

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 30 SEPTEMBER 2015



LEAD OFFICER: RICHARD PELOW (Environment Projects Officer, Place & Sustainability Team)

SUBJECT: GUILDFORD CAR CLUB GROWTH & ON STREET PARKING

DIVISION: GUILDFORD SOUTH WEST

SUMMARY OF ISSUE:

Surrey County Council (SCC), in partnership with Guildford Borough Council, wants to support the expansion and utilisation of the car club service in Guildford by providing convenient, accessible and highly visible parking locations for car club vehicles. Grant funding has been secured from the Department for Transport through the Carplus Car Club England Development Programme. This will pay for 8 on-street bays and installation of 3 electric vehicle charging points. SCC is consulting on the location of the bays.

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to agree that:

- (i) The Parking Strategy and Implementation Team Manager is authorised to make orders under the relevant parts of the Road Traffic Regulation Act 1984 to amend the on street parking restrictions in Guildford as described in this report.
- (ii) The Parking Strategy and Implementation Team Manager considers and resolves any objections in consultation with the chairman and vice chairman of this committee and the relevant divisional councillor(s), after which the order can be made and the amendments implemented.

REASONS FOR RECOMMENDATIONS:

To support the expansion and utilisation of the car club service in Guildford, by providing convenient, accessible and highly visible parking locations for car club vehicles, in order to enable residents and businesses to benefit from this service.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Car clubs provide short-term car hire from a network of vehicles parked in locations accessible to members 24 hours a day. Membership of a car club provides a viable alternative to car ownership and so supports sustainable transport through increasing the viability of a car-free / one-car family lifestyle and more sustainable commuting patterns for business employees. Research shows that members of car clubs are more likely to use public

transport, walking and cycling*. Shared car hire schemes are already highly successful in urban areas, easing parking pressures and reducing pollution. The Surrey Transport Plan sets out the county council's commitment to expanding car club services to more residents and businesses.

- 1.2 The County Council has a contract with a car club provider (currently Co-wheels) which operates a network of vehicles across Surrey, in Woking, Guildford, Reigate, Dorking and Leatherhead. This contract is in the process of being re-tendered. A number of operators have submitted bids which have been evaluated and a preferred provider will be announced in October.
- 1.3 The County Council is a corporate user of the car club which has delivered savings compared to the previous pool car model for business travel.
- 1.4 The car club in Guildford has operated since 2007, as a partnership between the County Council and Guildford Borough Council and the then operator, Streetcar. Two cars were located in contract car parks (Stokes Fields and Eagle Road). Following a change of operator, to Co-wheels in 2012, the Eagle Road site was continued, the Stoke Fields vehicle was relocated to serve staff use at the Royal Surrey Hospital and a third vehicle was added in Burpham. These locations have been monitored and evaluated and the focus of expansion is now to serve residents and businesses in the inner Guildford area. As of June 2015, there were 37 car club members in the Guildford area.
- 1.5 Working in partnership, the County Council and Guildford Borough Council (GBC) have secured funding, from the Department for Transport through the Carplus Car Club England Development Programme, to expand the car club service in Guildford from three to eight vehicles, including the introduction of electric vehicles. 11 on-street bays have been identified in suitable locations, with 8 considered first choice locations and 3 as alternative sites. The outcome of the consultation will help determine the best 8 sites to progress.
- 1.6 Three vehicles will be plug-in electric vehicles which will require charging points to be installed in three locations. Amendment to traffic regulations for parking restrictions is not required for this infrastructure installation. Restricted access to the bay will already be in place in the form of the TRO amendment to create a 'car club only' bay. Planning permission is not required for on-street EV charge points, so long as the chargers are the smaller scale standard or fast charge points (but not rapid, which are larger sized).

2. ANALYSIS:

Why Guildford is suitable for car clubs

- 2.1 Guildford, in particular the central ward of Friary and St Nicolas is suitable for car clubs to enhance the sustainable transport offer, due to a range of factors.
- 2.2 There is high potential for take-up by residents. In an analysis of Surrey mosaic data by ward Friary and St Nicholas was ranked 3rd out of 207 wards in Surrey for highest potential.

