

	<h2>Environment Committee</h2> <h3>14th July 2016</h3>
<p style="text-align: right;">Title</p>	<p>Car Club Expansion in Barnet</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>All</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A - Car Club Strategy: Technical Appendix</p>
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<h2>Summary</h2>
<p>At Environment Committee on 8th March 2016, Councillor Salinger requested that a report be produced that examines the potential to expand car clubs in Barnet. This report focusses on an expansion of current car club availability, electric vehicle car clubs, the clubs and infrastructure that already exist within the borough, and the potential advantages in supporting this approach in the future.</p>

<h2>Recommendations</h2>
<p>1. That Committee approve the expansion of electric vehicle car clubs within Barnet on a “mixed economy basis” so that the borough can benefit from different variants of electric car club from multiple providers.</p> <p>2. That the installation of electric vehicle car club infrastructure will be carefully considered by the Commissioning Director for Environment and therefore consultation will be conducted with Ward Members in making decisions related to the locations identified for the infrastructure.</p>

1. WHY THIS REPORT IS NEEDED

1.1 Background

Car clubs are a key component of the Mayor of London Transport Strategy. Car clubs offer a flexible method of urban mobility to encourage behavioural change in travel patterns through the provision of greater choice on a journey by journey basis.

London represents 85% of the UK Car Club market. The car club Coalition (CCC) was established in September 2014 and represents Car Club operators, London Councils, the Great London Authority (GLA), Transport for London (TfL) as well as other key stakeholders.

The central vision for the CCC is to ensure one in ten Londoners by 2025 are car club members. The Vision for the CCC's car clubs strategy is based on ten key action points which include:

- Developing a monitoring framework to assess the impact of car clubs.
- Working with stakeholders to support car clubs.
- Transforming London's public sector fleets.
- Building capacity and creating a framework for policy development.
- Helping Londoners make the switch from private cars.
- Making parking management smarter and easier.
- Driving the uptake of low-emission vehicles.
- Transforming the profile of car clubs in London.
- Driving the uptake of car clubs in London's commercial fleets.
- Car club integration.

1.2 Benefits of Car Clubs

Transport for London's (TfL) 'Road Task Force Report' (RTF) estimated that:

- Congestion costs London's economy £4bn per year.
- Poor air quality from road based transport is leading to an estimated 4,200 premature deaths per year.
- London's population is forecast to grow 14% during the period 2011-2021, which could outweigh the relative decline in car ownership & usage in London witnessed over the past decade.

The Road Task Force Report identified car clubs as a means to improve air quality and reduce congestion. Car clubs have eight principal benefits:

- **Modal Shift:** Car clubs alongside public transport, walking and cycling, provide an attractive mix of mobility services to promote a shift from private car use.
- **Accessibility:** Car clubs in areas where there are fewer public transport or alternative mode options provide access to services and opportunities.

- Air Quality: Car club cars are more efficient than private cars, especially where electric cars are employed.
- Reducing congestion: through reduced car ownership.
- Improving air quality: by reducing the number of private vehicles on the road and by switching from traditional internal combustion engine cars to electrically powered vehicles.
- More efficient/flexible use of space: by better road space management.
- Reduced need for commercial fleets: as companies can utilise car club vehicles rather than having to purchase their own fleet.

1.3 Types of car club operation

There are three main types of car club operation which cater for different types of journey requirement:

- Round-trip car sharing involves a car club member booking a specific car, located in a dedicated parking bay, for a nominated period of time and then returning the car to the same dedicated parking bay, before the end of the reserved time.
- Fixed one-way car-sharing involves a car club member reserving an available car at a designated parking bay and driving to another designated parking bay, where the reservation ends.
- Floating one-way car-sharing involves a car club member using a Smartphone application to identify a suitable vehicle, reserving that car and then driving it to their required destination within a specified geographic operating area, where the reservation ends.

At the current time, the most popular operating model in London is the 'round trip' system which has operated in London for more than a decade and also includes most peer to peer car sharing.

