets available where they were needed, for reduced or no cost to NHS staff and other essential workers. In many cases, their quick reaction provided a healthy and relatively Covid-safe lifeline to those without other travel options.

"I work for the NHS so have been really happy to have this scheme available to travel for 30 mins free each day - it's been so helpful for mental health during lockdown and getting in a bit more exercise without needing to pay which I've really appreciated!"

Bike share has always been a tool to encourage people into cycling. This year, some areas brought in special promotions during the pandemic to encourage use of the bike share scheme, which attracted more new users than usual. 23% of respondents said that the lockdown and restrictions to public transport led to them sign up or restart using their local scheme.

A Scottish Government funded promotion to offer 30 minute free rides, stands out as the initiative which had the biggest impact, with 13% of UK and 32% of Scottish respondents attributing their use of the scheme to the promotion.

"Bike sharing and the promotions for free usage, especially those aimed at key workers, have made a great difference to the ease of getting to work during the pandemic for me - I have also been able to restart cycling for leisure and have not needed to get a bus or train since March"

In many areas, as restrictions lifted, use of the bikes increased beyond key workers, with many people using them for leisure, utility and family and friends trips. At a time when the government was asking people to avoid public transport, bike share offered a choice which provided fresh air and exercise, attracting new users and new trips.

"I have really rediscovered a love for cycling through this bike scheme. During COVID lockdown, it meant I could avoid public transport and be active at the same time. I enjoyed discovering corners of Brighton and surrounding areas that we had not seen or were a hassle to get to beforehand."

The purpose of bike share shifted from previous years: the results show far fewer of the multi-modal trips typical of schemes in pre-Covid times; yet they do indicate that schemes were still triggering increases in cycling, exercise benefits and reduction of car trips.

"I started using the bike scheme in lockdown for something to do and as an alternative form of exercise. I lost 2 stone in lockdown and don't think I had the confidence to ride one before then!

30

32%

OF SCOTTISH RESPONDENTS ATTRIBUTED THEIR USE OF BIKE SHARE TO THE 30 MINUTE FREE RIDE PROMOTION.

Methodology

The Bike Share User Survey is produced by CoMoUK in conjunction with UK bike share operators and local authority representatives. It was distributed via email and social media, to users of schemes in 35 towns and cities run by: Hourbike, nextbike, Serco, Beryl, Lime, Freebike, Human Forest, Co-bikes and TfL, between the 2 June and 21 September 2020. As in previous years, as an incentive, respondents were given the opportunity to enter a prize draw to win one of five £50 shopping vouchers.

In total, 2,788 responses were received, compared to 2,405 in 2019 and 1,790 in 2018. Given that this year has been dominated by the Covid-19 pandemic, the response rate is higher than might have been expected.

603 respondents (similar to 2019) reported that they used a shared electric bike, and their responses are analysed separately in some instances.

The results were analysed and verified in conjunction with Dr Sally Cairns of Sally Cairns & Associates Ltd.

In all cases, where questions were left blank, responses are reported as the percentages of those who answered the question.

There were responses from all geographical areas (albeit the response numbers do not reflect the size of the schemes, with London under-represented). Response numbers broke down as: Brighton 45%, Glasgow 22%, Cardiff 10%, Edinburgh 10%, London 4%, Milton Keynes 4% and 5% from 21 other locations. The majority of respondents from London were using TfL cycle hire scheme.

Respondents using e-bikes were from many locations, particularly Edinburgh, Glasgow, Brighton and London.

Of those responding, 80% of users had joined a scheme in the last 3 years – 27% in 2020, 25% in 2019 and 28% in 2018. It is likely that people are more interested in sharing their views when the scheme is relatively new to them, as with previous surveys.

Demographic of bike share users

The gender split for bike share users, as indicated from the 2020 survey, was 53% male, 44% female and 3% non-binary or prefer not to say. This is the most even split we have seen over the 5 years of the survey.

These figures can be compared to the latest **National Travel Survey**, where, on average, each man will make 3 times more cycle trips than a woman.

Age

Almost all users were aged between 16 and 74 with the majority in the 25-54 category (74%), including 30% in the 25-34 group, 23% in the 35-44 group and 21% in the 45-54 group. An additional 14% were younger than 25, whilst 12% were aged 55 or over.

Ethnicity

The percentage of respondents who identified as "White British" was 67% in 2020, similar to 2019 and down from 73% in 2018, so the higher proportion of other ethnic backgrounds has been maintained. 17% selected the category "White other"; 4% identified as "Asian / Asian British" (4% in 2019); 3% as "M ixed multiple ethnicity" (3% in 2019) and 9% as other ethnic groups.

