




# A shared future

Moving around 20-minute neighbourhoods

# Shared transport



BIKE SHARE  
REDUCES CAR USE



41%

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

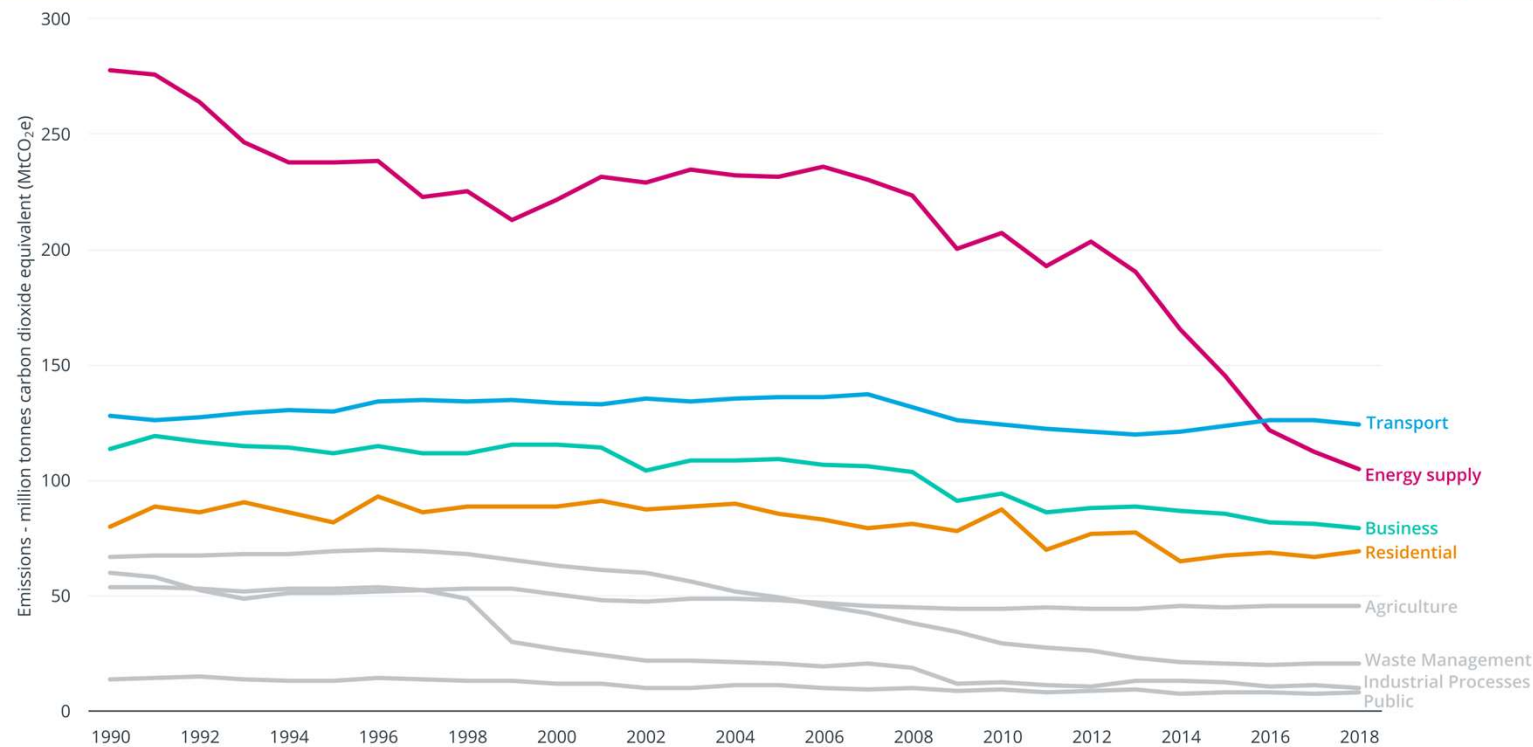
SCOTLAND



# The carbon context

UK - Emissions by sector, 1990-2018

IfG



Source: Institute for Government analysis of: *Final UK greenhouse gas emissions national statistics*, BEIS, February 2020

Note: Net negative emissions from LULUCF not shown.

