
Report to: Transport Task Group

Date: 22/04/2022

Subject: Future of the West Yorkshire Liftshare agreement - update

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1. Purpose of the Report

- 1.1. The purpose of this note is to provide an update to Transport Task Group on the future of the West Yorkshire Liftshare agreement.

2. Background

- 2.1. The West Yorkshire Liftshare agreement has been in place for a number of years. Each District currently contributes towards the provision of the WY Liftshare website (the total cost of the agreement is £7,500 per year) and management of the matching of trips through the Liftshare database. It is proposed that this agreement ends in July 2022 and this paper sets out alternative options that could be put in place to provide information for current users and continue to promote lift sharing across West Yorkshire.

3. Benefits of lift sharing

- 3.1. Lift sharing (also called ride sharing or carpooling) either through organised employer groups or through an app enables individuals to share trips with one or more passengers. Sharing journeys can help to reduce carbon emissions and also reduce the cost of travel for individuals. This is particularly beneficial when it enables people to access employment opportunities where public transport cannot provide an option for a particular journey (for example shift workers at factories in peripheral locations including along the M62). This helps tackle the affordability of travel and improving access to employment options which are both Mayoral priorities.

4. Future options

Option 1 – Undertake tender for new supplier

- 4.1. If the Districts wish to continue with an agreement of a similar nature to the existing Liftshare arrangement, a tender for a new supplier could be developed. This would be on the basis of a more formal contract than the current arrangement. This option would allow a wider range of suppliers to be consulted. A pre-market engagement to test appetite for this tender could also be undertaken.

4.2. Several Districts have raised concerns about the cost of the current arrangement so any new arrangement would be on a lower cost basis. One of the purposes of undertaking pre-market engagement will be to understand the likely costs of this agreement and product options available for this agreement in the future.

Option 2 – Provision of alternative information to existing users (with no formal contract).

4.3. The main advantage to this option would be to enable cost saving. A clear plan to promote alternatives through websites and social media and the TPN team and any other employer forums would be required.

4.4. Other providers that could be promoted are outlined in the table below.

Provider	Personal lift sharing (peer to peer)?	Corporate/ business use?	Other features
BlaBlaCar	Yes	Does not offer closed group for business users.	
GoCarShare	Yes	Yes (at a cost – 30 day free trial available)	
Jambusters	No	Yes	Provides journey matching software for businesses
Scoot	Yes	Yes	Enables carbon offsetting for each shared journey through app

5. Next Steps

5.1. It would be useful to understand from the Districts which of the options suggested in this paper would be preferred. If any District wishes to have a conversation about the points raised in this paper, please contact Kate Gifford.