

Shared transport should be part of future transport policy and practice in every local authority in England.

This manifesto lays out 12 key steps we call on parties and candidates to support to help develop shared transport.

What is shared transport?

Shared transport is about giving people access to cars, bikes, and other vehicles without needing to own them. It covers car clubs, bike share schemes, public e-scooter hire, demand-responsive public transport services, and lift-sharing services. It also includes mobility hubs, places that enable people to switch easily between public and shared transport modes.

Shared transport's advantages include:

- reducing the overall number of vehicles on the road network
- encouraging travel by public transport, walking and cycling
- offering a solution to transport poverty for low-income households
- providing flexible access to vehicles without the upfront purchase cost



800,000
car club
members



42,000
bike share
trips daily

Membership of UK car clubs now stands at nearly 800,000 members, a 24% increase on the previous year, while nearly 42,000 trips are made using bike share schemes every day. However, shared transport remains frequently underrepresented in the transport strategies and delivery plans of local authorities, and further support is needed if the full benefits that sustainable transport can offer are to be achieved.

Why we need to act

By law the UK's greenhouse gas emissions must be cut by 78% by 2035 (compared to 1990 levels) and reach net zero by 2050. Domestic transport is the largest source of UK emissions – it is estimated to be responsible for around 27% of greenhouse gas emissions with the main source being the use of petrol and diesel in road transport.

If the net zero targets are to be reached, then the decarbonisation of transport requires unprecedented action. As the Government's 2021 'Decarbonising Transport' plan put it, "We must deliver a step change in the breadth and scale of our ambition on transport emissions to reach net zero."



Recent developments

Shared transport can also help meet other environmental goals that are being increasingly introduced in transport. Around a dozen towns and cities have introduced clean air zones restricting various classes of vehicles. The impact of the covid pandemic has led to a growth across the country in developments aimed at encouraging walking and cycling, in particular Low Traffic Neighbourhoods (LTNs) and 15-Minute Neighbourhoods. These have been backed up by the establishment of Active Travel England and £2bn of funding aimed at increasing cycling and walking capacity. Shared transport can strengthen these measures and help reinforce behaviour change.

In early 2022, the UK Government is set to publish a Local Authority Toolkit providing guidance for local authorities to deliver more sustainable transport measures. This will contain specific measures on supporting shared car ownership, and on promoting zero emission car clubs.

Cutting carbon, boosting health

Shared transport can contribute directly to cleaner air and better health. Car club vehicles are less polluting than the average car on UK roads – their CO₂ emissions are, on average, 37% lower than the average UK car. Around 11% of car club vehicles are electric, compared to 1% of all vehicles.

Bike share schemes have positive impacts on both mental and physical health. CoMoUK's annual bike share survey found that 70% of respondents said that the bike share scheme had contributed to their total physical activity in the last week, with 20% reporting that it was 'all' or a 'major part' of the physical activity they had done.

Local authority actions

To support and develop shared transport, CoMoUK calls on local authorities to take the following steps:

Shared transport policy

Establish a shared transport policy with:

- key indicators to measure progress
- goals for reducing individual vehicle ownership



Investigate new revenue sources such as the Workplace Parking Levy, and invest a percentage of revenue raised in shared transport.

Establish Sustainable Transport Accessibility Levels (STALs), covering all forms of sustainable transport rather than just public transport.



Cutting emissions

Incentivise the transition to electric vehicles by offering:

- reduced permit fees for electric car club vehicles
- open access charging networks for car club and bike share operators

Supply proportionate provision for shared car club electric vehicles in local EV infrastructure strategies, in ways that work for shared car schemes.



In clean air zones and low emission zones:

- incorporate shared transport in their design
- direct a percentage of revenues raised towards shared transport

Key partnerships

Create a joined-up strategy on shared transport together with major transport users such as local education institutions, NHS sites, and large employers.



Introduce incentives for giving up private vehicles in collaboration with transport providers, such as 'mobility credits' for alternative travel.

Work with GP surgeries and NHS providers to develop bikeshare schemes as part of anti-obesity and public health strategies.



Implementation

In new developments:

- limit parking provision to one private car per dwelling or less
- require clear alternatives including car share and bike share provision

Support the development of mobility hubs to:

- coordinate shared, public and active travel networks
- be an integral part of low emission zone plans



Establish the local authority as a 'best practice' in local shared transport including:

- using local authority pool vehicles for car sharing
- prioritising at least 5% of spaces in car parks over 30 spaces for shared vehicle use

National targets that shared transport can help to meet

Target	Source
Net zero greenhouse gas emission by 2050; and 78% reduction of greenhouse gas emissions (compared to 1990) by 2035	Carbon Budget Order 2021, based on the Climate Change Committee's Sixth Carbon Budget
Sales of new petrol and diesel cars to end in the UK by 2030; all new cars and vans be fully zero emission at the tailpipe from 2035	Transitioning to zero emission cars and vans: 2035 delivery plan, DfT 2021
Half of all journeys in towns and cities cycled or walked by 2030	Gear Change, DfT 2020
Air quality targets – new details to be set by UK Government by Oct 2022	Environment Act 2021
Local authorities' declarations of a climate emergency	Currently 84% of English local authorities

Information and advice

CoMoUK offers an unrivalled source of information and advice on shared transport.

- **Annual reports:** annual research reports on car clubs and on bike/e-bike share that collate evidence provided by thousands of users, and demonstrate in clear statistical terms the benefits shared transport can bring and the potential it offers
- **Guidance:** a wide range of guidance documents, including detailed advice on how to establish car club and bike share schemes, along with case studies of different models that have been implemented
- **Mobility hubs:** bespoke guidance on developing mobility hubs including expertise and advice on the design, planning, consultation, implementation and monitoring phases
- **Interaction:** regular forums and webinars that connect shared transport practitioners across the UK
- **Support:** help and advice for communities setting up and running shared bike and car schemes

About CoMoUK

CoMoUK is the national charity that promotes the social, economic and environmental benefits of shared transport. It does this through research, development projects, best practice guidance, advocacy, technical advice, and accreditation.



Further reading



Find out more about CoMoUK and its work at como.org.uk

info@como.org.uk
Twitter: @Como_uk

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

comouk 
supporting shared transport