

REPORT TO: CITY DEVELOPMENT COMMITTEE – 25 AUGUST 2014

REPORT ON: PROPOSALS TO SUPPORT THE DEVELOPMENT OF AN EXPANDED CAR CLUB IN DUNDEE

REPORT BY: DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 280-2014

1 PURPOSE OF REPORT

1.1 This report seeks the approval of the Committee to engage with the Developing Car Clubs in Scotland Programme to expand car club operation in Dundee.

2 RECOMMENDATION

2.1 It is recommended that the Committee:

- a authorise the Director of City Development in partnership with the Transport Scotland funded Developing Car Clubs in Scotland Programme to agree a business plan with the appointed car club operator to expand car club operations in Dundee; and
- b authorises Transportation Division staff to commence the preparation of Traffic Regulation Orders (TROs) required for any car club parking spaces on and off street.

3 FINANCIAL IMPLICATIONS

- 3.1 £100,000 has been identified in Tactran's capital programme FY2014/2015 budget for the implementation of car club proposals and expansion of EV charging points in Dundee.
- 3.2 Financial support is also available through the Developing Car Clubs in Scotland (DCCS) programme funded by Transport Scotland. It has been indicated that, subject to final agreement, DCCS will fund the purchase of multiple electric vehicles (EV) for use in a car club operation as well as a further £20,000 towards marketing costs and the funding of a Dundee based development worker.
- 3.3 Within two to three years, the car club has the potential to become a viable self-funding operation. The car club operator will generate its revenues from fees and charges from members of the car club.

4 BACKGROUND

- 4.1 A car club is a member-based organisation that provides access to pay-as-you-drive vehicles. Car club vehicles are available for hire on an hourly or daily basis, 24 hours a day, 7 days a week. Vehicles tend to be parked in dedicated and clearly marked parking spaces close to the homes and workplaces of car club members. Members can access car club vehicles via a smart card or by a key, accessible via a key safe. The club covers all the costs of owning and operating the vehicles, such as insurance, tax, fuel, cleaning and servicing. Members usually pay an annual membership fee to be part of a car club and then pay an hourly charge (typically between £3 and £5) to hire a vehicle and a mileage charge (typically around 15p-20p per mile for non-EV cars) that covers fuel and vehicle wear and tear.
- 4.2 The benefits of car clubs include providing a money-saving alternative to car ownership for occasional use, providing access to vehicles which are more fuel efficient than the average privately owned car, increasing walking, cycling and public transport use amongst members, reducing the number of cars on the road and improving individual mobility and accessibility.
- 4.3 There are car clubs in a number of towns and cities around the UK. In Scotland there are successful and growing car clubs in Edinburgh, Glasgow, Aberdeen and Dumfries as well as

a network of community-run car clubs in a number of small towns and rural communities across Scotland. The funding being made available by the Scottish Government offers the opportunity to ensure that a thriving car club is also established in Dundee.

- 4.4 The current small-scale car club in Dundee was officially launched in March 2012 and is operated by the not-for-profit car club operator Co-wheels (Rebranded from Commonwheels in 2012) which is also responsible for car clubs in Aberdeen and Dumfries. With support from DCCS it is hoped that the Dundee Car Club vehicles located in visible on-street parking bays across Dundee would grow to consist of around 500 active car club members over a three year period.
- 4.5 Traffic Regulation Orders are required to provide on-street parking bays for car club vehicles. Potential on-street sites have been identified at Courthouse Square and Perth Road with off-street sites potentially located in Council owned car parks in Lochee, Broughty Ferry (Queen Street), South Tay Street and Shore Terrace.

5 POLICY IMPLICATIONS

- 5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. The major issues identified are:
- a the development of a car club in Dundee will support TACTRAN in meeting its overarching objective of 'improving accessibility for all' as set out in the Regional Transport Strategy; and
 - b the development of a car club in Dundee will help achieve Outcome 11: Our People Will Live in a Low Carbon, Sustainable City.

6 CONSULTATIONS

- 6.1 The Chief Executive, the Director of Corporate Services, Head of Democratic and Legal Services and the Director of Environment have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

- 7.1 'Developing Car Clubs in Scotland, Programme Review 2010-2012' Carplus Trust, (2012): <http://www.carplus.org.uk/dccsreview/>
- 7.2 'Developing Car Clubs in Scotland' Transform Scotland and Chas Ball (2010): <http://www.transformscotland.org.uk/carclubsreview.aspx>

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