1.4 Existing Current car club provision in Barnet

There are three main suppliers of car clubs in Barnet:

- E-Car (electric vehicle car club);
- Zip Car (conventional car club)
- EasyCar Club (Peer to Peer Car Club Sharing)

1.5 Existing Electric Vehicle Car Clubs and Electric Vehicle Charging Infrastructure in Barnet

In December 2015, the Council, in partnership with E-Car, launched a two vehicle car sharing scheme that allows residents to hire an electric car by the hour. The cars are based at Barnet House in Whetstone where there are two electric vehicle charging points which are reserved exclusively for the E-Car Club users.

E-Car provides its members with hourly car hire 24 hours a day, all year round. Members of the car club can use the two Renault ZOE cars for £5.50 per hour or £45 a day, which includes the charge, insurance, congestion zone exemption and a source charging card (which can be used on participating charge points). Barnet also has twenty five publically available charging points outside of the car club specific devices. Four of these are council controlled electronic charging locations within the borough which are available to all members of the public.

These are located at:

- Lodge Lane Car Park, North Finchley, N12
- Finchley Road, Temple Fortune, NW11
- High Road, East Finchley, N2
- Bunns Lane Car Park, Mill Hill, NW7

Appendix A: *Car Club Strategy: Technical Appendix* provides more details of the borough's existing electric vehicle car club infrastructure.

2. REASONS FOR RECOMMENDATIONS

2.1 Recommended Option

The recommendation for the expansion of car clubs in Barnet is that the Council pursues a “mixed economy” solution whereby the borough utilises several forms of electric vehicle car clubs from multiple providers. This approach will give the borough the best opportunity to capitalise on emergent technologies in this rapidly evolving area. This approach will also involve expanding the borough's electric vehicle charging infrastructure in order to make electric vehicles a viable alternative for travel throughout the borough.

This approach will deliver the following benefits:

Congestion and parking improvements

A survey conducted by Car Plus discovered that:

- for each car club vehicle provided, 5.8 private cars had been removed from the roads by members who had sold or deferred purchase of a car.
- car club vehicles in London have an average occupancy of 2.28 against the average car which has 1.47.

The Car Club Coalition estimates that the average London resident's car is used for only 4.6 hours a week. This implies that it is parked for 97% of the time which is both an inefficient use of the road space and the vehicle itself.

All of these factors suggest that a greater uptake of car clubs in Barnet would reduce traffic congestion and ease pressure on parking resources.

Air Quality improvements

Whilst it will not be possible to control the supply of vehicle types to other car clubs and peer to peer operations, the Barnet car club market with its electric vehicles will provide considerable air quality benefits at the point of usage.

Barnet's electric vehicle car clubs will also be useful in promoting electric vehicles to a wider audience, with resulting benefits of improved air quality from electric vehicles replacing fossil fuel equivalents.

Safety Improvements

Circa 85% of London's car club vehicles meet the Euro NCAP (Crash testing) NCAP five star plus or Five Star standard rating. Another 13% of London's car club vehicles meet the acceptable NCAP four star plus standard. This means that promoting car clubs in Barnet could move residents away from ownership of older vehicles with a lesser NCAP safety rating.

Social Inclusivity

Research performed by Car Plus estimates that residents can be around £3,000 per year financially better off switching to car club membership from private vehicle ownership. Electric vehicle car clubs could enable wider access to electric car usage across the borough, with the potential for extending the benefits of electric car use to those on a lower income who cannot currently afford to own and run a motor vehicle.

Business use advantages

Croydon Council ran a pilot initiative to use car clubs for staff travel.

The results of this pilot initiative were:

- A reduction in car travel costs by 42% from £1.3m to £756,000;
- A 52% reduction in Croydon Council employee car users;
- A 42% fall in employee business miles.
- A 36% reduction in annual employee CO2 emissions.

