

Mobility hub delivery models

October 2021

Funding, procurement and
management guidance



Introduction

Mobility hubs are proliferating in the UK. They are an important tool in the transition to a low carbon economy, for a society that values quality of place and air via a choice of conveniently located sustainable transport and community facilities.

As the national charity for the public benefit of shared transport, CoMoUK (Collaborative Mobility UK) has produced this work to help further hubs be built with an economic underpinning that embeds them as part of the UK's built environment for the long term. Our research and analysis partners on this have been WSP.

We conclude that the critical aspects to be considered in developing hub business models are:

- The **typology of hubs and the components** that can be brought together to form them

- How the **leadership of hubs** and collaboration between partners will define the overall model of delivery
- **Funding**, including sources, risks and making hubs financially sustainable
- How different approaches to **specification and structures** can be brought together to form **delivery models**

We have produced four indicative models to exemplify approaches that cover the variety of operational conditions.



Hub typology and components

Mobility hubs are well embedded in a number of countries e.g. Germany, Netherlands, Norway, and parts of the US. They vary significantly in their specification. Procurement and management models therefore need to reflect the specific form and function of each hub or network of hubs.

The various types of hub

Transport hubs to date have primarily focused on **mobility** to improve accessibility and connectivity of journeys. However, the foundation for hubs could also have a **wider community or commercial focus** such as healthcare, education or leisure, with mobility co-located to increase access.

We identified a set of mobility hub typologies in our [introductory guide to Mobility Hubs \(2019\)](#):

- Large interchanges/city hubs e.g., city centre, bus or railway stations
- Transport corridor, smaller interchanges or linking hubs
- Business park or new housing development hubs
- Suburb/mini-hubs
- Small market town/village hubs
- Tourism hubs

Mobility hub delivery models

While quality standards and minimum thresholds are important to hubs – which is why we have devised the [CoMoUK hub accreditation standard \(2020\)](#) – the hub concept is a flexible one, ranging from being part of business as usual for local authorities (e.g. where a bus stop, public realm and bike/e-scooter hire are brought together in a simple hub) through to major new interventions and interchanges.

A further influence on the delivery models will be whether hubs operate individually or as part of integrated networks. Networks can enable sharing of resources, cross-subsidisation, reduction in costs for each hub and potentially increase attractiveness to commercial operators.



Components

Hubs are a modular concept with a range of components that can be brought together in different combinations to meet the needs of individual hubs or networks of sites. Four broad types of components can be brought together in this way:

- **Transport services:** e.g., bus, train, bike, e-scooter
- **Hub infrastructure:** e.g., land, buildings and kerb space, roads, footways and cycleways, crossings and traffic calming, EV chargers, digital infrastructure, energy, water and waste infrastructure

- **Practical facilities and information:** e.g., seating, kiosk, toilets, delivery lockers
- **Visual, social and community facilities:** e.g., play area, parklet, community space, healthcare, education, community artwork

Consideration needs to be given to how hubs could change over time. Models need to be flexible enough to enable components to be added or removed, based on performance or new opportunities arising. Some components may also only operate at certain times (e.g., a pop-up coffee stand that comes each morning, a pop-up shop once a week or seasonal bike share for tourists).

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Hub typology and components

Location selection

The location of hubs will have a key influence on viability, some of the criteria to consider include:

- Areas with a high density of people living or passing through
- Public transport nodes
- Gaps in provision of transport and facilities which need addressing
- Trip generators – large employers / university sites / tourism activity / shops
- Areas with restricted car parking

- Cycling paths and / or cycle friendly roads
- Sites marked for redevelopment
- Areas with air quality issues
- Areas which have good visibility and accessibility
- Areas identified as priority through community consultation
- Areas which have suitable utilities

It is also important to consider areas of social deprivation which may not meet these traditional criteria for viability.

Leadership

The roles and responsibilities in developing and operating hubs will have a significant influence on the appropriate model.