Employment

72% of respondents stated they were employed; 12% were students; and 3% were retired. 4% were unemployed, an increase from 1% in 2019. (The remaining 9% indicated 'other' or 'prefer not to say'.)

Responses were received from all income groups. Of those who answered the question about individual personal income (50%), 26% (up from 21% in 2019) were on an income of less than £20,000, including 11% of the total who were on an income of less than £10,000. These statistics could reflect the economic changes being felt as a result of the Covid-19 pandemic, and indicate that bike share is an affordable transport option for many people.

THE GENDER SPLIT OF BIKE SHARE USERS IS MUCH MORE EVEN THAN FOR GENERAL CYCLING

44% FEMALE

53% MALE

(3% NON-BINARY/PREFER NOT TO SAY) (2020)

Potential to attract new cyclists

The survey results have consistently shown, over the five years it has run, that bike share is a catalyst to re-engaging with cycling. In the 2020 results, 55% of respondents (up from 44% in 2019) said that joining the scheme was a catalyst to them cycling for the first time in at least a year. Of these people, 29% hadn't ridden for 5 years or more and 2% were new to cycling. Meanwhile, the number stating that they were already cycling has dropped from 55% in 2019, to 45% in 2020.

When looking at the gender split of responses to the question, a higher proportion of women were more likely to have started cycling for the first time or after a 5+ year break.

Only 15 responses were received from non-binary respondents, and 44 respondents chose not to answer the gender question. In both cases, this means that the breakdown of the results for these groups are not necessarily representative given the small samples (and are therefore not displayed on the graph). However, it is notable that, in both groups, less than half reported that they 'always cycled', suggesting that shared e-bike schemes are attracting people back to cycling of all genders.

> "I'm a 53 year old man who hadn't cycled in years until I began using the Swansea scheme in 2018. The experience taught me just how many cycle paths there are in the Swansea area, effectively opening up the region to me (I've been a non-car owner since 1997) and showing me how enjoyable cycling is. As a result, I now own my bike and cycle roughly 500 miles per month. I'm probably fitter than I've ever been in my life and visited many parts of the region I might not have otherwise seen."

BIKE SHARE IS A TOOL FOR RE-ENGAGING CYCLISTS

50%

HALF OF BIKE SHARE USERS SAID THAT BIKE SHARE WAS THE CATALYST TO START CYCLING AGAIN

2020 promotions

The survey asked an additional question about whether people had signed up/started using a bike share scheme for various reasons, where it was possible to choose more than one reason. 23% of respondents said that the lockdown and restrictions to public transport led to them to sign up or restart using their local scheme.

CoMoUK instigated a range of promotions initiated by the Scottish Government in Glasgow and Edinburgh, or in other cities by operators themselves.

All of these combined had a positive influence on around 22% of respondents. The free 30 minutes ride stands out as the initiative which had the biggest impact, with 13% of UK and 32% of Scottish respondents attributing their use of the scheme to the promotion.

80% of these riders started cycling again as a result of these promotions, 5% for the first time, 33% for the first time after a 5+ year break and the remaining 42% after a shorter break of 1-4 years.

COVID RESTRICTIONS RE-ENGAGED CYCLISTS

24%

SAID THAT THE LOCKDOWN AND RESTRICTIONS TO PUBLIC TRANSPORT LED THEM TO SIGN UP OR RESTART USING THEIR LOCAL SCHEME

PROMOTIONS RE-ENGAGED CYCLISTS

80%

OF THOSE WHO STARTED CYCLING DUE TO ONE OF THE FREE OR REDUCE PRICE PROMOTIONS DURING LOCKDOWN, HADN'T CYCLED FOR A YEAR OR MORE

Increasing cycling trips

The survey asked whether users had changed the amount that they cycle since starting to use the scheme. Consistent with previous years, well over half (60%) reported an increase, with 38% stating that they are cycling more often and a further 22% choosing the option indicating that they are cycling "much more often." When looking at just those riding e-bikes, 27% indicated they were riding much more often.

In some cases, bike share triggers users to go on to buy their own bike - 12% of respondents said they had bought a bike since joining (including 31 people buying e-bikes). Given that a further 37% reported that they already own a bike, it appears that, for many people, personal bike ownership and use of a bike share scheme are complementary and used for different types of trips rather than being alternatives to each other.