The Croydon Council example demonstrates the many positive effects of switching fleet management to car clubs. This is something that Barnet could replicate throughout the majority of suitable local businesses as electric vehicle successes become more widespread and a greater element of consumer choice in terms of operational models are available.

Details of the Croydon example are available in Appendix A *Car Club Strategy: Technical Appendix*.

- 2.2 Electric vehicles and electric vehicle car clubs are a fast evolving transport mode in London. The technology involved is still relatively new and so there are many options from providers that are emerging. By adopting a mixed economy approach, Barnet can secure the most flexible service provision possible whilst emergent technology develops.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Develop conventional petrol/diesel powered car clubs

Conventional petrol/diesel powered car clubs already operate within Barnet and do so successfully. However, electric vehicle technology and electric vehicle charging points have developed a great deal recently to the point where they now offer a viable alternative to conventionally powered vehicles. Electric vehicles have significantly fewer vehicle emissions at the point of use than conventional vehicles. The Government forecasts that by 2020 plug-in vehicles will make up around 12% of the cars sold in the UK. This expansion will be due in part to advances in vehicle and battery technology and also as a response to the expansion of charging infrastructure across London and the rest of the UK.

Electric vehicles are also generally smaller than conventionally powered cars and so have the added advantage of taking up less road space. For these reasons it is recommended to develop electric vehicle car clubs rather than conventional petrol/diesel powered car clubs within the borough.

3.2 Adopt a single electric car club service provision from a sole supplier

There are advantages to allowing a single car club operator exclusive rights to operate within the borough. These advantages would be likely to include preferential rates and a uniform and easy to understand offering for Barnet residents. However, as previously stated in this report, electric vehicles and electric vehicle car clubs are relatively new and rapidly emerging areas. Therefore there is a risk of Barnet adopting one particular form of car club too soon and missing out on new developments in the sector. For this reason this option is not recommended.

3.3 Don't actively seek to develop car clubs and allow the sector to evolve without the Council's support.

This option is not recommended as electric vehicles and car clubs will have many benefits for Barnet and are likely to form an important element of the authority's forthcoming Transport Strategy. With several forms of electric vehicle car clubs and electric vehicle charging points likely to be in operation in the borough, a degree of Council support, promotion and coordination will be necessary in order to offer the best possible service to Barnet residents. Simply allowing electric vehicle car clubs to develop on their own via the

forces of supply and demand would risk an inconsistent set of services developing which may be difficult for residents to access.

4 POST DECISION IMPLEMENTATION

If the Environment Committee approve the recommendations in this report as recommended then an action plan will be formulated which will involve:

- Engagement with electric vehicle car club providers to expand current service provision within the borough.

Work will commence to establish a comprehensive network of electric vehicle charging points (EVCPs) which are required to enable the effective operation of electric vehicles.

- Engagement with residents and resident groups to inform locations of future electric vehicle charging points.
- Engagement with development planning to ensure electric vehicle provision is made at new developments. The integration of car club places within new development planning policy is important to ensure the supply of spaces keeps pace with increasing population growth.
- Consideration of how electric car club infrastructure should be coordinated with other modes to ensure that a car club journey can be integrated with public transport and active travel modes, including cycle sharing to enable the user to prepare a seamless journey.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

Electric vehicle car clubs and electric vehicle charging infrastructure will help promote the Council's Core Values of:

- **Fairness:** By seeking to balance the needs of road users and provide an alternative variant of car use which will meet the needs of the organisation's wider Transport Strategy.
- **Responsibility:** By recognising that the existing traditional travel modes within the borough are leading to long term issues with air quality and congestion which means that action must be taken to provide and promote alternative travel modes.
- **Opportunity:** By making independent car travel available to those who previously could not afford it.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 Funding for Electric Vehicle Car Clubs and Electric Vehicle charging Infrastructure in Barnet is available from the Office for Low Emission Vehicles. The Council will be able to utilise this funding for its infrastructure. Where electric vehicle charging points are installed in parking bays, the Council, will need to consider the potential loss of parking income and/or the requirement to provide alternative parking bays elsewhere. Thus there is likely to be cost to the Council.
- 5.2.2 How electric vehicle car clubs and their associated charging infrastructure are procured and the contractual arrangements around this will merit careful consideration in order to secure the most advantageous arrangements for the borough.
- 5.2.3 Where electric vehicle charging points are installed in parking bays, the Council, will need to consider the potential loss of parking income and/or the requirement to provide alternative parking bays elsewhere. Thus there is likely to be cost to the Council.