Already, public and private sectors are heavily engaged in hubs in the UK, with **DfT funds through the Future Transport Zones and other schemes**, increasing interest and action from the private sector in delivering their own hubs. **Third sector community organisations** could also lead hub development.

Different organisations can lead on hubs

These can be:

- **Public authority:** county, district, unitary, transport authority
- **Other public sector services:** education, healthcare
- **Mobility infrastructure providers:** e.g., Network Rail, National Highways, service stations and EV chargepoint providers
- **Mobility service operators:** train or bus operators, shared mobility providers (e.g., car club, bike hire, e-scooter hire)
- **Private sector:** developers, business/industrial parks, major leisure or tourism attractions
- **Community groups:** parish councils, charities, community interest companies

The model chosen for a particular hub or network will therefore need to be tailored to the aims and context of the hub. This will not only direct the overall principles of how a hub is managed but also what component mix will be chosen to meet the objectives.

The overall principles will therefore be combined with the individual component business models to define the specific approach to each hub. It should be noted that **leadership** and **ownership** of hubs may be distinctly different. A hub site does not necessarily need to be in ownership of the hub lead and could be procured, provided commercially or offered as an in-kind contribution.



Hub typology and components

Collaboration between partners

The way that components are brought together and the way in which the partners collaborate operationally, will have a significant influence on the overall funding, procurement and management model. Each organisation will have its own approach but there will be opportunities to share costs and blend offers to mould new ways of working. The spectrum of options ranges from fully independent elements operating in the same space to some elements of collaboration or full integration.

Independent components:

Many components may have no operational connection to the main hub operational entity sharing space, but may possibly be contributing financially to the costs of site maintenance and security. There may be complications with procurement and mobilisation for several elements if some elements have existing contract timings which don't align with new ones. Services may have to be rolled out or renewed at different times which is a barrier to collaboration.

Area of influence components:

Activity in the wider area surrounding a hub (e.g., the 15-minute neighbourhood) could be harnessed to supported by the viability of the hub and vice versa. Shops, amenities and other sustainable transport options which help to support low-car lifestyles will encourage more people to use the hub and in turn ensure people use their buying power locally.

Partially integrated components:

Other components may be operated independently from the main hub entity but may share some operational elements or resources such as advertising revenue, maintenance tasks, or customer service staff.

Fully integrated components:

At the other end of the spectrum is the less likely scenario of all components being run by one operator, sharing staff and resources. For example, a rural market town hub building with a travel centre, café, co-working space, cycle hire hub operated as

a single entity with sharing space, energy and digital connections, budgets, management systems and staff resources. All staff are employed by the same organisation and many work across components doing shifts in the travel centre, café and cycle hub. Given the diversity of element and skills sets required, this scenario is perhaps the least likely and unless the public transport elements are community led, they are likely to be managed by a third party.



Funding and generating income streams

Capital costs vary dependant on scope, so CoMoUK are actively looking at ways to benchmark exemplar costs for feasibility purposes. It is important to factor in maintenance costs and consider whether revenue funding is required to supplement hub income streams to ensure sustainability of the hub. It is sometimes possible to convert capital into revenue either directly into initial subsidies or by investing in income generating schemes.

In developing mobility hubs, consideration should be given to where realistic revenue risks can be transferred to the private sector. However, over-reliance on the private sector could lead to the hub components being withdrawn if they individually make a loss and there is no mechanism for cross-subsidy. Components may vary between being revenue generators and revenue liabilities.

Thought needs to be given to whether the financial liabilities for hub or individual component development, and long-term operations may fall to different organisations.