Meanwhile, 8% of respondents said they owned a bike but it was in disrepair, 40% don't own a personal bike and 3% of respondents said that none of the categories offered properly described their current bike ownership.

Change in cycling levels since using bike share

BIKE SHARE IS A COMPLEMENT TO OWNERSHIP

12%

OF USERS WENT ON TO BUY A BIKE

–

37%

USE A PERSONAL BIKE AS WELL AS BIKE SHARE

Health benefits

There is a large amount of evidence to support the theory that bike share increases physical activity and has positive impacts on both mental and physical health.

When asked about the total amount of moderate or vigorous exercise done in the last week, 47% said they had done the Government's recommended 2.5 hours a week or more, whilst 34% had done between 1 and 2.5 hours, 14% had done less than an hour whilst 5% reported that they had done no exercise.

53% of respondents said that the bike share scheme had contributed to their total physical activity in the last week, with 15% reporting that it was 'all' or a 'major part' of the physical activity they had done. Indeed, in a separate question, 15% of respondents reported that use of bike share is the only moderate to vigorous exercise they get on a regular (weekly) basis.

> "I cycle everywhere as I have arthritis in my knees and walking is difficult, but traffic is too bad to make driving viable. Bike share schemes enable me to pick up bikes around the centre of town instead of having to walk. Much quicker. Much easier."

> "I signed up to the bike scheme for health reasons and because it looked fun. I enjoy occasionally riding a bike and not having to maintain it but tend to ride in parks etc as don't have the confidence to ride on the road. Very interested in electric bikes but v expensive to buy and can't really justify the expenditure."

> "I love the scheme. Before I enrolled in 2014 I did little exercise. I don't use the bikes much Oct - Feb due to weather, but since restarting cycling as an adult with nextbike, I have enrolled at a gym to make sure I get my winter exercise when I can't cycle. I have had tremendous mental health benefits and would recommend to all. I live in a 3rd floor tiny flat with no outside space so have never wanted to buy a bike as storing it would be too awkward. Plus I have zero skills for fixing repairs so nextbike is great for me.."

> "I broke my leg just before COVID19 and I have been using the bikes on the advice of my GP to get low-impact exercise and regain my fitness. It's also nice to get out into the fresh air and go further from home without tiring my leg out with walking."

> "Being overweight, my GP introduced me to nextbike for exercise and leisure purpose. Before using nextbike, I learned cycling first. So I think nextbike should also introduce lessons for children and adults so more people can get advantages from this scheme."

BIKE SHARE OFFERS A VALUABLE OPPORTUNITY TO INCREASE PHYSICAL ACTIVITY LEVELS

15%

OF RESPONDENTS REPORTED THAT THIS WAS THE ONLY MODERATE TO VIGOROUS EXERCISE THEY GET ON A REGULAR (WEEKLY) BASIS

PHYSICAL HEALTH BENEFITS ARE A MAJOR REASON FOR USE OF BIKE SHARE

48%

SPECIFICALLY REPORTED ON EXERCISE/PHYSICAL HEALTH BENEFITS AS REASONS WHY THEY CHOOSE TO USE THE BIKE SHARE SCHEME

MENTAL HEALTH BENEFITS ARE MAJOR REASON FOR USE OF BIKE SHARE

32%

REPORTED ON MENTAL HEALTH BENEFITS AS REASONS WHY THEY CHOOSE TO USE BIKE SHARE SCHEMES

Personal benefits of opting to travel by bike share

Respondents were asked to choose 'all that applied' from a list of reasons for using the bike share scheme. The 2020 survey results were similar but slightly different to previous results. 'Fun and gaining fresh air,' 'making travel easier' and 'exercise' were all the top reasons for choosing bike share.

'Time savings' reduced in importance as a reason, possibly due to less commuting trips in lockdown. The new option of using bike share as an alternative to public transport due to restrictions was chosen by 29% of respondents.

"Each day, I'd take a train from Oxford to Paddington, and then use the bike share from Paddington to Bloomsbury.
The bike share was faster, cheaper and more enjoyable than the equivalent Tube ride. It was the part of my trip I looked forward to the most!"

"I just use the scheme for lots of random one-way journeys where I don't want to be tied down by having my bike or a car in the city centre."

"I do not have any storage space for a bike. I would also feel concerned about maintenance. I generally use the bikes at weekends or summer evenings for leisure/fitness purposes."

"I largely use bike share to cycle into or return from work. There is not safe suitable space at work for me to leave a personal bike in. Usually I cycle one way and walk the other. Also sometimes use the bikes for shopping and other errands. I cannot afford a car or motorbike. The other transport I use is public transport. Occasionally, I hire a car for a specific purpose."

