

Section 3

JAKE: Now that we've done all the research into (1) in cities around the world, we need to think about how we're going to (2)

AMY: Right. I think we should start by (3) I mean it's great that so many cities have introduced these schemes where anyone can pick up a bike from dozens of different locations and hire it for a few hours. It makes riding a bike very convenient for people.

JAKE: Yes, but the costs can add up and that puts people on low incomes off in some places.

AMY: I suppose so, but if it means more people in general are cycling rather than driving, then because they're increasing the amount of (4)they do, it's good for their health.

JAKE: OK. But isn't that of less importance? I mean, doesn't the impact of (5) have a more significant effect on people's health?

AMY: Certainly, in some cities bike-sharing has made (6)to that. And also helped to cut the number of cars on the road significantly.

JAKE: Which is the main point.

AMY: Exactly. But I'd say it's had less of an impact on noise pollution because there are still (7)around.

JAKE: Right.

AMY: Shall we quickly discuss the recommendations we're going to make?

JAKE: In order to ensure bike-sharing schemes are successful?

AMY: Yes.

JAKE: OK. Well, while I think it's nice to have really (8) with things like GPS, I wouldn't say they're absolutely necessary.

AMY: But some technical things are really important - like (9) – so people can make payments and book bikes easily. Places which haven't invested in that have really struggled.

JAKE: Good point... Some people say there shouldn't be competing companies offering separate bike-sharing schemes, but in some really big cities, (10)and anyway one company might not be able to manage the whole thing.

AMY: Right. Deciding how much to invest is a big question. Cities which have opened loads of (11) at the same time as introducing bike-sharing schemes have generally been more successful - but there are examples of successful schemes where this hasn't happened ... What does matter though - is having (12)

JAKE: Definitely. If people don't know how to use the scheme or don't understand its benefits, they won't use it. People need a lot of persuasion to stop using their cars.

AMY: Shall we look at some examples now? And say what we think is good or bad about them.

JAKE: I suppose we should start with Amsterdam as this was one of the first cities to have a bike-sharing scheme.

AMY: Yes. There was already (13) here. In a way it's strange that there was such (14) because you'd have thought most people would have used their own bikes.

JAKE: And yet it's one of (15) Dublin's an interesting example of a success story.

AMY: It must be because the public transport system's quite limited.

JAKE: Not really - there's no underground. but there are trams and (16) I'd say price has a lot to do with it. It's one of the cheapest schemes in Europe to join.

AMY: But the buses are really slow - anyway the weather certainly can't be a factor!

JAKE: No - definitely not. The London scheme's been quite successful.

AMY: Yes - it's been a really good thing for the city. The bikes are popular and the whole system is well maintained but it isn't expanding quickly enough.

JAKE: Basically, not enough's been spent on increasing the number of cycle lanes. Hopefully that'll change.

AMY: Yes. Now what about outside Europe?

JAKE: Well bike-sharing schemes have taken off in places like Buenos Aires.

AMY: Mmm. They built (17)to support the introduction of the scheme there, didn't they? It attracted huge numbers of cyclists where previously there were hardly any.

JAKE: An example of good planning.

AMY: Absolutely. New York is a good example of how not to (18) When they launched it, it was more than ten times the price of most other schemes.

JAKE: More than it costs to take a taxi. Crazy. I think the organisers lacked (19)there.

AMY: I think so too. Sydney would be a good example to use. I would have expected it to have grown pretty quickly here.

JAKE: Yes. I can't quite work out why it hasn't been (20)like some of the others. It's a shame really.

AMY: I know. OK so now we've thought about...