

Report for: Cabinet – 22 April 2025

Title: Waiver and Award of Two Concession Contracts to Operate and Expand Car Club Services in Haringey (Fixed Bays and Pilot)

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Lead Officer: Dorota Dys, Transport Planning Officer

Ward(s) affected: All

Report for Key/Non-Key Decision: Key

1 Describe the issue under consideration

- 1.1. The London Borough of Haringey is committed to enhancing active travel and reducing vehicular journeys as part of its broader "Streets for People" initiative.
- 1.2. Car clubs provide a sustainable and convenient alternative to private car ownership, allowing members to rent vehicles as needed. This service helps reduce the number of private cars on the road, thereby decreasing congestion and pollution.
- 1.3. In Haringey, the fixed bay car club service has been operational since 2008, operated by ZipCar. Members can pick up and return vehicles to designated parking bays. However, the contract under which ZipCar operated has recently lapsed, necessitating a re-tender to ensure continued service and securing better value for money for Haringey residents.
- 1.4. In 2014, the car club service expanded to include a floating bay system. Unlike fixed bays, floating bays allow members to pick up a car from one location and drop it off at another within a designated area. This contract has also lapsed but is currently undergoing a tender process. The decision regarding this contract will be put forward to the Cabinet in due course.
- 1.5. The Corporate Delivery Plan for 2022-2023 included the retendering of the car club contract to introduce multiple operators in the borough, aiming to enhance service quality and availability. The subsequent Corporate Delivery Plan for 2024-2026 continues to support the operation and expansion of car clubs. This plan emphasises creating alternative travel options to reduce reliance on private cars, thereby alleviating congestion and pollution on the borough's roads.
- 1.6. To address the need to re-tender and introduce a new provider, two separate tenders were launched in December 2024: one for the Fixed Bay contract (main contract) for the operation of the car club from the existing 79 bays on the public highway, and another for a Fixed Bay Pilot programme to introduce a new provider to the borough, enhancing healthy competition. The tender process concluded at the end of January 2025, and suppliers were selected.
- 1.7. This report seeks Cabinet approval to waive the requirement of the Council's CSO 9.01.1 (requirement to let contract following publication of appropriate

(tender) advertisement) and enter into two concession contracts with the winners of those tenders to operate and expand the service. The Fixed Bay contract will last for 44 months. The Pilot contract will span five years, with the possibility of extending for a further two years at annual intervals. The initiative aims to run at nil cost to the Council under a concession contract and seeks to improve air quality, reduce congestion, and parking.

2 Cabinet Member Introduction

- 2.1. In the quest for a sustainable borough, car clubs are an important and powerful tool helping to reshape our relationship with transportation. These schemes offer a glimpse into a future where personal car ownership is no longer the default, and where shared mobility becomes the norm.
- 2.2. By challenging the paradigm of individual car ownership, car clubs create ripple effects that extend far beyond the realm of transport in its traditional sense. They can reshape our urban landscapes, freeing up valuable space previously dedicated to parking and enabling the creation of more liveable, people-centric environments. Consider the impact of Haringey's car clubs. The 79 current car club bays in Haringey are estimated to have replaced between 1,106 and 2,528 private vehicles, based on the national and London averages of each car club vehicle replacing 14-32 privately owned cars. That's hundreds of vehicles off our streets, potentially freeing up several hectares of urban space previously dedicated to car storage. Imagine the possibilities - community gardens, widened pavements, dedicated cycling infrastructure and vibrant public spaces designed for human connection.
- 2.3. But the transformation doesn't stop there. The adoption of car clubs has the potential to fundamentally alter the way we think about mobility in our cities. It's not just about getting from point A to point B; it's about creating a holistic vision of sustainable transport that integrates car clubs with public transport and active travel. It's about empowering individuals to make more sustainable choices. The behavioural shifts are striking - car club members walk, cycle and use public transport at significantly higher rates than the general population. Car clubs become a catalyst for a fundamental re-evaluation of our relationship with transportation and urban space.
- 2.4. In the end, car clubs are just one piece of a larger mosaic of interventions aimed at crafting an urban environment fit for the 21st century. They work in synergy with investments in public transport, cycling infrastructure and pedestrian priority schemes, creating a borough that prioritises people over cars. It's about recognising that our urban spaces are not static, but dynamic - capable of being reshaped to better serve the needs of communities. It's about harnessing the power of individual choices to drive systemic change. By integrating car clubs into a holistic vision of sustainable mobility, we can begin to address the pressing challenges of our time - from climate change and air pollution to urban liveability and social equity.
- 2.5. One car shared is a humble example of the art of the possible - a testament to our capacity to reimagine and reshape our urban environments for a better future.