- 2.3 Over 8,200 (12.5%) of Guildford's working residents commute to London daily for work. 48% of these journeys are made by train.
- 2.4 Residential streets in the ward of Friary and St Nicolas are mainly Victorian terraced housing, with much pressure on on-street parking. There are Controlled Parking Zones and waiting lists for parking permits.
- 2.5 Through LSTF funding the Travel SMART programme in Guildford has achieved considerable success in community take-up of travel initiatives to promote walking, cycling and public transport use. There is now a much higher awareness of sustainable transport options, creating good conditions for successfully developing car clubs.
- 2.6 Membership and use of the current car club in Guildford (operated by Co-wheels) has increased significantly this year, also reflecting the national trend. Co-wheels have had requests from Guildford residents for more cars in central locations.
- 2.7 Parking options for car club cars include on-street parking, council off-street car parks, private residential parking (driveways) and private non-residential parking (workplace car parks). Currently, the car club in Guildford consists of three vehicles, which are all parked in GBC contract car parks. However, the optimum location for car club vehicles tends to be on-street spaces. These get best used owing to their high visibility and easy access for residents. A location with high footfall is an important factor in raising awareness and increasing membership.
- 2.8 Locations have been selected in consultation with the Parking Manager of Guildford Borough Council, the car club operator and the Traffic Regulation Order team manager at Surrey County Council. Locations have been chosen to create a network of car club cars in the most favourable residential locations. Each car will be between 5 to 8 minutes walk from another car club car, giving members a choice of vehicles and / or the opportunity to book an alternative car if their nearest one is not available. This reflects best practice in car club development and will help the car club to be successful. The proposed locations are shown on the map in Annex A. Following the consultation bays will be implemented at the best 8 locations.
- 2.9 It is proposed to install Electric Vehicle Charging Points (EVCP) at 3 of the sites to enable the car club operator to introduce plug in electric vehicles into the fleet. Members will therefore be able to drive the latest ultra low emission vehicles at a low hire rate. The proposed locations for the EVCPs are shown on the map in Annex A.

3. OPTIONS:

- 3.1 The committee may:
- (i) Agree or disagree with the principle of changing time limited parking bays to car club only bays in the locations listed
 - (ii) Approve all, or some (at least eight), of the bay locations proposed

- (iii) Express a preference for which locations should be prioritised for electric vehicle charging points.

4. CONSULTATIONS:

- 4.1 The proposed changes to parking restrictions will require traffic regulation orders to be advertised as part of a statutory consultation process. When this starts public notices will be displayed in the local press and on streets where changes are planned.
- 4.2 The council's website also plays an important part allowing residents to view, download and print plans showing all of the proposals.
- 4.3 During the consultation period comments and objections can be submitted online or by letter in response to the proposals and/or the making of order.
- 4.4 An explanation of the car club services will be included in letters sent to residents in the vicinity of the proposed amendments to the parking bays.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of advertising the Traffic Regulations Orders and lining and signing spaces is being met by the funding secured from the Department for Transport for the car club expansion project.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The proposed locations of the car club bays will not displace any bays for Blue Badge holders. The car club aims to provide an accessible service to as wide a range of users as is feasible in the provision of a shared resource service by offering a range of vehicle sizes and a network of locations.

7. LOCALISM:

- 7.1 The car club is being expanded in response to registered demand for the service from residents in Guildford and best practice for widening sustainable transport services. The TRO advertising process will allow residents the opportunity to comment on the proposals through the standard statutory consultation process.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below.

8.1 Crime and Disorder implications

Security of car club vehicle is often raised as a concern by those who are less familiar with the concept, since keys are stored inside the vehicles when they are not booked. However, access to vehicles is controlled by a secure telematic system, requiring smart card access communicating with a centralised computer system which links the access request to a valid membership and booking. Security need not be a concern with these systems in place.

8.2 Sustainability implications

Car clubs offer a number of environmental and social benefits including:

- **Easing pressure on parking and congestion** in the long term as fewer private cars are on the road and car club members are more likely to replace some car journeys with public transport, walking and cycling.
- **Businesses and employees** – car clubs can help businesses reduce their business travel costs from parking and mileage
- **Residents** – membership of a car club can provide a cheaper alternative to car ownership or the need to purchase a second car.
- Evidence shows that car club members are more likely to defer or avoid purchase of a car altogether.
- **Environment** – car clubs cars have lower average CO2 emissions than the average privately owned cars in Surrey. Users have access to higher specification vehicles that are more regularly replaced than those in private ownership.

8.3 Public Health implications

Indirectly, car clubs offer public health benefits including reduced air pollution and encouraging more active travel modes.

9. CONCLUSION AND RECOMMENDATIONS:

The Local Committee (Guildford) is asked to agree that:

- 9.1 The Parking Strategy and Implementation Team Manager is authorised to make orders under the relevant parts of the Road Traffic Regulation Act 1984 to amend the on street parking restrictions in Guildford as described in this report.
- 9.2 The Parking Strategy and Implementation Team Manager considers and resolves any objections in consultation with the chairman and vice chairman of this committee and the relevant divisional councillor(s), after which the order can be made and the amendments implemented.

10. WHAT HAPPENS NEXT:

- 10.1 A Traffic Regulation Order will be publicised in the local press detailing the proposed changes and notices will be placed at the relevant sites.

