SUMMARY

In July 2007 the Executive resolved in principle the development of car clubs in the Borough and in October 2007 this Neighbourhood Committee approved two car club bays in Claremont Road. The Council have appointed Streetcar Ltd to run the on street car club service until at least 2011 and the car club launched in Claremont Road in July 2008. As part of the expansion of the network of cars available to residents across the Borough, it is proposed to convert two existing shared use parking bays in Langley Road to car club bays.

RECOMMENDATIONS

It is RECOMMENDED that:

1. the conversion of two of the existing shared use bays in Langley Road to “car club only” bays be approved to accommodate the car club.

2. the Service Director (Environment and Sustainability) consider any objections to the traffic order in consultation with the Co-Chairs and Ward Councillors and be authorised to make minor amendments to resolve any issues that may arise.

3. the Service Director (Environment and Sustainability) continue to explore the possibilities for additional bays and progress proposals for new locations in consultation with the Co-Chairs and Ward Councillors

REASON FOR RECOMMENDATIONS

To develop and expand the on street car club network in Surbiton and the wider Borough.

BACKGROUND

1. A car club is a service that allows a car to be hired quickly and easily for short term use, enabling members to have access to a car without having to own one.

2. Car clubs support the Council’s policies by helping to reduce overall levels of car use and ownership, whilst improving residents’ options for travel.

3. In October 2007 Surbiton Neighbourhood Committee gave approval for the general development of a car club in the Surbiton area and particularly for the conversion of two of the existing shared use bays in Claremont Road to “car club only” bays.

4. Since its launch the Claremont Road car club vehicles have performed well with usage rates of around 50%. In addition membership of Streetcar by RBK residents has almost trebled in 6 months to around 200 members
5. Streetcar and the Council are keen to build on this success by expanding the network of cars available to residents across the Borough, and have secured funding from TfL to do this during the 2008/9 financial year.

6. The Langley Road area is considered as a good location for a car club as it has a lot of high density flat development and good public transport links. Mapping of existing members and residents interested in joining Streetcar, indicates that there is significant demand for a car club service in this wider Surbiton/ Tolworth area and Langley Road would be a convenient location to serve this area.

PROPOSAL

7. It is proposed to convert two existing shared use bays in Langley Road to car club only bays (see Plan 1 for precise location). If approved a Traffic Management Order (TMO) will be processed in November 2008 using funding obtained from Transport for London for the current financial year. It is proposed that any objections to the traffic order are considered by the Service Director (Environment and Sustainability) in consultation with the Co-Chairs and Ward Councillors and be authorised to make minor amendments to resolve any issues that may arise. This will enable the car club service to be made available to residents as soon as possible in order to meet demand and will ensure that the works are completed within the current financial year.

8. It is also proposed that Committee give approval for the Service Director (Environment and Sustainability) to continue to explore the possibilities for additional bays and progress proposals for new locations in consultation with the Co-chairs and ward Councillors. This will enable the car club service to respond more rapidly to demand for additional bays. The creation of any new bays will still be subject to public consultation through the TMO process, and any objections to proposals will be brought to this Committee.

TIMESCALE

9. Subject to the Traffic Management Order process, it is hoped that the car club bays will be operational by January 2009.

ENVIRONMENTAL IMPLICATIONS

10. The aim of a car club is to reduce overall levels of car use, with the associated environmental benefits of reduced emissions of CO2 and local air pollutants.

FINANCIAL IMPLICATIONS

11. Car clubs are financially self sufficient, so the Council will not be expected to directly finance the scheme. Funding has been allocated by TfL to fund the TMO to convert the existing bays to car club bays, bay marking, signage, the tender process and promotion of the scheme to local residents.
**Background Papers:** held by Louisa Gent (author of report), Workplace Travel Plan Officer – 020 8547 5760, e-mail: louisa.gent@rbk.kingston.gov.uk

- Using Cars to Reduce Car Use in Local Transport Planning; *Carplus, 2004*
- Fast Track Guide to Setting up a Car Club; *Carplus, 2006*
- Car Club on-street parking – a best practice guide; *Carplus, 2006*
- Car Clubs at Work; *Carplus, 2006*
Plan 1
Langley Road, Kingston Upon Thames
Car club bays

Convert 2 Existing shared use bays to “car club only” bays