COMMUTER CAR PARKING IN NEW SOUTH WALES

Organisation:

Name: GoGet

Position:

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Legislative Assembly Committee on Transport and Infrastructure

Commuter Car Parking in New South Wales

Committee on Transport and Infrastructure
Legislative Assembly
Parliament of New South Wales
6 Macquarie Street
Sydney, NSW, 2000
transportinfrastructure@parliament.nsw.gov.au

Dear Ms. Petinos,

GoGet would like to thank the Committee for the opportunity to provide comment on the ongoing inquiry into Commuter Carparking in NSW.

As Australia's first and largest carshare operator, we welcome the opportunity to brief the committee on the role of new shared mobility options such as carshare that are disrupting not only long-entrenched private vehicle ownership, but also traditional urban features, chief amongst them long standing parking policies.

GoGet was founded in 2003 in Newtown, Sydney with 3 shared vehicles and 12 members, and has since grown to nearly 100,000 members sharing over 2300 vehicles in 4 states and 1 territory. In the City of Sydney alone, nearly 20% of all drivers are GoGet members, despite carshare utilising less than 2% of available parking. Despite this growth, we have remained entirely Australian owned and are one of the few carsharing companies in the world to build and maintain our own in-house suite of technology and hardware.

This growth has catalysed a shift not only in our operations, but in our corporate philosophy and how we view our company, away from simply providing what was initially a niche community service, into viewing ourselves as a fully-fledged infrastructure provider through the development and management of our network. In fact, we believe strongly that this shift of the carshare network into becoming a dispersed, decentralised component of our urban infrastructure is a harbinger of how we will likely view new mobility options in the future.

As such we find that while traditionally shared mobility has been the purview of local government, there is increasingly a role for higher levels of government to become more involved in the growth of shared transport in Australia. We believe strongly that with the imminent arrival of autonomous vehicles that we are at a tipping point which will dictate how these vehicles will be utilised and thus the impact they will have on our cities.

Transport modelling undertaken on behalf of the Queensland Department of Main Roads has shown that a future in which autonomous vehicles are privately owned and operated similar to vehicles today is likely to be the worst possible outcome[1]. This assumption is further supported in the findings of the Federal Department of Infrastructure and Regional Developments report on the topic to the Commonwealth Government's Standing Committee on Industry, Innovation, Science and

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[1] Peter Davidson and Anabelle Spinoulas http://tfresource.org/images/4/4d/ITM16_Modeling_Autonomous_Vehicles_-_Challenges_and_Results.pdf

Resources[2]. Such a future would result in reduced patronage on public transport, while increasing urban sprawl and congestion. While there are a variety of factors that will feed into the final operational model, we believe the key to the successful harnessing of autonomous will be its integration into shared mobility and the rise of a "sharing" culture. Indeed, recently the Australian Financial Review identified that the best autonomous roadmap will require the scaling and wide uptake of existing shared mobility options.

For this reason, we believe it is of the utmost import that the NSW Government investigate opportunities to 'level the playing field' between private and shared transport in order to ensure the widest possible user base for future shared autonomous platforms. Doing so must also recognise the close link between Shared and Public Transport that already exists. For example, in NSW;

- 93.6% of GoGet members regularly utilise public transport

- 82% of GoGet members commute by public and active transport

- 42% of corporate GoGet members report no longer needing to commute to work by car

- The typical GoGet member reduces the number of kilometers they drive each year by 50%

- 61% of GoGet members owned 1 or more cars before joining, since joining GoGet 72% now do NOT own a car

Despite this, the linkage between shared and public transport has predominantly been the result of the personal choice of members rather than a dedicated commitment to modal integration on behalf of Government and Operators.

This does however imply that there is significant potential for Public and Shared Transport to work closer together to provide an improved service to the people of NSW. This sentiment was echoed recently in a report produced last year by AECOM titled 'Transport on Demand'[3] which identified the need to better integrate public and shared transport modes.

We believe that commuter carparking can play a key role in achieving this by providing space for new services and technologies, such as carsharing, to expand. Providing residents and businesses with mobility options that can build off of our established and evolving public transport infrastructure, will allow them to reach all parts of our cities, without the need to each own their own private car.

We encourage the Committee to investigate such opportunities and will make ourselves available should you wish to discuss our services, experiences or potential opportunities further.

