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**All Party Parliamentary Group for Cycling & Walking (APPGCW)
Inquiry on Cycling and Walking Investment Strategy 2: Call for evidence**

Dear APPGCW,

CoMoUK is the charity playing a leading role in the UK's transition to integrated mobility solutions designed for the public good. We want transport to be cleaner, safer, healthier, greener, cheaper, more convenient, and more inclusive. CoMoUK supports the development of shared modes: car clubs; bike share; 2+ ride share; plus emerging modes such as on-demand buses and e-scooters – all to enable mobility lifestyles which present an alternative to private car ownership. We work closely with local, regional, transport and national authorities in the UK to develop shared transport schemes and mobility hubs, which we accredit, and we conduct unique research into the sector.

We welcome this chance to try and influence the content of CWIS2. We note that CWIS 1 totally ignored the role of shared transport in encouraging cycling and walking activity, and made no reference to bike share other than in a passing reference to bike hire at train stations. As the evidence CoMoUK has accumulated shows, bike share can act as a catalyst for greater levels of cycling. We believe that bike share has an important role to play in encouraging behaviour change and supporting a substantial shift towards active travel.

Bike share encourages new cycling

CoMoUK carries out an annual survey of bike share users. The survey results have consistently shown, over the five years it has run, that bike share is a catalyst to re-engaging with cycling. It allows people to engage with cycling without the costs and responsibility of owning a bicycle. In the 2020 survey, 55% of respondents (up from 44% in 2019) said that joining a bike share scheme was a catalyst to them cycling for the first time in at least a year. Of these people, 29% had not ridden for 5 years or more and 2% were completely new to cycling. Meanwhile, the number stating that they were already cycling has dropped from 55% in 2019, to 45% in 2020.

Bike share boosts active lifestyles

The survey asks whether users have changed the amount that they cycle since starting to use the scheme. In 2020 well over half (60%) reported an increase, with 38% stating that they are cycling more often and a further 22% choosing the option indicating that they are cycling "much more often." When looking at just those riding e-bikes, 27% indicated they were riding much more often. It also boosts more active lifestyles generally (48% of bike share users report health benefits as being a reason they chose to use a scheme).

In some cases, bike share triggers users to go on to buy their own bike – 12% of respondents said they had bought a bike since joining. Given that a further 37% reported that they already own a bike, for many people personal bike ownership and use of a bike share scheme are complementary and used for different types of trips rather than being alternatives to each other.

Bike share creates modal shift

Respondents were asked if they had changed the amount they used their car as a result of using bike share. 24% said they were using their car less and 11% said much less, making a total of nearly 36% reducing their car use.

Encouraging bike use through promotions

CoMoUK has instigated a range of promotions initiated by the Scottish Government in Glasgow and Edinburgh to encourage bike share, and in other cities this has been done by operators themselves. As a result of these promotions, 80% of these riders started cycling again: 5% for the first time, 33% for the first time after a 5+ year break and the remaining 42% after a shorter break of 1-4 years.

Electric bikes

With the roll out of EV infrastructure, the development of electric bike share schemes should also be considered. E-bikes encourage more active travel amongst people who, for various reasons, may not want to consider ordinary bikes. The bike share survey found that there were no significant age differences between e-bike riders and the whole group, indicating their appeal to all generations. The extent to which people reduced their car use was found in the survey to be higher for those with access to electric bikes: nearly 48% of respondents reported that they were using their cars less often as a result of using an e-bike share. However, many people do not have the finances to purchase their own e-bike or the space to store it. The UK currently has over 30 e-scooter trials being managed by the DfT as a precursor to potential change in legislation, and this offers an opportunity to further encourage e-bike use.

Mobility hubs

In order to further encourage active transport generally, greater effort should be made to encourage the creation of mobility hubs. These are places where shared, public and active transport come together with public realm improvements. They provide a choice of sustainable modes appropriate for each trip and improve the surrounding access and public realm. Not only can hubs bring positive options together but they can also be part of taking away – or never building in the first place – private car dependency, particularly private car parking.

To summarise, we believe that encouraging greater use of shared transport, and in particular boosting bike share and mobility hubs, is crucial for supporting and enhancing other moves aimed at creating a lasting shift towards active travel. We hope the APPG will recognise this and recommend that the DfT and the MHCLG further support shared transport as a way of maximising the impact of CWIS 2.

Yours sincerely,

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