For example:

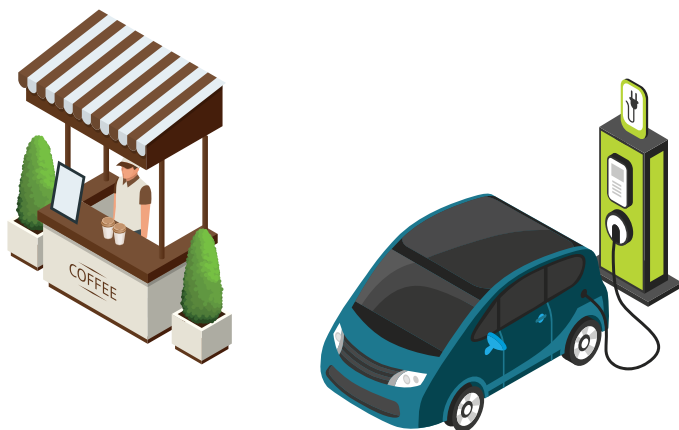
- Service providers within a hub may incur permit fees which are combined to contribute to revenue costs
- A house developer may pay for the construction and initial operation of a hub and its components, but the long-term financial liabilities could fall on residents as part of an end user management fee
- Public realm and highway improvements may be paid for by hub budgets during development, but the operation and maintenance may be able to be included in existing local authority budgets limiting the direct ongoing revenue liability for the hub e.g. existing contracts for street cleaning, lighting and gardening maintenance



Funding and generating income streams

Typical funding sources:

- User charges: fares, tariffs
- Revenue from operation of community and commercial functions e.g. coffee stand
- Rent, concession and service charges e.g. parking permits or rent from commercial activities
- Service charge to residents or businesses on new developments
- Franchise payments
- Advertising and sponsorship - either physical on the hub or digital on operator/MaaS apps
- Donations and subscriptions
- In-kind resources e.g., staff or management vehicles
- Planning funding: developer or other contributions such as Section 106, Section 75 planning obligations and/or Community Infrastructure Levy
- Cross-sectoral local authority grants, local transport funding
- Government grants such as high street funds, regeneration funds, rural funds
- Other grants: Local Enterprise Partnerships, Business Improvement Districts, charities
- Parking revenues
- Community funding
- On-site energy generation



Making hubs financially sustainable

Key considerations to making hubs financially sustainable in the long term include:

- **Embedding hubs into local communities** and economies and focusing hubs at centres of activity enhancing accessibility and connectivity. This generates community engagement, buy-in, resources and investment.
 - **Optimising the integration of components** to deliver efficiencies in the use of resources such as staff time, marketing, cleaning, in particular across networks of hubs. Design components to support each other rather than competing for limited funds and causing financial instability to each other.
 - Securing a **variety of funding streams** and long-term commitments.
 - **Focussing public sector funding on the right components** - not subsidising commercially viable operations. Wider public policy drivers supported by hubs mean that consideration should be given to how hubs deliver wider benefits (economic, environmental and social) that are wider than simply profit and loss.
- Whilst an individual component, hub or network may not cover all its costs, there may be savings elsewhere or wider public goods delivered by these interventions.
- **Cross-subsidy:** Generating surplus revenue from profit-making operations to support loss-making but desirable components. This could be through direct cross-subsidy (i.e., all public sector) or raising revenue from private sector operations.
 - Building in flexibility and agility in business models and space to **enable hubs to react to changes** in demand, needs and opportunities. Avoid shifting unrealistic costs onto the users which will ultimately become self-defeating, reducing utilisation.
 - Making a success of the component parts through strong communications and **marketing** to users and partners at launch and on-going. Encourage cross selling and rewards systems e.g. use of shared bikes gives users “points” for use in the hub café.
 - Ongoing **monitoring and learning** and sharing findings to improve the decision-making and viability.

Procurement and management

Core elements of the hub development are the methods by which it is procured and managed. There are a range of approaches for different conditions which can be brought together in different combinations.

