

Introduction

CoMoUK is a charity promoting the benefits of shared transport for the public good. We support the development of shared modes including car clubs, bikeshare, rideshare and demand responsive transport, as an alternative to private car ownership. By working with planners and developers we aim to raise awareness of the benefits of shared transport and advise on how to plan for shared mobility.

1. What development will we need to address climate change?

With transport being the greatest contributor of greenhouse gases in Scotland, shared transport offers a way to support modal shift in new developments, sites for regeneration and other locations looking to make a significant change in how people travel.

[The 2019/20 Scottish Car Club survey](#) shows that:

- On average each car club member reduces their annual car mileage by 527 miles a year.
- A total of 4.2 million miles were driven by car club cars in Scotland in 2019 in 2019/20. By making these journeys in a car club car rather than an average UK car, 354 tonnes of CO₂ were saved.
- Car clubs emit 43 per cent less CO₂ from tailpipe emissions compared to the average car.
- Joining a car club encourages more active travel: 16 per cent of members walk more and 10 per cent cycle more after joining a car club.

[The 2019/20 Scottish Bike Users survey](#) shows that:

- 28 per cent of bike share users had previously travelled by car or taxi to work.
- 23 per cent of respondents using share bikes said they used their cars less often.
- 19 per cent of respondents use bike share in conjunction with the bus, and 27 per cent use it in conjunction with the train.

Planning for Low Car neighbourhoods

We consider it is beneficial to encourage changes in design by highlighting the advantages to developers in planning guidance. The climate emergency has increased people's awareness of carbon footprints and therefore low car neighbourhoods could be marketed by the developer as the best place to live in order to put into practice the travel behaviour we need and to reap the benefits of a pleasant and accessible home environment. This could be part of a wider low carbon image with appropriate heating, insulation etc thus giving the developer a selling advantage.

Behaviour Change

Good planning provision for shared transport together with other transport options such as public transport, cycle parking and e-charging at appropriate mobility hubs around or on the edge of new developments can provide a catalyst to achieve modal shift to sustainable modes. People who use shared transport generally make a decision on the mode to be used for every journey and are more inclined to choose active, sustainable modes than if they habitually use a car on their drive.

However, it is important to link provision of shared transport with raising awareness. [Case studies in Stockholm](#) have shown that when people are made aware of shared transport options before they move in, they are much more likely to use it.

2. How can planning best support our quality of life, health and wellbeing in the future?

A network of shared bikes and e-bikes can enhance the take up of active travel and improve health and well-being – physical and mental. Bike share could be encouraged in new developments through developer contributions and low car neighbourhoods policies.

[The 2019/20 Scottish Bike Users survey](#) reveals that:

- 52% specifically reported on exercise / physical health benefits.
- 31% reported on mental health benefits, as reasons they choose to use bike share schemes.
- 12% of respondents reported that bike share was the only moderate to vigorous exercise they get on a regular basis.
- 64% reported an increase in cycling trips due to bike share.
- 47% use a personal bike as well as bike share (showing that bike share compliments bike ownership and encourages more cycling).

Research by [Cycle BOOM](#) has shown that people over 50 benefit hugely in terms of mental as well as physical health from the availability of e-bikes.

Good planning provision for shared transport together with other transport options such as public transport, cycle parking and e-charging at appropriate mobility hubs in new developments can provide a catalyst to achieve modal shift to active travel. People who use shared transport generally make a decision on the mode to be used for every journey and are more inclined to choose active modes than if they habitually use a car on their drive.

3. What does planning need to do to enable development and investment in our economy so that it benefits everyone?

Air pollution disproportionately affects marginalised groups such as people on lower incomes. Many breathe in polluted air as they live, walk and cycle or wait for public transport on arterial and other busy roads. We hope NPF4 will place the interests of people over private car ownership, therefore ensuring the outcomes will be positive for many groups with protected characteristics.

Shared transport can play a positive and inclusive role in development:

Bike share can help job seekers reach a wider area for jobs and provide an alternative means of travel when public transport is running less frequently such as for night workers. Women benefit from bike share, with a larger proportion of bike share users being female than in the group of cyclists that own their own bike. Shared e-bikes can give new opportunities to elderly and disabled people. Bike share can improve mobility choices for people who cannot afford to buy or maintain a bike or have no space to store one.

Car clubs can offer access to low emission vehicles for journeys that cannot be taken by other sustainable modes. This allows for greater accessibility for people who would otherwise not be able to make a journey as they could not afford to own a car or do not have access to one.

A recently published research paper [Shared Mobility - where now, where next?](#) explores the benefits of sharing transport as part of a mobility plan:

- Sharing is an important part of a more inclusive and lower cost eco-system for getting around in urban, peri-urban and rural areas.
- Sharing reduces local air pollution as well as climate change emissions.

- Sharing can lower costs to businesses and improve staff morale and retention. (Shared mobility – where now, where next? Second report of the Commission on Travel Demand).

We would recommend that s75 funding in new developments is used for more car clubs and that bike share is included. We explore planning policies further in section 4.

4. What policies are needed to improve, protect and strengthen the special character of our places?

Shared transport provides an opportunity to design new development differently, reducing space for the private car in favour of more space for pedestrians and cyclists, place-making, green spaces and other amenities.

Planning and design tools

Tools for reduced parking standards, bike share spaces and car club spaces can make a real difference to travel choices and a sense of place.

We would recommend that NPF4 seizes the opportunity to create a shift towards low car neighbourhoods by recommending planning authorities:

- Identify and prioritise existing locations to support low car neighbourhoods.
- Define the development characteristics of low car neighbourhoods including reducing parking for private cars alongside minimum parking standards for car club, bike share and cycle parking spaces, the provision of good access to sustainable transport networks, good design and layout of the development including location of mobility hubs and appropriate incentives for developers and residents.
- Require other developments to build flexibility to allow them to become low car neighbourhoods in the future
- Recommend private car parking be located away from housing whilst shared transport should be nearby. Fly parking should be designed out, with green space made unsuitable for overflow parking.
- Recommend a generous supply of high quality, secure storage for shared bikes and normal bikes close to or within new developments.

When shared transport and reduced car access are used as part of a package, new life can be breathed into town centres, creating centres for people not cars. [Ghent in Belgium](#) is one of the most recent to ban cars from the town centre and give priority to walking, cycling and shared transport. Scottish town centres in need of regeneration could benefit from this approach.

5. What infrastructure do we need to build to realise our long-term aspirations?

Mobility hubs

Shared transport can provide a sustainable means of travel particularly when incorporated into a network of hubs. These hubs can include other components including public transport, cycle parking, e-charging and more. This approach is popular in mainland Europe as part of a wider package to encourage modal shift, improve public realm and provide good connectivity across cities.

likely to have impacts well beyond the Coronavirus outbreak. We therefore recommend further review of climate change mitigation plans, with a focus on sustainable and shared transport.