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- 10.2 Subject to any objectives to the proposals being resolved, a TRO will then be made and the appropriate signs and lines installed to allow the restrictions to be enforced.
- 10.3 Following this, car club vehicles will be supplied to the chosen locations and electric vehicle charging points will be installed in the most appropriate locations within the network.
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Contact Officer:

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Consulted:

The report details location for consultation of the public, on proposed the amendments to TROS.

Annexes:

Annex A: Map of proposed car club parking bays.

Annex B: Spreadsheet detailing the 8 proposed and 3 alternative locations for the car club bays. (Separate attachment)

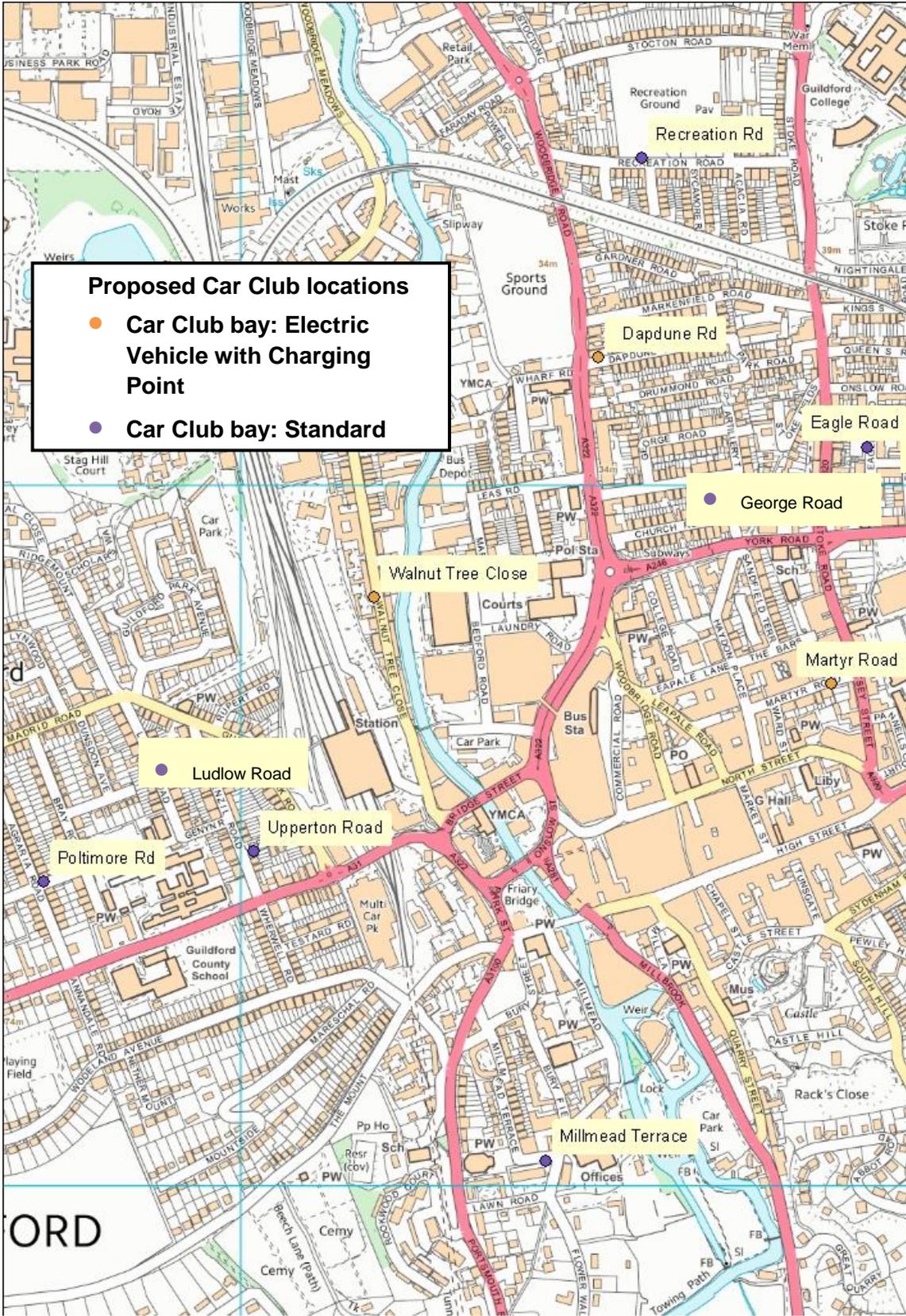
Sources/background papers:

* Car club members are three times more likely than the average person in England and Wales to be regular cyclists. Travel by train is more than double the average, with bus use a third higher than average.

Reference: Carplus Annual Survey 2014

[Carplus Annual Survey of Car Clubs England and Wales 2014](#)

Car Club locations map **Annex A**



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