- **Procurement model:** who specifies the hub components, which ranges from the lead body working on the hub alone, the lead body specifying core elements to a third party to manage according to their business model or lead body purely providing permission and a hands-off approach to the elements
- **Management structure:** which organisational structure is used to deliver the hub and provide its services, ranging from one operator to a consortium or more formal partnership



PROCUREMENT MODEL	Who specifies the hub components	Direct control in house team specifies and no external procurement	Service contract fully funded, and tightly specified service delivered by a third party (commercial or voluntary sector)	Procured operator some elements specified / funded, and others left for the operator to control / fund	Permission to operate third party to operate with minimum standards set in MOU, concession agreement or permit
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Most control for lead body ← → Least control

MANAGEMENT STRUCTURE	Who manages the components	Lead body in-house team managing and operating	Partnership contractual between partners sharing finances or resources	Consortium collaboration between partners with limited or no sharing of finances or resources	Independent third parties specified by lead body working independently
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Most integrated ← → Least integrated

Illustrative models

The following pages provide four different illustrative models to provide an indication of the type of approaches that could be applied to four of the six different types of hubs listed in the introduction.

They are for:

- a large city centre, interchange hub
- a residential development hub
- a network of local suburban hubs
- a small rural community hub



South Woodford Community hub, accredited by CoMoUK

1. Large city centre / interchange hub

Location and ownership:

City centre bus interchange next to a railway station. Single site owned by Network Rail.

Customers:

Regional and local travellers, city centre visitors, commuters, residents & businesses.

Value proposition:

Provision of quality, integrated transport services, alongside convenience of practical and leisure services and the enjoyment of improved public realm. Additional reward system for repeat use of services.

Collaboration:

The hub management is partially integrated. The Hub Partnership leads are running some elements, whilst other independent aspect contributes to costs and participate in joint digital promotions.

The Hub Partnership is a new body created by Network Rail and the regional rail and local bus providers.

SUGGESTED COMPONENTS:

The hub & its infrastructure



Buildings

Public transport



Rail



Bus



DDRT
(Digital Demand Responsive Transport)

Shared transport



Car club



Bike share



E-scooter

Practical facilities



MaaS app



Café



Co-working space



Cycle hub



Wi-Fi



Shop

Visual environmental & community



Community free library



Parklet



Community artwork



Fountain



Benches

1. Large city centre / interchange hub

Components	Who specifies /controls	Who operates / manages	Who funds capital costs	Who funds revenue costs
The hub and its infrastructure, (buildings, road changes, information)	Direct control: The hub itself is operated by the lead body, "The Hub Partnership."	Partnership: The Hub Partnership is a new body created by Network Rail and the regional rail and local bus providers.	Capital costs are mainly covered by a government development grant in conjunction with contributions from The Hub Partnership.	<ul style="list-style-type: none"> • Rail & bus station operator charges • Revenue from the Café / co-working space, and cycle hub • Permit / rent contributions from the shop and other operators • Physical and digital advertising revenue
MaaS	Procured operator: The Hub Partnership in partnership with the local authority.	Third parties: MaaS platform provider.	The Hub Partnership in conjunction with the local authority and the MaaS provider.	A percentage of service revenue and digital advertising revenue.
Rail and bus	Procured operator: National and local government contracts.	Partnership: Rail and bus operators as part of the partnership.	Rail and bus operators.	Service revenue.
Car club, bike share and e-scooter	Procured operator: The local authority has partially specified and contracted these services as part of a wider network on a concession or permit basis. The Hub Partnership grant permission to operate in the hub.	Third parties: Commercially run. The bike and e-scooter services are run by the same company.	The local authority provided capital funding for electric charging points and bikes through a national government scheme. Remaining costs supported by service revenue.	Service revenue from all services. Sponsorship of the bike and scooters share scheme. (Services benefit from additional patronage from a points-based reward system run through a MaaS app).
Café, co-working space, cycle hub and Wi-Fi	Service contracts: Fully specified and contracted by The Hub Partnership.	Third parties: Independent contracted service providers.	Capital costs are managed by The Hub Partnership.	Generated revenue is collected by The Hub Partnership as part of the collective business model. (Services benefit from additional patronage from a points-based reward system run through a MaaS app).
Shop	Permission to operate: The Hub Partnership has grant permission to operate in the hub.	Third parties: Commercially run by a national chain.	National chain.	Revenue from sales.
Free library box & artwork	Permission to operate: A local community group.	Third parties: A local community group.	Community grant.	Volunteer time.
Parklet, fountain and benches	Direct control: The Hub Partnership authority in conjunction with the community.	Consortium: The Hub Partnership authority with volunteer support from the community group.	The Hub Partnership.	The Hub Partnership.