3 Recommendations

3.1. It is recommended that Cabinet:

- a) Notes the responses received as part of the community engagement on the future of fixed bay car club services in Haringey, as set out in **Appendix A**.
- b) Waives the provisions of the Council's Contract Standing Order (CSO) 9.01.1 (requirement to let a contract following publication of appropriate (tender) advertisement) and approves the appointment of the Fixed Bay selected supplier for the 79 car club bays, with the possibility of expansion across the borough for the next 44 months.
- c) Waives the provisions of the Council's CSO 9.01.1 (requirement to let a contract following publication of appropriate (tender) advertisement) and approves the appointment of the selected supplier for the Fixed Bay Pilot programme to introduce a new provider of car club services in the borough and expand its service over the next five years, with the possibility of extending for a further two years at annual intervals, subject to performance.
- d) Waives the provisions of the Council's CSO 9.01.1 (requirement to let a contract following publication of appropriate (tender) advertisement) and approves the Council entering into formal agreements with the selected suppliers of each service to deliver the fixed bay car club services, as permitted under CSO 9.07.1(d) (Award of contract). The anticipated contract start date is 1st June 2025. The Fixed Bay contract will last for 44 months, ending on 31st January 2029. The Pilot programme contract will last for five years, ending on 31st May 2030.

4 Reasons for decision

- 4.1. Car clubs are a vital service in Haringey, aiming to reduce car reliance by catering to residual car trips within the borough and reducing the need for private vehicle ownership. This, in turn, frees up space that can be repurposed for other uses. The Corporate Delivery Plan for 2022-2023 included the retendering of the car club contract to introduce multiple operators in the borough, enhancing service quality and availability. The re-tendering of fixed bay car club services is a key aim within the "A Zero Carbon and Climate Resilient Haringey" section of the Haringey Corporate Delivery Plan 2024-2026. This initiative aligns with the Council's adopted Walking and Cycling Action Plan (2022) and Transport Strategy (2018), both of which support car club schemes as a means of creating alternative travel options to help reduce reliance on private cars, thereby reducing congestion and pollution on the borough's roads.
- 4.2. Currently, the only operator of car clubs in the borough is ZipCar, which continues to operate fixed bay services and their complementary floating service under the terms and conditions of lapsed contracts. This issue was highlighted in the previous Haringey Corporate Delivery Plan 2022-2023, which aimed to introduce multiple operators in the borough to enhance service quality and availability. To address this, a new tender was developed under the name "Fixed Bay Car Club Tender (Pilot)," also referred to in this document as "Fixed Bay Pilot," aiming to introduce a new supplier to the borough and allow it to grow organically and build a customer base. This is in addition to the main contract for operation from the existing 79 bays.