CC BY-NC



# The Planning trap

DEVELOPMENT

TRANSPORT

ST



# NPF4 and shared transport

## A 20-min neighbourhood opportunity

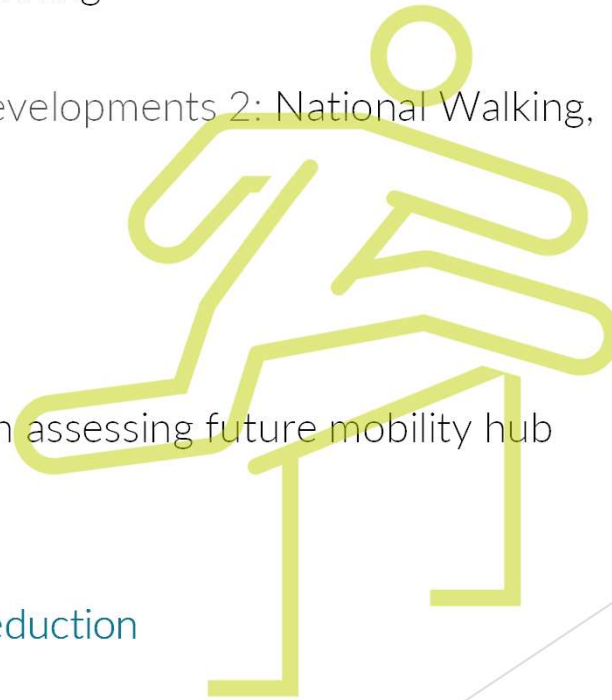
- ▶ ‘designed in’ when planning new developments if the country’s future net-zero goals are to be met
- ▶ CoMoUK is calling for clear and robust support for mobility hubs (STPR2)
- ▶ NPF4 seizes the opportunity to create a shift towards low-car/no-car neighbourhoods by recommending that planning authorities
  - ▶ Identify and prioritise existing locations to support low car neighbourhoods.
  - ▶ Define the development characteristics of low car neighbourhoods.
  - ▶ Require all developments to build flexibility to allow them to become low car neighbourhoods in the future.
- ▶ Transport considerations need to be properly ‘built in’ to the planning system, not ‘bolted on’

# NPF4 and shared transport

## The reality

- ▶ NPF4 does not fully recognise the negative impact of existing transport solutions, nor the significance of transport in spatial planning
- ▶ Shared transport not captured in National Developments 2: National Walking, Cycling and Wheeling Network
- ▶ Policy 10: Sustainable Travel;
  - ▶ not in the DPMTAG
  - ▶ Economic 'deliverability' is a key criteria in assessing future mobility hub

Shared transport inclusion - NPF4 compares unfavourably to both STPR2 and 20% Car KM reduction





# 20-min neighbourhoods

## CoMoUK perspective

- ▶ 20-min Neighbourhoods fundamentally about how we move around SUSTAINABLY
- ▶ Shared transport as a CARBON SOLUTION
- ▶ Not everyone wants to own a bike or walk or own a car
- ▶ The sharing economy – a demographical change
- ▶ Promotes modal shift - ditch the car

# Transport Planning

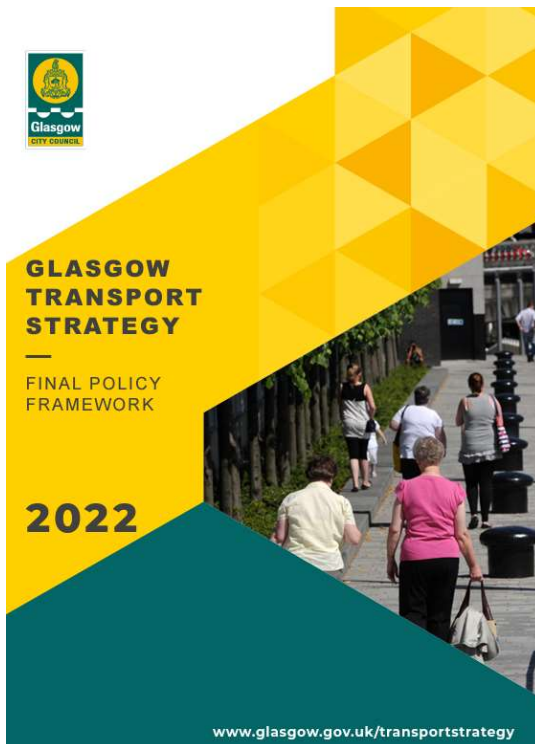
- ▶ Need to engage with bus & train operators on shared transport
- ▶ First & last mile solutions – promotes public transport usage
- ▶ Ideal location for Mobility Hubs
- ▶ Local authority buy-in is key
- ▶ THE CAR IS NOT KING



# Development Planning

- ▶ ENGAGE – view shared transport as a viable transport solution
- ▶ Parking ratios (less cars = more houses) / parking barns (Europe)
- ▶ Design quality and amenity
- ▶ Section 75 engagement – infrastructure (inc Mob Hubs)
- ▶ THE CAR IS NOT KING (with specific reference to suburbia)

# Moving forward



## Glasgow Transport Strategy

- ▶ Transport contributes to a successful and just transition to a net-zero carbon, clean and sustainable city.
- ▶ Transport has a positive role in tackling poverty, improving health and reducing inequalities
- ▶ Transport contributes to continued and inclusive economic success and a dynamic, world class city.
- ▶ Places are created where we can all thrive, regardless of mobility or income, through liveable neighbourhoods and an inclusive City Centre.