2. Network of suburban mini hubs

Location and ownership:

Network of local authority owned sites (car parks and other publicly owned land).

Customers:

Commuters, residents, community groups & neighbourhood businesses.

Value proposition:

Provision of quality, integrated transport services, coherently presented under one overarching brand. In addition, there are practical and leisure services chosen through community consultation to be enjoyed alongside improvements in public realm.

Collaboration:

The hub model shows partial integration between partners. The local authority leads on and manages some elements, partners managing components are collaborating on management tasks and contributing to overall costs.

SUGGESTED COMPONENTS:

The hub & its infrastructure



Buildings



Road changes



Signage



Information

Public transport



Bus

Shared transport



Car club



Bike share

Practical facilities



Package locker



EV charging network

Visual environmental & community



Parklets



Bench



Outdoor gym equipment



Community notice board

2. Network of suburban mini hubs

Components	Who specifies /controls	Who operates / manages	Who funds capital costs	Who funds revenue costs
The hub and its infrastructure, (buildings, road changes, signage, information)	Direct control: The local authority.	Partnership: The local authority integrates infrastructure maintenance into wider service contracts. Transport operators manage their elements.	The local authority through national government development funding.	Permit contributions from operators, advertising revenue.
EV charging network	Procured operator: The local authority procures service.	Third party: EV charge provider.	The local authority in partnership with the EV charge provider.	Charging revenue.
Bus	Procured operator: The local authority.	Third party: The bus operator.	The local authority in conjunction with the bus operator.	Service revenue with local authority subsidy.
Car club, bike share	Procured operator: The local authority has specified and contracted the service for the network of hubs through a tender process.	Consortium: Commercially run by two separate operators who contract out combined tasks of bike and car vehicle checks to a local enterprise.	The local authority provides capital funding to the bike share operator through a national government scheme. Remaining costs supported by service revenue.	Service revenue and sponsorship of the bike share scheme.
Package locker	Direct control: The local authority.	Third party: Delivery company.	Delivery company.	Delivery company.
Parklets, bench and outdoor gym equipment	Direct control: The local authority in conjunction with community groups.	Consortium: The local authority in conjunction with community groups.	The local authority through national government development funding.	Permit contributions from operators, advertising revenue.
Community notice board	Permission to operate: A community group.	Third party: A community group.	The local authority.	Volunteer time.

(NB: options are illustrative options for how a hub can be managed)

3. A new residential development hub

Location and ownership:

Urban extension site owned by residential developer.

Customers:

Residents of the development and neighbouring residents.

Value proposition:

Provision of a choice of quality transport services, alongside convenience of practical and leisure services. Designed to reduce the dominance of the private car using space gained to improved shared space for residents.

Collaboration:

The hub management is partially integrated and run by the management company appointed by the developer in discussion with the local authority. The components are a mix of:

- Those operated funded by the management company through resident charges, e.g., transport services, infrastructure, practical facilities
- Those operated commercially by the private sector e.g., the creche

Minimum standard set by the local authority as part of supplementary planning documents for new developments.