- 4.3. The Council has engaged extensively regarding the future of fixed bay car club services. A dedicated community engagement was conducted from 11th December 2023 to 21st January 2024, seeking views from residents, businesses, and other stakeholders on how the car club services should be tailored to best suit local needs. The results of this engagement are summarised in **Appendix A**. The Council also engaged with representatives of groups protected by the Equality Act 2010 through the Transport Inclusion Group to ensure that the needs of all community members are considered. Extensive market testing was carried out to ensure that the specifications of this tender are deliverable. Based on the feedback received, a Haringey Approach to fixed bay car clubs was developed (as set out in **Section 9** of this report) to enable the rollout of car club services across the entire borough in a way that maximises potential benefits while minimising any potential negative impacts.
- 4.4. A competitive procurement exercise was conducted, resulting in the selection of a supplier to deliver the Haringey Approach for fixed bay car club services. The tender process, open from 2nd December 2024 to 31st January 2025, included two contracts: a Fixed Bay contract for 79 existing fixed bays with potential expansion, and a Fixed Bay Pilot programme for a new supplier to create and grow new bays.
- 4.5. Submissions were evaluated based on quality (90%) and cost (10%). Key quality criteria included fleet management, bay expansion, innovation, monitoring, and social value. The winning bidders scored 80 and 82 for the main Fixed Bay contract and the Fixed Bay Pilot programme, respectively.
- 4.6. Currently, there are no known significant inequalities associated with the car club service in Haringey. However, some potential areas of concern include access for individuals with specialist mobility needs, as the absence of vehicles specifically designed for specialist mobility issues could limit access for some residents. Age restrictions, with the requirement for members to be at least 25 years old, may exclude younger residents who could benefit from the service. Income barriers, while car clubs can provide access to vehicles for those who cannot afford car ownership, there may still be a need to build more awareness of the costs involved. Digital literacy, as the need for digital literacy to access and use the service could be a barrier for some individuals.
- 4.7. While these issues are not currently documented as significant inequalities, they are areas we are mindful of and aim to address through ongoing service improvements and community engagement. A contract will provide an explicit framework for greater cooperation between the Council and operators and will give the Council appropriate powers of enforcement should these be necessary to respond to poor performance by operators.

5 Alternative options considered

- 5.1. **Option 1: 'Do Nothing'** – This option would allow the current car club operator to continue operating under an assumed contract with minimal interference from the Council. While this would require limited Council resources, it is not acceptable due to the associated legal risks and the lack of opportunity to renegotiate terms and conditions to make them more favourable for the Council. Furthermore, this option would not effectively address the need to secure best

value for money for residents.

- 5.2. **Option 2: Tender Only for the Main Contract Without a Pilot** – This option would involve tendering solely for the main Fixed Bay car club contract without including a Fixed Bay Pilot programme to introduce a new provider. While this would streamline the process, it would strengthen the market stance of the main operator as the sole market holder in the borough. This approach would not address the objective of the previous Corporate Delivery Plan 2022-2023, which aimed to introduce multiple operators to enhance service quality and availability, thereby fostering healthy competition.
- 5.3. **Option 3: Cease Operation of Car Clubs** – This option would involve requesting the current car club operator to cease operations within the borough. Given the strong presence of car clubs and their support in Council policy, this option is not acceptable. It would reduce access to sustainable travel options, potentially increase reliance on private vehicles, and hinder the Council's strategic objectives around sustainable travel and reducing congestion and pollution.

6 Background information

Car Clubs

- 6.1. Car clubs, also known as car sharing, provide individuals and organisations with access to a vehicle without the need for ownership. This model allows members to book cars on an hourly or daily basis, offering a flexible and cost-effective alternative to owning a car. Car clubs help reduce the number of private vehicles on the road, thereby decreasing congestion, pollution, and the demand for parking spaces. They also encourage the use of public transport, walking, and cycling for regular commutes, contributing to more sustainable urban mobility.
- 6.2. The fixed bay model, also known as back-to-bay, is the most common form of car club in the UK. In this model, cars are parked in designated bays and must be returned to the same location after use. This ensures that the vehicles are always available at known locations, making it convenient for users to find and book a car. The fixed bay model helps manage parking more effectively and reduces the likelihood of cars being left in inappropriate places.
- 6.3. Car clubs have been present in Haringey since 2008, when the first fixed bay car clubs were implemented. Initially, these services were operated under a contractual agreement with ZipCar who currently have circa 22,000 members registered in the borough. In 2014, the service was expanded to include a flex option, allowing users to return cars to different locations. However, the contracts for both the fixed bay and flex services have since lapsed.
- 6.4. The current initiative aims to re-tender the fixed bay car club services to secure a new 5-year contract for the existing 79 car club bays across the borough. Additionally, it seeks to introduce a new, smaller provider to Haringey, giving it the opportunity to build a customer base and expand its service over the duration of the contract, thereby boosting healthy competition in the borough. As part of this tender, the Council intends to ensure the scheme's expansion by creating new bays and increasing access to car clubs throughout the contract period with both providers. This re-tendering process is part of Haringey Council's broader "Streets for People" initiative, which aims to enhance active travel, improve air

quality, and promote a more sustainable and health-conscious community. The lapsed floating bay car club service is currently undergoing a tender process and will be presented to the Cabinet in due course.

