

Welsh Car Share Clubs

– inspiration for new groups

Summary

Three Welsh car share clubs were investigated in search of a template for a possible club in Llanfyllin. Of the three clubs, Llanidloes is the longest running with the largest number of members and was the simplest to set up. The club advises groups interested in setting up a car share scheme to test the concept with a core group of members and grow organically.

This document contains a comparison table covering key management, membership and costs questions for the three car clubs followed by detailed interviews with each.

Comparison of management, membership and costs

	Llanidloes	Talybont-on-Usk	Corwen
Origins	Four friends sharing a car, 2007	Cars bought with profits from community energy project in 2007	Car bought after fundraising, late 2018
Organisation/management	Community interest company	Company limited by guarantee	Part of South Denbighshire Community Council, a not-for-profit registered charity
Number of members	20, 3 main users	Fluctuates	1
Cars available	Two 5-seater petrol cars	One electric Renault Maxi Crew Kangoo van and a bio-fuelled Octavia	One Nissan Leaf
Costs of membership	£30 per year, £150 deposit	£25 per year	£50 per year (discounted at the moment)
Cost of usage	23p per mile, £1 per hour (capped at £18 per day)	Electric van: £2.50/hour and 5p/mile. Biodiesel: £18/day (£9.00 for ½ day) and 18p/mile.	5p per mile, £1 per hour
Booking	Shared online calendar	Online	Telephone
Ongoing costs	As per owning any car but insurance is expensive and few companies are willing to cover. All have used Zurich. Llani have moved to NFU recently.		

Llani Car Club (Llanidloes) in detail

Coordinator Andrew Capel interviewed in April 2019

Formation of the club

A group of four individuals got together to share a “second car” in 2007.

How many members do you have now?

20, with 3 main users.

Cars available

Two 5-seater petrol cars

What sort of mileage do people do?

For Llanidloes people most journeys are 60-70 miles.

What percentage of the time are the cars used?

30%

Costs of membership and using a car

There is an annual membership fee of £30 and you will also need to pay a deposit of £150 which is a refundable when you leave. The £150 is equal to the excess on the insurance policy and is also taken to cover lack of payment. The cost of using a car is 23p per mile and £1 per hour. The hourly rate is capped at £18 per 24 hour period. For example, if you drive 100 miles and have the car for 1.5 days you will be charged £23 (100 miles) + £18 (1 day) + £12 (half a day) = £53. The cost includes petrol, the cost of any fuel you need to purchase will be credited to your account providing a receipt is given. Bills are emailed at the beginning of the following month.

How does your booking system work?

Trust! They share a Google Calendar. Theoretically, a user could deliberately or accidentally change someone else's booking but this doesn't happen. It is possible to book over the phone for those with disabilities/ trouble with computers.

Ongoing annual costs of running the cars

The usual plus they have the car looked over monthly by a trusted mechanic and brakes cleaned every 6 months. They have a policy of dealing straight away with all mechanical issues even if they are not deemed urgent. They believe that is why they have had few incidents and their cars are known locally as a good buy when they come to sell. They also have AA Homestart.

Do you need specialist insurance cover?

Not many insurance companies have been keen. They have recently moved from Zurich to NFU Mutual. Caution: check whether the insurance covers business as well as personal use as customers will be borrowing for work as well as leisure. They have had only one accident in 12 years.

How do you calculate your charges?

Initially they took a cue from company mileage rates at 40p a mile. It seemed high but was a starting point. They adjusted charges over the years and are happy with current rates generally but are reconsidering prices for longer rentals.

How are you constituted?

They were unincorporated until recently. Now they are a community interest company with 3 directors. Despite being unincorporated initially they had a structure, a constitution and agreed to run the car share like a business.

How many are on the management committee?

3 plus two others attend meetings.

How many hours a month does it take of your time?

12. Initially this was unpaid. Now it is paid. Users preferred paying someone because they felt guilty taking up somebody's time with queries when they were unpaid.

Electric thoughts

Currently investigating going electric. Considering the Golf or Zoe for their mileage requirements.

More information

<https://www.llanicarclub.co.uk/>

Advice

Prove your concept. Let a core group of users set it up and grow it from there. Otherwise you'll have a car you've paid for and you'll spend a lot of time advertising.

Corwen Community Car Club in detail

Interviewed 14/05/2019

Formation of the club

Scheme started in late 2018 by South Denbighshire Community Partnership (SDCP) as part of a 3 year pilot.

Funding

SDCP won £450,000 in funding. Big Lottery Wales provided £350,000 over four years. Local rural regeneration agency Cadwyn Clwyd, also based in Corwen, provided £52,000 over three years from their LEADER project funding. The Bus Services Support Grant provided £42,000.

