

# MAYOR OF LONDON

**Elly Baker AM**

Chair of the London Assembly Transport  
Committee

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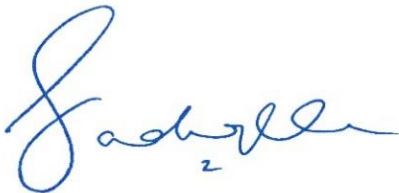
**Date:** 17 July 2025

Dear Elly,

I would like to thank the Transport Committee for the work it has carried out on car clubs and for sending me its report 'TfL's Stalling Car Clubs'.

Please see my response to the Committee's recommendations in the annex below.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Sadiq Khan', with a small '2' written below the name.

**Sir Sadiq Khan**

Mayor of London

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## Annex

### **Mayor of London's response to the recommendations of the London Assembly Transport Committee's report TfL's Stalling Car Clubs**

#### **Recommendation 1**

In the next London Plan, the Mayor should recognise the important part that car clubs can and should play in London's transport mix. This should include support for car clubs by recognising them as an option that enables people to reduce their car use or give up their private car.

Car clubs are an important part of the transport mix in London. The Mayor's position on car clubs is set out in his Transport Strategy, in Proposal 19. It outlines how, through Transport for London (TfL) and the boroughs, he will support the provision of car clubs when paired with a reduction in the availability of private parking to enable more Londoners to give up their cars while allowing for infrequent car travel in inner and outer London. Alongside TfL, the Mayor wants to ensure that this work does not introduce additional car trips or greater numbers of cars parked on the street or elsewhere.

TfL is currently developing its contribution to the upcoming version of the London Plan. An initial high-level consultation document, 'Towards a New London Plan', was released on 9 May 2025, with a consultation period running for six weeks until 22 June. A draft plan is expected to be released for public consultation in spring 2026. As part of this, TfL will review car parking standards, including car clubs. It is important to note that the London Plan car parking standards only apply to new developments or redeveloped sites that require planning permission. The majority of parking policies sit outside of this and are largely the responsibility of the boroughs.

TfL is working with London Councils on a 'toolkit'-style report to help boroughs to make the case for, prepare and deliver strategic healthy streets ambitions through deliberative changes to their kerbsides. The provision of dedicated on-street spaces for car clubs will be one of the measures covered.

#### **Recommendation 2**

Within the next 12 months the Mayor should, through TfL and working with London's boroughs, develop and seek to reach agreement on a pan-London action plan for car clubs. This action plan should address the low provision of car clubs in outer London, providing car clubs with equal or lower financial exemptions than private cars, and guidelines on parking bay provision.

TfL does not propose creating a new car club action plan. It has less direct influence in the delivery of car clubs, compared to other modes where it has action plans. However, TfL proposes that it would be more helpful to refresh its six commitments on car clubs made in 2022. It has already begun work on this, with internal discussions commencing to understand where a refresh of these commitments could unlock opportunities to support the delivery of the Mayor's Transport Strategy. Later in the year, TfL intends to collaborate with the boroughs and car club providers to build on this and to work together to provide a refreshed set of commitments.

Across its portfolio, TfL is carrying out work to address issues you have raised around car clubs. Through its Local Implementation Plans funding programme, it is delivering Healthy Streets schemes where parking is being reduced and has included car club bays alongside car parking removal as a potential supporting measure. This means that funding can be used for car club

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schemes where they are being delivered as part of a wider scheme that supports traffic reduction and a reduction in private parking.

TfL has also carried out work to understand car club needs around electric vehicle (EV) charging as part of its EV infrastructure strategy. Collaborative Mobility UK (CoMoUK) and car club operators were invited to present on their charging requirements at the Greater London Authority's London Charge Point Operator forum in March 2025. TfL will share information with CoMoUK and car club operators on the rapid charge points it is installing and work with London Councils to support borough delivery of charging infrastructure for car clubs. TfL will also be updating its EV infrastructure strategy later this year. The update considers policy and technology changes and their impact on electric vehicle registrations.

## **Recommendation 3**

As part of its work on a pan-London action plan for car clubs, TfL should develop and roll out an awareness-raising campaign. To assist in creating a wide and diverse user base, this should inform Londoners on what car clubs are, how they can access them, and the benefits that they provide.

TfL is aware from its research that for some Londoners there remains a barrier to understanding around car clubs. Though many have seen shared vehicles on streets, residents may not know how to access and use them. The ease of use and convenience benefits of car clubs are undermined by this lack of understanding.

TfL has already improved the information it provides about car clubs on its website. It continues to signpost users to car club operators, including resources provided by the operators themselves.

Car clubs are a key part of TfL's policies and public messaging around alternatives to car ownership and particularly target areas with high ownership levels. TfL heavily advertised offers from car clubs as part of the third-party offers for the Ultra Low Emission Zone extension scrappage scheme, for example.

In refreshing its commitments to car clubs, TfL will seek to maximise awareness-raising opportunities through its own channels as well as those of the boroughs and operators themselves.