- 6.5. The popularity of car clubs has grown significantly across the UK. As of March 2024, there were 798,814 total users, up from 767,899 in March 2023, and 784,870 in March 2022. This growth reflects the increasing demand for flexible and sustainable travel options. The total number of car club vehicles has also seen changes, with 5,207 vehicles available in March 2024, compared to 5,167 in March 2023, and 4,863 in March 2022. These figures highlight the expanding reach and importance of car clubs in providing accessible and environmentally friendly transportation solutions.

CoMoUK Report

- 6.6. The CoMoUK¹ Car Club Annual Reports for London (2022)² and the UK (2023)³ highlight the transformative role of car clubs in promoting sustainable transportation, reducing private car dependency, and fostering environmental benefits. While London has made significant strides, the need for continued and expanded delivery of car club services in boroughs like Haringey is critical for addressing local transport challenges, enhancing accessibility, and supporting the community's socioeconomic goals.

- 6.7. Key Insights from London and UK Reports:

a) Membership Growth and Accessibility:

- London: By 2022, car clubs had amassed 667,440 members, with active users making up 259,171 of this total. The rapid growth indicates strong demand for flexible transport options, especially in urban areas like Haringey.
- UK: The trend is mirrored nationally, with membership exceeding 784,000 by 2023. This growth showcases the widespread appeal of car clubs, including their potential to serve diverse communities.

b) Trip Costs and Savings:

- Car club services are cost-effective compared to owning or leasing a private vehicle. In London, 72% of users reported financial savings, with many estimating monthly savings of over £50 by using car clubs instead of owning a car.
- Nationally, the cost benefits are further supported by the availability of electric vehicles (EVs), which can save users up to £5,600 annually compared to owning an EV.

¹ CoMoUK (Collaborative Mobility UK) is the national charity dedicated to the social, economic, and environmental benefits of shared transport. This includes services such as car clubs, bike share, e-scooters, Digital Demand Responsive Transport, and mobility hubs

² Source: https://cdn.prod.website-files.com/6102564995f71c83fba14d54/64c0e0158a27b563b84d669d_CoMoUK%20Car%20Club%20Annual%20Report%20London%202022_v02.pdf. At the time of writing, the 2022 report for London is the most recent publication.

³ Source: https://cdn.prod.website-files.com/6102564995f71c83fba14d54/6645d8ccf0f74f6e2b38382e_CoMoUK%20Car%20Club%20Annual%20Report%20UK%202023.pdf

- c) Environmental and Space Efficiency:
 - Each car club vehicle in London replaced 29 private cars in 2022, freeing up over 116 hectares of space - equivalent to more than six Green Parks. These savings are crucial in densely populated boroughs like Haringey.
 - UK-wide, car clubs replaced between 14 and 32 private cars per club vehicle in 2023, underlining their role in reducing congestion and promoting efficient land use.
- d) Modal Shifts and Sustainable Transport:
 - Car club members are more likely to walk, cycle, and use public transport compared to the general population. In Haringey, where connectivity through cycling and public transport is growing, car clubs can complement these modes by providing access to vehicles when needed.

Why Continued Car Club Services Are Vital for Haringey

6.8. Continued car club services are essential for addressing the diverse transport needs of Haringey's residents:

- a) Addressing Transport Needs - Haringey has a mix of urban and residential areas with varying transport requirements. Car clubs provide a solution for residents who occasionally need a vehicle for trips that public transport or cycling cannot accommodate, such as carrying bulky items, making medical appointments, or traveling to less accessible areas.
- b) Cost-Effective Mobility for Residents - with 34% of users joining car clubs to save money, the service offers an affordable alternative for low-income households in Haringey. Residents can avoid the high costs of car ownership, including insurance, maintenance, and parking.
- c) Supporting Sustainable Goals - Haringey's commitment to sustainability aligns with the benefits of car clubs. These services reduce private car dependency, lower carbon emissions through EV use, and free up public space for green or community-focused projects.
- d) Enabling Social Inclusion - car clubs significantly benefit residents with constrained mobility or low incomes. For example, 29% of London-based users earning less than £10,000 annually reported that they could not have made their trips without a car club⁴. Haringey residents with similar profiles would see enhanced mobility and opportunities through these services.

