A shared future
Moving around 20-minute neighbourhoods
Shared transport
The carbon context

UK - Emissions by sector, 1990-2018

Source: Institute for Government analysis of: Final UK greenhouse gas emissions national statistics, BEIS, February 2020
Note: Net negative emissions from LULUCF not shown.
The Planning trap
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.


- 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
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.

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

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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