The LEADER fund is part of the Welsh Government Rural Communities – Rural Development Programme 2014 – 2020, which is financed by the Welsh Government and European Agricultural Fund for Rural Development (EAFRD).

Car available

One 30KwH Nissan Leaf. Range of 155 miles.

Cost of membership and borrowing car

Annual membership is £50, discounted currently to £25 to attract new members. All-inclusive charge borrowing charge is 5p/mile and £1/hour. A six month review is about to take place. Charges could change.

Company organisation

The car belongs to, is registered to and is insured in the name of South Denbighshire Community Partnership. Members are consulted on the running of the club.

Members

One so far.

Management

An SDPC employee has management responsibility for the running of the club alongside other duties.

Insurance

Fully comp for social, domestic and pleasure, not business use. Drivers over 25 only. Zurich Insurance.

Breakdown cover

UK-wide

Charging

Two charge points behind community centre, one of which is a fast charger.

Booking

By telephone.

Contact

Sally 01490 266004 Sally@sdcp.org

<https://www.canolfan-ni.org/community-car-club>

Observation

The vehicle is being used for community services like Meals on Wheels to fill in the usage gap.

Talybont-on-Usk Car share in detail

The following contains information from their website (dated between 2013-2016) and updates from an email exchange 10/05/2019

Formation of the club

A group of green-minded individuals got together to rent a turbine generating electricity from the nearby reservoir. In 2016, they reported annual income of £25,000 for the energy they sold back to the grid. This they used to invest in green projects, like this car share scheme started in 2010. The car scheme also received funds from the Brecon Beacons Sustainable Development Fund.

Cars available

For the first 2.5 years, the scheme had two cars – a 100% electric Mega City car called ‘Bluebell’ and a Skoda Octavia which ran exclusively on recycled vegetable oil. Bluebell died late 2012. As a replacement, Talybont Energy purchased an electric Renault Maxi Crew Kangoo van which can be configured as a van or as a 5 seater car (with side windows). The Kangoo has a range of around 70-80 miles. It is named “Heulwen” (Welsh for sunshine) as it is charged using the solar generated electricity at Henderson Hall.

Costs

Membership is £25/year.

Number of members

In 2016 the car share scheme had 12 member households. Today it is only just still running. Membership and usage have fluctuated unpredictably over the course of 9 years.

Booking

Cars are booked online and collected from the community hall where they are parked.

Charging

The Kangoo van has its own Type 2 charger with a 4KW PV panel.

Cost

There is a log book in each car. Users input their mileage and are invoiced for usage once a month. They pay online or via the village post office. The scheme includes a bunded tank where the biodiesel (manufactured from recycled vegetable oil) is kept. Heulwen (electric van): £2.50/hour and 5p/mile. Mr Chips (biodiesel): is £18/day (£9.00 for ½ day) and 18p/mile.

Calculation of charges

Each year, we seek to set the vehicle hire rates such that they are roughly comparable with using your own vehicle for the same journey. This is to incentivise their use as a carbon saving alternative. Broadly, this means that the vehicles cover their running costs (insurance, maintenance, fuel and electricity) but not vehicle replacement. The car club is heavily subsidised by the community group’s turbine.

Insurance

Insured by Zurich Insurance. Expensive. Requirements are becoming more stringent.

Management

One member used to receive discounted use of the vehicles in return for maintaining them, ordering and organising biodiesel delivery and copying the log books. This is no longer the case.

Carbon calculations

At the time of writing (January 2016), Mr Chips had done 82,500 zero carbon replacement miles (travelling all over the UK), Bluebell (in her short life) did 7,500 miles (mainly in and out of Brecon). Heulwen-the-van has done 13,900. Including saved journeys through lift sharing, this equated to ~55 tonnes CO2 saved in the lifetime of the project.

More information

<https://talybontenergy.co.uk/eco-car-share-project-2/eco-car-share-project/> General information page

<https://talybontenergy.files.wordpress.com/2015/01/rural-car-club.pdf> Report 4 years into the scheme with lots of advice, in addition to the following...

Advice

In our experience, sharing a car in a rural area only works if a) you don't need a car (or a 2nd car) every day b) you live within easy walking or cycling distance of where the shared car is kept, c) there are enough members and cars in the scheme for there to be a high probability one being available when you need it and d) you have back up transport in case a car is not available. In this respect we have a basic numbers problem. There aren't enough people who live within easy reach of where the cars live to support the size of fleet which would maximise flexibility and availability and there is no effective public transport back up if a car is not available.