6.9. Car clubs offer a flexible and cost-effective alternative to car ownership, particularly benefiting infrequent drivers and those needing short-term rentals. The following sections highlight the specific advantages and usage patterns of car clubs in Haringey:

- a) Infrequent Drivers Benefit Most - reports show that 70-74% of car club members in London and the UK use the service fewer than six times per year. This pattern is ideal for residents in Haringey who only need occasional vehicle access, ensuring that costs are limited to use rather than ongoing ownership.
- b) Affordable Short-Term Rentals - the majority of trips are short - under two

⁴ CoMoUK Annual Car Club Report London, 2022

hours and 10 miles in London - which makes car club usage significantly more affordable than taxis or traditional rentals.

- c) Dynamic Options - services like one-way trips (subject to a separate Cabinet approval), available in London, enable users to access flexible routes. This model is particularly useful in boroughs like Haringey, where residents may need to connect with other transport hubs.
- 6.10. Continued operation of car club services in Haringey is essential for meeting the borough's unique transport needs, supporting low-income families, and advancing sustainability goals. By reducing reliance on private cars, promoting EV use, and offering cost-effective mobility, car clubs contribute to a cleaner, more inclusive, and better-connected Haringey. This aligns with broader urban development and environmental priorities, ensuring the borough remains a leader in innovative, sustainable transport solutions.

Engagement and Consultation

- 6.11. The consultation on car club usage in Haringey was aimed at assess residents' awareness, attitudes, and potential barriers to adopting car clubs, as well as to gather feedback for shaping future agreements with car club operators. The engagement took place from 11th December 2023 to 21st January 2024, primarily through the 'Commonplace' online platform, with paper copies of the survey made available upon request. A total of 251 responses were received, providing valuable insights into current perceptions and potential areas for improvement. A full summary report is included in Appendix A. Further engagement was also conducted with the Transport Inclusion Group. Prior to the tender launch, extensive market testing was conducted to ensure the specifications were deliverable.
- 6.12. Key Findings:
- a) Current Car Club Usage - Car club membership in Haringey is limited, with significant variability across wards. Many non-members cited reasons such as availability concerns, lack of awareness, or the inadequacy of car clubs for specific personal needs (e.g., large families or those requiring immediate and consistent access to vehicles).
 - b) Barriers to Membership - common reasons for non-membership include:
 - Lack of awareness about nearby car clubs.
 - Insufficient availability of vehicles in desired locations.
 - Perceptions of inconvenience compared to personal car ownership.
 - Specific unmet needs, such as the availability of vans or vehicles suited to families and pets.
 - c) Encouraging Greater Adoption - respondents suggested several measures to increase car club usage, including:
 - Expanding vehicle availability and options, including vans and larger or specialised vehicles.
 - Increasing the flexibility of the service, such as allowing one-way trips and reducing costs.
 - Improving promotion and outreach to raise awareness of car clubs and their benefits.

d) Demographics and Usage Patterns:

- Car club users are predominantly in full-time employment or self-employed, while underrepresented groups include those who are unemployed, home parenting, or working as carers.
- Many respondents who use multiple modes of transport cited flexibility and occasional use for tasks like moving bulky items or addressing short-term needs.

6.13. The findings highlight the need for a more accessible and diverse car club offering to attract a broader user base. Addressing barriers such as vehicle availability, cost, and public awareness will be critical. The council's new long-term agreements should consider these insights to better align with residents' needs and promote sustainable transport options. A detailed breakdown of the consultation data and additional feedback is provided in **Appendix A**.

Haringey Approach

6.14. The project to secure car club operators in Haringey was launched in Summer 2023 as part of the Council's efforts to address the objectives outlined in the Corporate Delivery Plan 2022-23. To ensure that the tender specifications were well-informed and aligned with residents' needs, a comprehensive resident engagement was conducted in Winter 2023/24. This engagement aimed to gather feedback on car club usage, potential barriers, and areas for improvement.