5.3 Social Value

Electric vehicle car clubs could enable wider access to electric car usage across the borough, with the potential for extending the benefits of electric car use to those on a lower income who cannot currently afford to own and run a motor vehicle.

5.4 Legal and Constitutional References

- 5.4.1 The Traffic Management Act 2004, places a legal duty on the Local Authority to manage the network in the most effective way possible:

Section 16 of the Traffic Management Act 2004 states:

(1) It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their obligations, policies and objectives, the following objectives-

(a) securing the expeditious movement of traffic on the authority's road network; and

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing— (a) the more efficient use of their road network; or (b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority and may involve the exercise of any power to regulate or co-

ordinate the uses of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority).

5.4.2 The expansion of Car Clubs within Barnet will assist the borough with the successful execution of its Network Management duties as outlined above as Car Clubs have the potential to reduce congestion on roads by reducing direct car ownership.

5.4.3 In terms of the Council's constitution, Annex A to Responsibility for Functions - Membership and Terms of Reference of Committees, Sub-Committees and Partnership Boards outlines the Environment Committee's responsibilities in Transport and traffic management including agreement of London Transport Strategy-Local Implementation Plan. Annex A also outlines the Environment Committee's remit to approve any non-statutory plan or strategy within the remit of the Committee that is not reserved to Full Council or Policy and Resources.

5.5 Risk Management

5.5.1 As Electric Vehicles are such a rapidly emerging area there is a risk that the Council procures an electric vehicle solution that does not adequately meet the future needs of the borough. This risk will be mitigated by careful planning, engagement with the sector and full alignment of the initiative with the Council's overall Transport Strategy.

5.5.2 All identified risks associated with the Expansion of Car Clubs will be managed Identified risks will be managed in accordance with the Corporate Risk Management Framework.

5.6 Equalities and Diversity

5.6.1 The public sector equality duty under Section 149(1) of the Equalities Act 2010, requires the authority, in the exercise of its functions, to have regard to the need to advance equality of opportunity between persons who share relevant protected characteristics and person who do not share it.

5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristics that are connected to that characteristics (b) take steps to meet the needs of persons who share a relevant protected characteristics that are different from the needs of person who do not share (c) encourage persons who share a relevant protected characteristics to participate in public life in any other activity in which participation by such persons is disproportionately low.

The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.

5.6.3 Consideration will be given to how all groups in Barnet can access the new

Electric Vehicle infrastructure, including those residents who have disabilities.

- 5.6.4 Consideration will also be given as to how and potential removal of car parking spaces may affect specific groups within the borough.

5.7 Consultation and Engagement

Consultation will take place with Barnet residents in order to determine the most appropriate locations for the Electric Vehicle infrastructure. A wider formal consultation will also take place in relation to Electric Vehicles as part of the Public Consultation into the borough's proposed Transport Strategy. This consultation will aim to monitor and capture the views of all residents, including those on lower incomes.

5.8 Insight

- 5.8.1 Insight on current electric vehicle infrastructure and car club usage throughout London has been used to inform this report. This insight has been provided by a variety of sources.
- 5.8.2 Further insight will be used to guide future decisions to ensure that the most appropriate service provision is provided in Barnet. Where possible data and insight related to the equality impacts of car clubs will be utilised to guide the strategy and the latter electric vehicle car club implementation.

6. BACKGROUND PAPERS

Appendix A: Car Club Strategy: Technical Appendix