

HOW SHARED TRANSPORT CAN HELP DELIVER GREENER, FAIRER AND HEALTHIER PLACES



A VISION FOR SHARED TRANSPORT

The UK faces significant transport challenges: cutting emissions, boosting air quality, delivering on equality, reducing car dependency including in rural areas and making its citizens healthier. All this while recovering from the Covid-19 pandemic lockdowns and the swing towards motorised transport the last year has delivered.

Shared transport such as car, bike, flexible bus, lift share and (hopefully in the future e-scooter) schemes deliver directly on this agenda.

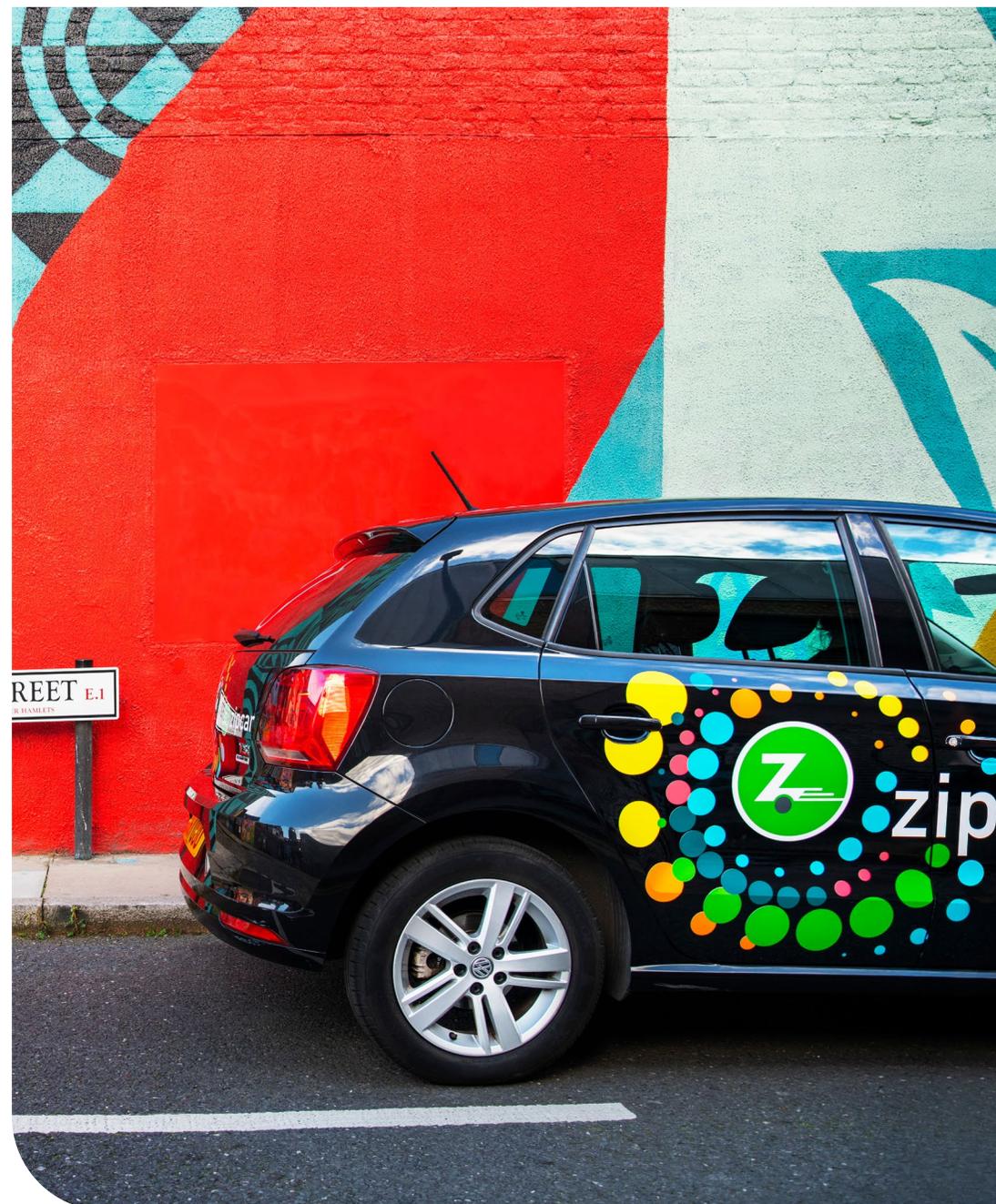
CoMoUK's vision for shared transport to play its full role in making UK cities and regions holding elections in spring 2021 a greener, fairer and healthier country. We are a registered charity, dedicated to the public benefit of shared transport. We play a collective role with authorities across the capital and shared transport operators across the car, bike, e scooter, lift share and flexible bus sectors.