# Moving forward

## Edinburgh City Mobility Plan

- ▶ Mobility hubs prominent
- ▶ Shared transport a key deliverable in decarbonising transport
- ▶ Shared mobility modes key to delivering equitable transport solutions
- ▶ Placemaking and connectivity
- ▶ Parking ratios below 1 leading to low-car developments



# Moving forward

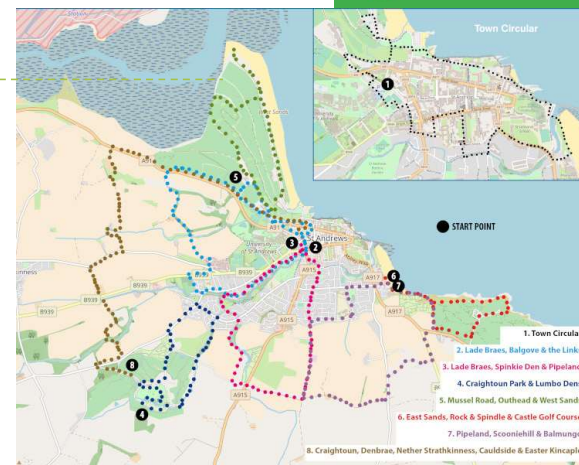
## Regional Transport Partnerships

► SESTRANS

► HITRANS



**Interreg**   
North-West Europe  
**eHUBS**  
European Regional Development Fund



**comouk**   
supporting shared transport



# Policy adjacency

20% car Km  
reduction



Draft guidance on local  
development planning

# The Rural Conundrum

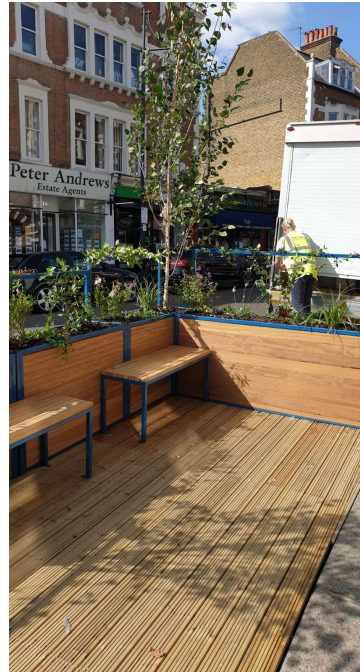
How does Shared Transport fit the 20-min Neighbourhood jigsaw in a rural context?

- ▶ DDRT
- ▶ eBikes
- ▶ Driven by proximity/availability to public transport
- ▶ Community-led initiatives meeting community needs

But does the 20-min Neighbourhoods policy fit the rural areas it purports to serve?