"I am a single parent with a young son who enjoys bike rides. I currently live in a 3rd floor flat so storing a personal bike would be difficult hence the use of the bike share scheme which helps massively."

"I used to own a bike but had to sell it because there's no safe place to store a bike when living in a tenement flat. I can't drive and don't want to use public transport during Covid so the hire bikes are a convenient alternative."

Trip purpose

Respondents were asked how often they used bike share for a range of different journey purposes. The responses in 2020 are likely to be greatly affected by the Covid-19 pandemic which led to many people working from home during the time of collecting responses, (2nd June – 22nd September).

The 2020 results show that the main trip purposes were visiting family and friends, (69% did this at least once a month), leisure trips (54% did this at least once a month) and personal business such as visiting the shops (48% of users did this at least once a month).

17% of respondents used a bike to travel to work at least once a week, down from 30% in 2019. When looking at the responses from those using bike share due to the key worker offer, their weekly commuting use increased to 36% of respondents, although this was a very small sample (82 people).

BIKE SHARE WAS USED AS A COVID-SAFE MEANS TO DO LEISURE TRIPS AND RUN ERRANDS

Car use and previous mode

Users were asked which mode they would have used for their last trip if bike share wasn't an option. Respondents could choose more than one option in case it was a multi modal trip.

The results for all cities combined were:

- 52% previously walked
- 27% were using the bus, and 13% switched from the train, light rail or underground, (up from 9%)
- 13% wouldn't have done this trip before
- 10% previously used their own bike
- 29% said they previously travelled by car (driver or passenger) or taxi

A separate question asked whether respondents had changed the amount they used their car as a result of using bike share. 24% said they were using their car less and 11% said much less, making a total of 36% reducing their car use. Only 2% of respondents said they use their car 'more often', or 'much more often'. The remaining respondents were using their car about the same amount.

BIKE SHARE REDUCES CAR USE

29%

RESPONDENTS WOULD HAVE MADE THEIR LAST TRIP BY CAR (DRIVER OR PASSENGER) OR TAXI, IF BIKE SHARE HAD NOT BEEN AVAILABLE

BIKE SHARE REDUCES CAR USE

33%

A THIRD OF BIKE SHARE USERS HAVE REDUCED THEIR CAR USE AS A RESULT OF JOINING A BIKE SHARE SCHEME

BIKE SHARE PROVIDED AN ALTERNATIVE TO PUBLIC TRANSPORT DURING THE PANDEMIC

29%

REPORTED USING BIKE SHARE AS AN ALTERNATIVE TO PUBLIC TRANSPORT AS A RESULT OF COVID-19

Electric bikes in bike share

This year, more bike share schemes have e-bikes in their fleet than ever before. We asked those who rode e-bikes to give their reasons for choosing them. It is worth noting that, for some schemes, the entire fleet is electric-assist.

However, the majority of these responses were from schemes with both types of bikes. The range of reasons was broad, from being able to ride for longer, avoiding getting sweaty, to tackling hills, saving time and increasing the fun of cycling.

The demographics showed that there were no significant age differences between e-bike riders and the whole group, indicating their appeal to all generations.

Electric bikes and car use

The extent to which people were able to reduce their car use was higher for those with access to electric bikes in their scheme. Nearly 48% of respondents reported that they were using their cars less often as a result of using an e-bike share, compared to 30% of non e-bike users.

SHARED E-BIKES REDUCE CAR USE EVEN MORE THAN CONVENTIONAL BIKE SHARE

48%

OF RESPONDENTS USING E-BIKES SAID THEY USED THEIR CARS 'LESS OFTEN' AS OPPOSED TO 36% OF THE WHOLE SAMPLE

Multi modal trips

In normal times, bike share is a useful tool to add flexibility and convenience to journeys and is often used either side of public transport to start or complete a trip. Over the 4 years of previous surveys, on average, 23% of users combined their trip with bus and 35% with train travel. In 2020, with restrictions or reluctance to use public transport due to the risk of catching the virus, these figures are down to 9% with bus and 10% with train, light rail or underground.

BIKE SHARE ENABLES USE OF PUBLIC TRANSPORT BY OFFERING A LAST MILE SOLUTION

23% COMBINED BIKE SHARE WITH BUSES

35% COMBINED BIKE SHARE WITH TRAINS

NB: IT WAS NOT A TYPICAL YEAR

Trip length

In terms of the duration of trips made using bike share, the most frequent response was 15-30 mins (38%) but with similar numbers riding for 5-15 mins (18%) and 30-45 mins (15%). Often membership and daily passes include the first 30 minutes of riding which will influence travel time however, overall, there were more reports of longer rides than in previous years. The length of trip time for e-bike users was similar but they can of course cover longer distances in the same time period.