Shared transport is popular and growing. There are hundreds of thousands of people across the UK using shared transport options every year.

It is also a way of cutting transport costs for many people. Most car club members in the UK use a vehicle less than 5 times a year, meaning car ownership would be a hugely disproportionate, expensive option for them.

Areas can and should go further with shared transport, with one coherent framework and policy toolkit for all shared transport modes that integrates them with public transport, active travel and spatial planning to achieve the change the country needs on air quality, congestion, quality of place and parking.

This document sets out CoMoUK's ambitions for the next governments across the country in these elections, in turn helping to create a greener, fairer and healthier country overall.





ABOUT SHARED TRANSPORT

Bike sharing gives users access to a bicycle or an e-bike without the need to own one and is mainly used for short trips. It is a flexible, affordable and environmentally friendly mode of transport. CoMoUK's very latest annual research builds on previous years' findings and reveals that:

- It boosts active lifestyles, 52% of bike share users report physical health benefits, and 32% report mental health benefits from using a scheme.
- It is very effective at re-engaging lapsed cyclists (those who have not cycled for at least a year), with 55% of scheme users saying it was the catalyst to them cycling again. 29% of them had not ridden for five years or more.
- It reduces car use – 33% of bike share users said they reduced their car use after joining a scheme.

Car sharing allows members to hire a car by the hour or day with vehicles located conveniently, often in on-street parking bays, that can be accessed with a smart card or smartphone.

- The vehicles are better for the environment, with emissions 25.5% lower than the average UK car.
- 99% of car club vehicles are ultra-low emission, 6% are electric (compared to 1% in the general UK car fleet)
- It leads to a reduction in private car ownership and use, with each car club car taking 9 private cars off the roads.
- It cuts mileage driven, by 793 miles per year.



GREENER

OUR ASKS

That the next administration after this election should:

- Recognise the ability of shared transport to achieve modal shift, something that is placed 'at the heart' of transport strategies.
- Develop transport strategies' sustainable transport hierarchies to recognise the very different role shared as opposed to privately owned cars play.
- Work to include data from shared transport in official transport statistics for the area.
- Use spatial planning powers to unleash more of the dividends shared transport can provide. Mobility hubs can directly deliver on aims such as :
 - support remote working so people can work from an office near their home;
 - locate new public services such as education, health and leisure facilities close to where people live;
 - build new workplaces and homes close to public transport and design new developments to be walk- and cycle-friendly from the outset;
 - maximise the use of land close to transport hubs including railway stations and ports, as sites for investment and growth;

- improve access to fast and reliable broadband both at home and for businesses (via providing sites for internet infrastructure, including 5G)
- set aside land for multi-modal hubs to transfer long haul freight to smaller vans or e-cargo bikes for last mile deliveries, so that deliveries in urban areas are more efficient and cause less congestion.

Therefore, we contend that:

- Mobility hubs should be formally defined in all appropriate workstreams and documentation;
- There should be an ambition to build a network of them across the region over time.
- This should be integrated with electric vehicle chargepoint provision, which should in turn include prioritisation for shared electric vehicles and the charging needs of electric bikes, e-scooters and other e-micromobility options such as e-cargo bikes.