SUGGESTED COMPONENTS:

Public transport



DDRT
(Digital Demand Responsive Transport)

Shared transport



Car club



Bike share



E-scooter

Practical facilities



Lockable cycle shelter with tools



Information point



Lighting



Co-working space



Crèche



Wi-Fi

Visual environmental & community



Shared garden



Benches

3. A new residential development hub

Components	Who specifies /controls	Who operates / manages	Who funds capital costs	Who funds revenue costs
The hub and its infrastructure, (buildings, road changes, signage, information)	Direct control: The developer under guidance from the local authority Supplementary Planning Guidance.	Lead body: Management company controlled by the developer.	The developer.	Monthly resident service charges plus rent from creche.
DDRT	Procured operator: The local authority.	Third party: The DDRT operator.	The bus operator provides the vehicle and software.	Service revenue with local authority subsidy and contribution from the developer.
Car club, bike and e-scooter share	Service contracts: Fully specified and contracted service by management company.	Third party: Run by two separate operators (car club and micromobility) to specification set by the management company.	The service providers fund the capital in exchange for guaranteed monthly service fee.	Monthly resident fees pay for package of minutes of use with options to buy additional hires.
Lockable cycle shelter with tools, information board Wi-Fi and lighting	Direct control: The management company.	Lead body: Management company.	The developer.	Monthly resident fees plus rent from crèche.
Co-working space	Direct control: The management company.	Lead body: Management company.	The developer.	Revenue from services.
Crèche	Permission to operate: A service provider.	Third party: Delivery company.	The developer.	Revenue from services.
Shared garden and benches	Direct control: The management company.	Lead body: Management company.	The developer.	Monthly resident fees.

(NB: options are illustrative options for how a hub can be managed)

4. A village / community hub

Location and ownership:

Village hub run by community interest company (CIC) based around a café and community space.

Customers:

Local residents and tourists.

Value proposition:

Provision of a choice of quality transport services, alongside convenience of practical and leisure services and improved public realm.

Collaboration:

The hub is almost fully integrated, with most services run by the Community Interest Company, with the exception of:

- The bus which is managed by the local authority and run by a private operator as part of a wider network
- Car sharing scheme which is operated by a local community group

SUGGESTED COMPONENTS:

Public transport



DDRT
(Digital Demand
Responsive
Transport)

Shared transport



Community
car sharing



Community
bike library

Practical facilities



Lockable cycle
shelter with tools



Information point



Lighting



Wi-Fi



Café

Visual environmental & community



Public space for events
& pop-up markets



Play area



Benches

4. A village / community hub

Components	Who specifies /controls	Who operates / manages	Who funds capital costs	Who funds revenue costs
The hub & its infrastructure, (buildings, signage, information)	Direct control: Led by the Community Interest Company (CIC) under guidance from the Parish Council.	Lead body: The CIC.	Existing building used with adaptations funded by the parish council, community share subscriptions.	Revenue from the community café, bike hire and pop-up event space.
DDRT	Procured operator: The local authority.	Third party: The DDRT operator.	The bus operator provides the vehicle and software.	Service revenue with local authority subsidy.
Community car sharing	Permission to operate: CIC supported a community car share scheme to place 2 cars at the hub as part of local village network.	Third party: Car sharing scheme which is operated by a local community group.	Vehicles funded by a community start up grant. Keys managed through a key safe.	Revenue from hires.
Bike library	Direct control: The CIC.	Lead body: The CIC offers free loans to locals and paid for hires to tourists.	Parish council, share subscriptions from the local community.	Volunteer time plus tourist hires.
Café	Direct control: The CIC.	Lead body: The CIC.	Existing business of the CIC.	Revenue from sales.
Pop up event space	Permission to operate: CIC rents the space to third parties.	Third party: Various small businesses and charities rent the space managed by the CIC.	Parish council, share subscriptions from the local community.	Revenue from services.
Play area and sitting area	Direct control: The CIC.	Lead body: The CIC.	Parish council, share subscriptions from the local community.	Revenue from the community café, bike hire and pop-up event space.

(NB: options are illustrative options for how a hub can be managed)

Case Studies

These examples offer a range of different business model approaches which have been adopted on the ground so far. Further examples will be added to our website as they emerge.