6.15. Initially, the project was split into two tenders: one for fixed bays and one for floating bays. The fixed bay tender went live in Spring 2024. However, no bids were submitted due to the strict financial obligations proposed by the contract. Additionally, the initial tender proposed dividing the existing fixed bays in Haringey into two equal batches, with bidders only submitting bids for one of them. The intention was to award the bidder with the highest score Batch A and the second winner Batch B. This two-batch division aimed at providing equal opportunities for all bidders. This approach was rejected by the incumbent operator, ZipCar, who would lose half of the bays in Haringey, thereby halving its revenue. Smaller operators also found the prospect of supporting nearly 40 bays from day one with no registered members too risky for their business. This outcome necessitated a revision of the approach by the Council.

6.16. In response, the Council undertook extensive market testing and engaged with other boroughs and CoMoUK to refine the tender specifications. The revised approach proposed three separate procurements:

- a) Fixed Bays - to secure an operator for the existing 79 car club bays.
- b) Fixed Bay Pilot - to introduce a new supplier to the borough and boost healthy competition.
- c) Floating Bays - to cater to the flexible car club model.

6.17. The Fixed Bay Pilot programme aims to introduce a new provider who would enter Haringey and grow according to its plan, allowing it to build its customer base sustainably and then increase the number of bays over time in its selected areas, subject to standard approvals of new bays. This is a bidder-driven initiative, designed to provide opportunities for new entrants to establish and expand their services within the borough.

- 6.18. Each of these procurements is now subject to separate approval. The revised tender for the Fixed Bays and Fixed Bay Pilot went live on 2nd December 2024 and concluded on 31st January 2025, with one submission received for each tender. The results of the tender evaluation will be detailed in the subsequent sections, providing insights into the selected operator and the anticipated benefits for Haringey residents. Further details are provided in Part B of this report.
- 6.19. This report seeks Cabinet approval to enter formal concession contracts with the winning bidders of the Fixed Bay main contract and the Fixed Bay Pilot scheme. The floating bay service, which is currently in tender, will be presented for Cabinet approval at a later date.

Procurement

- 6.20. In order to ensure compliance with procurement legislation and to ensure value for money, Strategic Procurement led a Request for Quote (RFQ) exercise in accordance with CSO 8.03. The “Provision of Fixed Bay” and “Provision of Fixed Bay – Pilot” tenders were advertised on the Council’s Procurement Portal. The competition was based on a weighting of 90% Quality to 10% Price for both tenders. The “Fixed Bay Car Club Scheme” and the “Fixed Bay Car Club Scheme – Pilot” will be delivered at nil cost to the Council; therefore, price was measured as the cost to the car club user. Scoring was weighted to reflect the differing pricing structures between operators, which may include parking fees rather than release fees and offer customers bundles of minutes or daily or weekly subscription services that reduce the cost of rides versus one-off ride figures.
- 6.21. Four service providers were invited to submit proposals for each of these tenders, all of whom are current operators with extensive experience in the market. The accredited CoMoUK car club operators invited to participate in the tender were:
- a) Enterprise Car Club
 - b) Zipcar
 - c) Co-wheels
 - d) Hiyacar
- 6.22. Each tender received one submission that was subsequently evaluated using a weighting of 90% quality and 10% cost to the user. The quality criteria for the fixed bays contract comprised the following questions and weightings:
- a) Fleet Management and Operations – 30%
 - b) Bay Expansion and Funding – 25%
 - c) Innovation, Electrification, and Increased Usage – 15%
 - d) Monitoring and Reporting – 10%
 - e) Social Value – 10%
- 6.23. The winning bidder for the main fixed bay contract scored 80 in total (cost and quality), with a price score of 10 and a quality score of 70.
- 6.24. The quality criteria for the fixed bay pilot comprised:
- a) Implementation Plan (including future growth and electrification) – 40%

- b) References and Past Performance – 10%
 - c) Innovation and Value Added – 20%
 - d) Monitoring and Reporting – 10%
 - e) Social Value – 10%
- 6.25. The winning bidder for the pilot, scored 82 in total (cost and quality), with a price score of 10 and a quality score of 72. Further details are available in Part B of this report.
- 6.26. It is recommended that the Council enters into a formal concession agreement with each of the winning bidders to enable the continued provision and expansion of fixed bay car club services across the entire borough.