Finally, the new administration should:

- Move beyond public transport accessibility levels to define Sustainable Transport Accessibility Levels (STALs). These would encompass all forms of sustainable transport – including shared transport – and give a richer insight into the options or lack of options available.
- Set a goal of raising STALs to a suitable level across the area over time, with annual targets for interim increases on the way to that level.

WHAT ARE MOBILITY HUBS?



Mobility hubs are highly visible, safe and accessible spaces where public, shared and active travel modes are co-located alongside improvements to the local environment and, where relevant, provide enhanced community facilities.

There is no 'one-size fits all' design. Hubs come in a range of sizes and locations, for example in the city centre, transport corridors, business parks, housing developments, suburban areas, small market towns, villages and tourism hubs.

Hubs can include a variety of features, they bring together public transport stops for buses, trams and trains with shared bikes, car clubs, vehicle charging points, bike racks and walking and cycling routes.

They can also include community facilities such as cafés, package collection points, green space, fitness areas and WiFi and phone charging – all with covered waiting areas, real-time journey planning information and disabled access.

Mobility hubs have the power to transform the provision of sustainable transport options across Scotland and accelerate decarbonisation significantly. Their benefits include:

- Less congestion and a greener environment - they reduce the dominance of the private car and associated problems of congestion, carbon emissions, air quality and social exclusion.
- Convenience and choice – the option of multi-modal trips with the possibility of seamless switches and improved links between different layers of transport.
- Improved public transport network – plugging the gaps to deliver 'first or last mile' connections to the nearest bus or railway services.
- Safety and better accessibility - mobility hubs offer a safer and more comfortable dwell time which will lead to improved access for more vulnerable users.



FAIRER

OUR ASKS

- Explore the potential for social inclusion shared transport initiatives to increase the reach of sustainable transport options to areas of multiple deprivation. This could include a package of mobility credits specifically targeted at disadvantaged communities.
- Plan on-demand bus services in conjunction with other sustainable transport modes via STAL measurement as described above.
- Examine the current and potential future role of liftsharing/2+car sharing and taxi-sharing alongside a package of engagement with major employers in such locations on how travel for their staff and site users can be made more sustainable.
- Collaborate with other authorities as appropriate to conduct a parking policy review to understand parking's power to affect behaviour change, achieve greater consistency and integrate parking policy better with transport and spatial planning.

“Since joining the car club I have travelled by car considerably less. I have done this by using public transport & car sharing. I have driven approximately 10,000 fewer miles this year with the car club, compared to when I owned a car.

“We joined the car club instead of replacing our old family car with a new one. This has saved us that big cost and also means we have a clean, new car nearby when we need one.

“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.





HEALTHIER

OUR ASKS

- Implement social prescription bike share, as has happened in parts of Wales and Scotland. This will help reduce obesity levels in patients and improve health outcomes, as is generally recognised by the transport strategy. Ebikes are particularly effective at including people who would not otherwise physically be able to cycle.
- Work with NHS trusts to support modal shift in NHS staff, supplier, patient and visitor travel across the capital.
- Work to create a mobility hub at every major NHS and social care site, as part of our recommended overall mobility hub programme. Hubs can play a particularly valuable role in areas with high levels of pollution and lower sustainable transport accessibility levels.

“ 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!

“ The bike share scheme has helped me immensely with my mental and physical health. I had my last bike stolen from outside my flat and can't afford to buy a new one, and having access to these bikes in a way that is affordable and still allows me to get out for fresh air and exercise has been so valuable - especially during lockdown - for getting me outdoors and active.

“ 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.

CoMoUK is the national charity dedicated to the public benefit of shared transport (charity no. 1093980). We are a collective body for shared transport operators, and work across the car share, bike share, lift share, e-scooter and flexible bus sectors. We want transport to be cleaner, safer, healthier, greener, cheaper, more convenient, and more inclusive.

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