# Case Study 1

Redbridge – small is beautiful





# Case Study 2

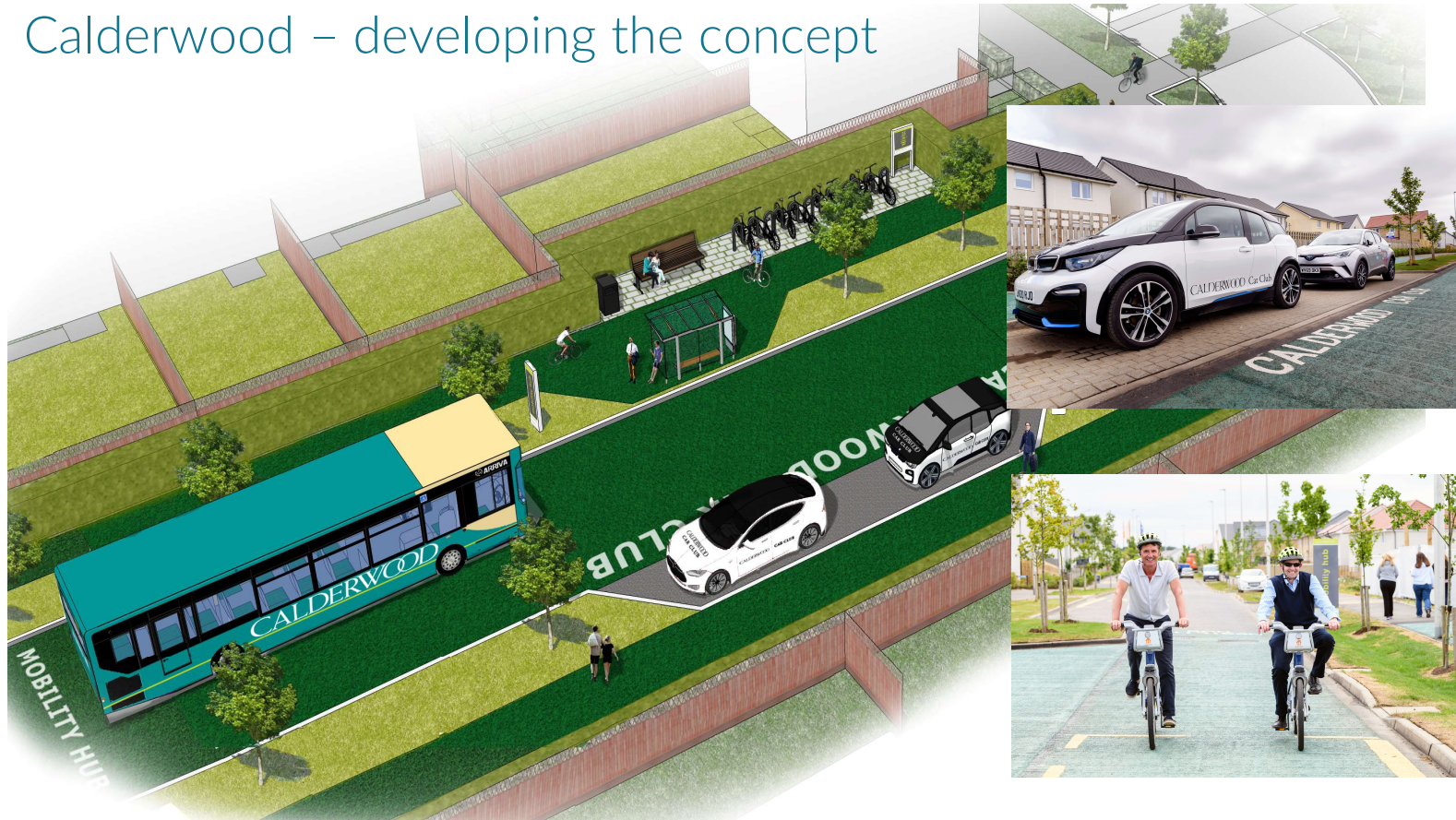
Loch Ness Travel Hub – a community asset



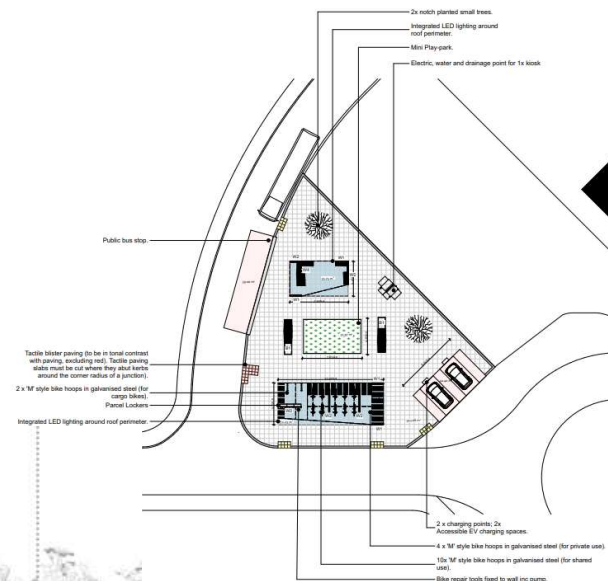


# Case Study 3

Calderwood – developing the concept



# Architect's designs



# CoMoUK – we can help



COST



FUNDING  
STREAMS



SCALE &  
INTEROPERABILITY



DESIGN  
GUIDE



COMOUK  
ACCREDITATION



PLACE  
STANDARDS



# Scottish Shared Transport Knowledge Centre

Designed to help you think through how to finance your community bike share scheme

Map out expected costs and explore ideas to generate income as opposed to just relying on grant schemes. It is best to consider this route map alongside the Community Guidance Document we have created for bike share schemes in Scotland.

Explore our route map

So, you're thinking about setting up a community car share scheme?

The community car share route map is a tool to help you get started on your journey and help make your scheme a success.

Explore our route map



Scottish Shared Transport  
Knowledge Centre

<https://knowledge.como.org.uk/>



# Thank you

<https://como.org.uk/shared-mobility/mobility-hubs/>

Join our quarterly forum and newsletter

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