CASE STUDY 01

South Woodford Mini Hub - London Borough of Redbridge

Although the hub is led by the London Borough of Redbridge and located on public road space, its design and operations have been devised with community and commercial partners.

South Woodford Community Association manage the café, green space and community notice board, and Ubeego have been contracted to run the car club through a borough wider agreement.

[Click to read more](#)



CASE STUDY 02

Norfolk Mobility Hubs

Norfolk County Council have received funding from the Transforming Cities Fund to develop a series of hubs across the area, building upon existing transport infrastructure. The project will provide access improvements and integrate new shared e-bikes and e-scooters provided by commercial operator Beryl. This is an example of a scheme which is led by the public sector, with partial integration of services from the private sector.



CASE STUDY 03

BP Mobility Hub

Located close to the O2 Arena on the Greenwich Peninsula, the BP mobility hub was the first in London. A private-sector consortium-led development, the hub blends a range of mobility-focused components to offer new ways of moving around the area.

The hub includes established brands such as Enterprise Car Club, Brompton Bike Hire and BP's Pulse EV chargers. The site also has InPost parcel lockers and a Wild Bean Café. The hub is supported by an app that provides access to the bike hire and car club, provides journey planning and enables the finding, booking and payments for train and bus tickets, taxis, car rentals and hotels.

[Click to read more](#)

Additional considerations

Branding

Brands are key to the identity of organisations and are used widely within mobility. A common visual identity for hubs, particularly within a network, may help engagement with users, boosting utilisation. However, branding needs to be considered within the business model as it could have an impact on how components are delivered.

There is already a range of approaches to hub branding for existing hubs with either overarching branding for the hub

and all its components, or just for the hub with all components using their own branding.

Where hubs are operated by a single entity, common branding may be relatively simple to deliver.

There are benefits to common branding, but a balance needs to be struck to not reduce the business model options available and/or to burden hubs' owners and stakeholders with unviable amounts of work.

	Overarching branding for all hub elements	Overarching brand for the hub housing individual branding
Pros	Provides coherent single image across a network of hubs. Aids understanding and orientation around hub elements by the users.	Allows network of hubs to be seen as part of the same initiative. Reduces cost and speeds up delivery. Sub brands may be established from other markets e.g. Enterprise Car Club.
Cons	Additional difficulties, costs and time to get agreement for a new brand to be adopted by all parties. It would entail adding branding to the physical assets, creating a new skin for the app and separate marketing materials.	More challenging for the hub components to be seen as part of the same initiative.



Mobility-as-a-Service (MaaS)

The development of MaaS systems may become integral to the development of mobility hubs in some cases, particularly where a network of hubs can be integrated with transport services over a wide area. The business models of hubs and MaaS need to be considered together but with thought given to whether all MaaS components are suitable for provision at each hub, taking account of the location and scale of hubs and the level of demand for specific components.

Digital integration offers additional opportunities for advertising, cross marketing and development of different forms of reward systems to incentivise use of sustainable travel modes.

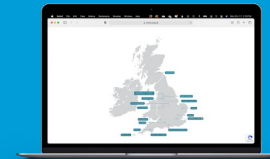
CoMoUK is the national charity dedicated to the public benefit of shared transport. We are a collective body for shared transport operators, and work across the car share, bike share, lift share, e-scooter and flexible bus sectors.

We work closely with local, regional, transport and national authorities. Our accreditation schemes for car clubs, bike share and mobility hubs provide standards for operators and developers and provides local authorities with assurances when procuring services.

We want transport to be cleaner, safer, healthier, greener, cheaper, more convenient, and more inclusive.

CoMoUK runs discussion forums for those working on hubs in the UK and offers 1:1 consultancy support to aid the development of mobility and community hubs as well as shared mobility services.

CoMoUK has also created:



[A map of mobility hubs in the UK](#)



[Accreditation scheme for hubs](#)



[An introductory guide to mobility hubs](#)

Get in touch

If you would like to know more about any aspect of our work get in touch and we will be happy to help you.

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