

# Pay-as-you-drive car scheme set to expand in Scotland

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EDINBURGH'S car-sharing club has doubled its membership over the past year and is planning to expand to Glasgow.

A conference today to mark the tenth anniversary of the Edinburgh City Car Club will hear that 2,500 people have now joined the pay-as-you-drive group.

Officials said the lack of parking and cost of residential permits, high fuel prices and car tax rises had contributed to the increase in membership of Britain's first commercial car-sharing organisation.

Efforts are now being made to launch a similar club in Glasgow, possibly in the East End.

Both Falkirk and Dumfries and Galloway councils are also believed to be interested in following suit.

Keith Stark, the manager of the Edinburgh club, said extending the scheme to Glasgow would enable drivers to drop off cars near railway stations in either city, then travel by train between them and pick up another car at the other end. He

said: "This will create huge benefits at both ends of the M8 - it would be joined-up transport thinking."

Mr Stark said the club's membership boost had included younger drivers put off buying a car by prohibitive insurance. The minimum age has been lowered from 21 to 19.

Businesses have also joined the scheme, while its previous upper age limit of 70 has also been abolished. The club, which

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*Stewart Stevenson, transport minister*

has a £50 joining fee, has 59 reserved parking spaces across Edinburgh for its 82 cars.

Glasgow City Council said it had applied for £20,000 from a Scottish Government scheme for improving air quality to fund the creation of an initial ten to 15 spaces for a car club. The local authority would then invite bids to run the scheme.

A spokesman said: "We think there is great potential for car clubs in Glasgow and they play a

part in our published local transport strategy."

Dr Jillian Anable, of the centre for transport research at Aberdeen University, who will address the conference, said: "Car clubs have the potential to be one of the most powerful tools to facilitate a fundamental shift in the way cars are owned and used. On average, members use cars for a third of the trips of non-members, walk and cycle almost twice as much, and use

tion and alternatives like car clubs if we are to achieve our world-leading targets.

"Unfortunately, for transport there are no quick fixes or a silver bullet. We need people to change behaviour, we need technology and we need alternatives like car clubs."

Mr Stevenson said such schemes could help people cut their household spending, an average of 14 per cent of which went on running a car.

Phil Wheeler, Edinburgh City Council's transport convener, said it was "extremely supportive" of the club, whose members include 400 council staff.

He said: "Membership continues to grow at a fantastic rate, almost doubling in the past 12 months, and we are very proud of the fact that our car club, which started ten years ago, was the first of its kind in the UK."

The Edinburgh scheme is part of one of four companies running car clubs in the UK.

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public transport three times more."

Stewart Stevenson, the transport minister, praised the success of the Edinburgh club and said such schemes would play an important role in helping the Scottish Government meet its challenging emissions reduction targets.

He said: "This government has the most ambitious climate change legislation anywhere in the world and we need innova-