Cost of Haringey Car Clubs

- 6.27. It is intended that the Haringey Car Club Scheme is delivered at nil cost to the Council, however, there might be costs associated with the creation of additional bays and therefore expanding the scheme. Haringey is currently in the process of increasing car club permit fees on both fixed and floating bays to ensure the additional funding is available with minimal Council contribution.
- 6.28. At the time of writing, Haringey is not aware of any Council where a concession agreement is realised through revenue sharing. The standard approach is that operators cover the cost of allocating parking bays at a value agreed upon by the Council. Haringey's annual fee for a fixed bay is currently £240; however, the Council is in the process of increasing this fee to £800. The cost of floating bay permit for internal combustion engine (ICE) vehicles is proposed to increase from £1,400 to £1,540 per year, and for electric vehicles (EV) from £753.20 to £1,342 per year. This increase aims to secure further funding for scheme monitoring, officers' time, and the creation of new bays, including traffic management orders (TMO), consultations, and markings.
- 6.29. The scheme will be solely run by the operators, and they will be responsible for its operation, vehicle maintenance, and safety checks. The Council will simply be in formal agreement with the operators that they may operate within the borough and to support the operation will be making suitable provision for car club parking on the public highway. Any incidents in relation to the operators' vehicles will be their responsibility and should be referred to their Public Liability insurers. As part of the procurement process, the operators have provided evidence they have suitable insurance in place. The Council's contract with the operators will be appropriately worded to pass the responsibility and liability of any future claims in relation to this scheme to their insurers.

7 Contribution to Strategic Outcomes

Corporate Delivery Plan

- 7.1. The Corporate Delivery Plan 2024-26 for Haringey includes a focus on increasing access to car clubs as part of its zero carbon and climate resilience goals. The plan aims to procure new car club providers by April 2026 and double the number of car club bays from 80 to 160 over a three-year period following the award of the contract. This builds on the previous Corporate Delivery Plan 2022-24, which

required the extension of the contract of the existing Haringey car club operator and the retendering of the car club contract to get multiple operators in the borough.

Walking and Cycling Action Plan

- 7.2. The Walking and Cycling Action Plan 2022 supports alternative means of transport to motor vehicles through behavioural change programmes and increasing car clubs/ car sharing.

Transport Strategy

- 7.3. The re-tendering of the Fixed Bay car club service and the tendering for the Fixed Bay Pilot programme align with Haringey's Transport Strategy 2018. This strategy emphasises limiting parking availability and promoting car sharing and car clubs to support more walking and cycling. By providing alternatives to private car ownership, the initiative encourages sustainable travel and reduces reliance on private vehicles.
- 7.4. Additionally, the strategy supports the use of electric/hybrid vehicles, bike hire schemes, car clubs, car sharing, and electric motorcycles/scooters. The proposed car club services will include provisions for electric and hybrid vehicles, aligning with the Council's commitment to sustainable transport options. This initiative contributes to reducing emissions and improving air quality in Haringey, advancing the borough's sustainability goals.

Haringey Climate Change Action Plan

- 7.5. The Haringey Climate Change Action Plan (2021) further supports this initiative with its overall objective to reduce emissions related to road transportation by 50% by 2025. This will be achieved by growing public and active travel options, low-carbon transport options, and infrastructure such as EV charging stations. The plan also aims to give permits to car club operators to deliver greater percentages of electric fleets and promote these to residents, businesses, and new drivers, with the goal of having 100% electric car club fleets in the borough.

Emerging Kerbside Strategy and Electric Vehicles Strategy

- 7.6. A Kerbside Strategy and Electric Vehicle (EV) Strategy are being developed, set to be presented to Cabinet for adoption later this year. These strategies support car clubs, which provide a sustainable solution for residual car trips. By reducing the need for private car ownership among residents, car clubs allow kerbside space previously used for private parking to be repurposed for other uses. This approach not only decreases traffic congestion and emissions but also promotes shared mobility, making efficient use of kerbside space.

8 Carbon and Climate Change

- 8.1. The Haringey Climate Change Action Plan (2021) supports the initiative to enter contracts with car club operators for fixed bay car club services, with the overall objective to reduce emissions related to road transportation by 50% by 2025. This will be achieved by expanding public and active travel options, low-carbon transport options, and infrastructure such as EV charging stations. The plan also aims to grant permits to car club operators to increase the percentage of electric vehicles in their fleets and promote these to residents, businesses, and new

drivers, with the goal of having 100% electric car club fleets in the borough.