Customer satisfaction

When asked to rate the different aspects of the public bike share service, the majority of elements were rated as ‘very’ or ‘fairly satisfactory’ by at least 60% of respondents. A few aspects had lower levels of endorsements such as customer service (58%) and communications (57%). However, there were very few who said they were dissatisfied (average of 8% across all aspects), most were neutral (average 17%). With regard to bike station coverage 19% (down from 27% in 2019) said they were ‘fairly’ or ‘very dissatisfied’ indicating some improvements in service areas. This also tallies with responses given by those who haven’t used the scheme yet.

Non-users

For those yet to use the service (only 44 respondents), they were asked for the main reasons. The most common reason was that they had not got around to it yet, (24%), followed by: inconvenient location of the bikes (21%); those who used their own bike instead (16%); or those who had concerns about the health risks of Covid-19 (15%).

Use of other shared mobility services

Respondents were asked about how likely they were to use other shared mobility services, with the options of 'already using it', 'likely to use', 'unlikely to use' and 'unsure/don't know'.

E-bikes were seen as a popular option with 56% saying they were 'likely to use' them if offered in a shared scheme.

The use of shared electric scooters gave a split response, with 45% being keen to use and 42% saying it was unlikely. 11% were unsure.

The interest in using car-based sharing modes was slightly lower than in previous years, possibly due to the Covid-19 risks. Only 21% of people said they were likely to use car clubs and 22% were likely to use 2+ car sharing (both down from 25% in 2019). Peer-to-peer sharing the use of private cars was least popular at 15%, but as with many of the modes, around 15% said they were unsure. Demand responsive bus services remained popular, with 35% showing interest.

How likely are you to use the following types of transport (if they were available in your area)?

Shared (stand up) e-scooter trials were introduced into some UK cities in 2020. Respondents were asked if they had the choice of completing a trip by bike share or e-scooter, which they would choose.

Bike share remained popular with 48% opting for pedal or e-bikes. 28% did opt for using a mix of the modes which is something which has been seen in other countries depending on factors like the length of the trip. 14% opted for an e-scooter, whilst 10% were unsure.

BIKE SHARE USERS ARE LIKELY TO USE OTHER SHARED MOBILITY SERVICES

22%
SHARED ELECTRIC BIKES

26%
NON-ELECTRIC BIKE SHARE

14%
SHARED ELECTRIC SCOOTERS

28%
A MIX OF BIKE SHARE AND E-SCOOTERS

9%
NOT SURE

> I live in Edinburgh and work as a lawyer, currently from home. The bike share scheme has replaced taking lots of taxis for me for the purposes of visiting friends and going to church and to other city centre locations. I have also gone on cycle pa ths I had never been on before to see the sea at Cramond, Portobello etc, which has been great. It has got me into cycling and I am looking to buy my own bike now!

> It's fantastic to see the city alive with cyclist of all ages, genders, backgrounds. It truly reflects the vibrant mix of our population. Amazing seeing people taking gentle rides in the park - just getting the handle of cycling again.

> I love it, and know a lot of people who have only got into cycling through it.

> I started cycling in lockdown and it was a lifesaver. I think there should be some free tutorials for new cyclist to learn the road rules.

> I first used Nextbike after a 15+ year break from cycling. The first time was a bit terrifying but my old love of cycling soon came back to me. Now I cycle several times a week. It's helped me to become more confident as a cyclist. I use it around the park and along designated cycle paths, and sometimes I even brave the roads! I'm now looking into getting a bike of my own but I think having Nextbike in the city is a great solution to make cycling a more visible alternative to other less environmentally friendly forms of transport. Also, it's fun!I do not have any storage space for a bike. I would also feel concerned about maintenance. I generally use the bikes at weekends or summer evenings for leisure/fitness purposes.

> I love cycling and own a very good and fast bike myself I often use. However, what I like about the scheme is that if I use a bike, I'm more flexible with my plans and my journey. E.g. I can cycle to meet my friends and then walk with them someplace else afterwards without having to take a bike around with me, or can accept a lift back.

CoMoUK is a registered charity in England and Wales (no. 1093980) and Scotland (no. SC044682).

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Find out more about bike share online at
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SHARE North

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