- 8.2. In line with this plan, the approval to enter contracts with car club operators is a strategic move towards reducing carbon emissions. By promoting the use of shared vehicles, this initiative aims to decrease the number of privately owned cars on the road, leading to lower overall emissions. Car clubs typically offer well-maintained, fuel-efficient vehicles, and the inclusion of electric vehicles can further minimise the carbon footprint. Additionally, all car club vehicles are currently ULEZ compliant, ensuring they meet the stringent emissions standards set for urban areas. This approach not only supports the reduction of greenhouse gases but also enhances air quality, aligning with Haringey's commitment to sustainability and resilience.

9 Statutory Officers Comments

Finance

The report seeks to obtain Cabinet approval for the appointment of the selected suppliers for the Fixed Bay Pilot programme for the Car Club scheme. The intention is to expand this service over the contract duration.

This initiative is part of the Corporate Delivery Plan for 2024-2026 which continues to support the operation and expansion of the Car Club scheme to achieve its zero carbon and climate resilience goals.

The administration and the extension of the Car Club scheme will be financed from the fees and charges income and will be cost neutral to the Council. The scheme will be solely run by the operators and all risks and rewards will be transferred over to the operators via contractual agreements. In addition, any risks in relation to the future liabilities arising from the scheme will also be transferred over to the operators to avoid any financial risks or reputational damage to the Council.

Strategic Procurement

- 9.1. Strategic Procurement have been consulted in the preparation of this report.

A compliant procurement process as detailed in section 6 of the report was undertaken. CSO 9.07.1d) permits that all contracts with a value of £500,000 or more may be awarded by the Cabinet.

Strategic Procurement support the recommendations in section 3 of this report.

Legal

- 9.2. The Assistant Director for Legal and Governance (Monitoring Officer) was consulted in the preparation of the report
- 9.3. The report indicated and Strategic Procurement has confirmed that a compliant procurement process was undertaken in the procurement of the contract in the report.
- 9.4. The Council's Contract Standing Orders (CSO) permits Cabinet to waive the provisions of CSO 9.01.1 (requirement to let a contract following publication of appropriate (tender) advertisement) in accordance with CSO 10.01.2 (d) (i) and

(ii) and as such the recommendation in paragraph 3.1(b), (c) and (d) of this report seeking to waive the requirement of CSO 9.01.1 and appoint the selected suppliers in accordance with the provisions of the Council's CSO 9.07.1(d) is in line with the Council's CSO.

- 9.5. The contract to be awarded is below the public procurement threshold for Concession contracts and as such the provisions of the Public Contracts Regulations 2015 under which this contract was procured is not applicable.
- 9.6. The Assistant Director for Legal and Governance sees no legal reasons preventing the approval of the recommendations in the report.

Equalities

- 9.7. The council has a Public Sector Equality Duty (PSED) under the Equality Act (2010) to:
- a) Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
 - b) Advance equality of opportunity between people who share protected characteristics and people who do not
 - c) Foster good relations between people who share those characteristics and people who do not
- 9.8. The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.
- 9.9. The decision involves awarding two concession contracts to operate and expand car club services in Haringey (Fixed Bays and Pilot). The Fixed Bay contract will last for 44 months, while the Pilot contract will span five years, with possible extensions. Car clubs have been present in Haringey since 2008, offering a sustainable alternative to private car ownership and reducing congestion and pollution. Positive impacts include enhanced accessibility for individuals with disabilities, cost-effective transportation for low-income households, and improved air quality. However, digital literacy requirements, permitted driver age, and limited range of vehicles in a fleet may exclude some residents.
- 9.10. To mitigate these issues, it is recommended to provide a good range of vehicles that cater to various mobility needs and offer alternative booking methods and digital literacy support. Extensive community engagement from December 2023 to January 2024 ensured that diverse needs were considered. Contractors will be required to uphold the PSED, and appropriate contract management will ensure equality in service delivery.

10 Use of Appendices

Appendix A: Consultation Report

Exempt Report - Waver and Award of Two Concession Contracts to Operate and Expand Car Club Services in Haringey (Fixed Bays and Pilot)

- 11 **Local Government (Access to Information) Act 1985**
None