Regards,
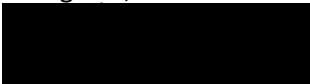
Josh brydges
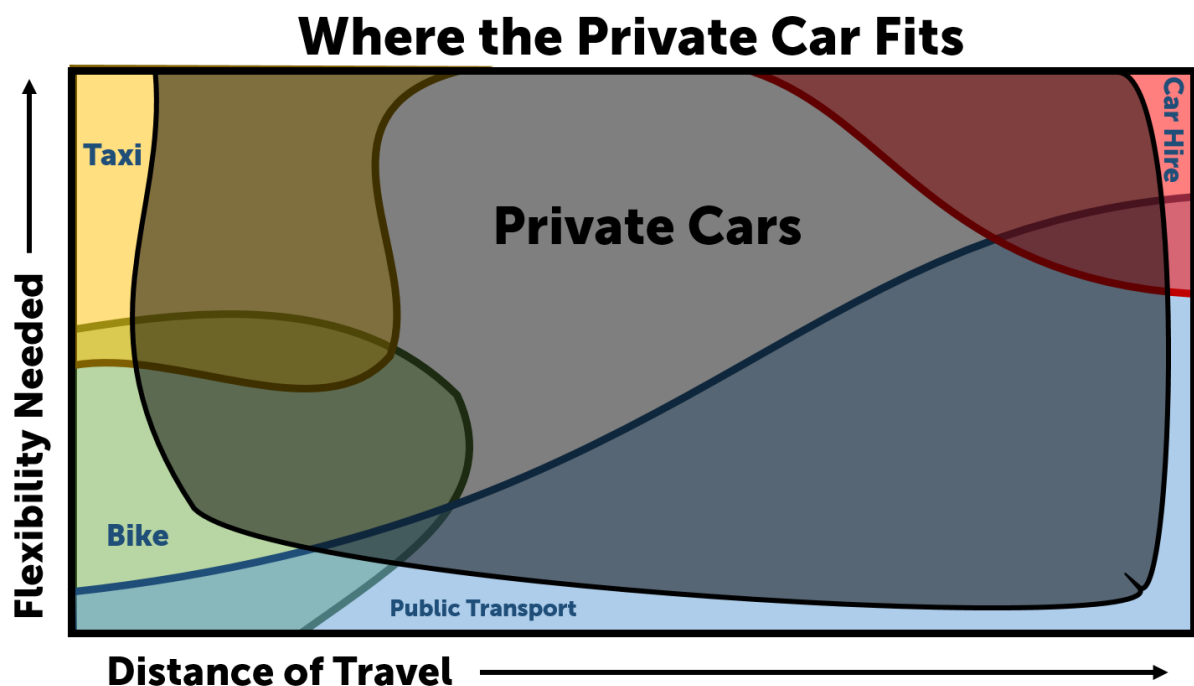Locations and Transportation Planner
GoGet Carshare

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[2] Department of infrastructure and Regional Development (2017) Social Impacts of Automation in Transport: Submission to the House of Representatives Standing Committee on Industry, Innovation, Science and Resources

[3] AECOM, *Transport on Demand: Accelerating Australian Cities* http://www.aecom.com/content/wp-content/uploads/2016/10/AECOM_Transport-on-demand-accelerating-Australian-cities.pdf

What is Carsharing?

In essence, carsharing acts as 'the missing link' within our transport system, allowing residents and business to increasingly live car-free. Through the development of a network of shared vehicles, tens of thousands of Sydneysiders have been able to live without owning a car, or to avoid the purchase of a second vehicle. This has recently been quantified in a report by Phillip Boyle and Associates[4] as resulting in removing 10-14 vehicles from the road per carshare vehicle. This same report sets out that the impact of the service on the City of Sydney alone (with a network of 700+ vehicles) has removed roughly 10,000 vehicles from the road (equivalent to a line of parked cars on both sides of George Street running from the Central Station to Circular Quay five times over), as well as removing up to 37 million Vehicle Kilometers Travelled (VKT) from the LGA per year, as carshare members typically reduce their overall VKT by half after joining carshare.

Reducing car ownership should be an important strategic goal to set as the ownership of a private vehicle is one of the greatest barriers to increased uptake of alternative modes of transport. Because of its convenience and perceived low cost per trip (although in truth much of the actual cost of owning a car is hidden) the private car is often used for trips which would otherwise best be suited to walking, cycling or public transport. As such car ownership is perhaps the greatest inhibitor of a wider modal shift towards more efficient and sustainable transport patterns. In contrast by revealing the true cost of each trip, carsharing effectively acts as an opt-in road pricing scheme and therefore incentivises users to shift trips to public transport and walking/cycling, resulting in a healthier modal split and overall transport system than would otherwise occur (figure 1).

Where the Private Car Fits

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[4] Phillip Boyle and Associates, *The Impact of Carshare in Australia* http://www.sydney.org.au/wp-content/uploads/2015/10/CfS-Brief-Carsharing-Sydney-Snapshot.pdf
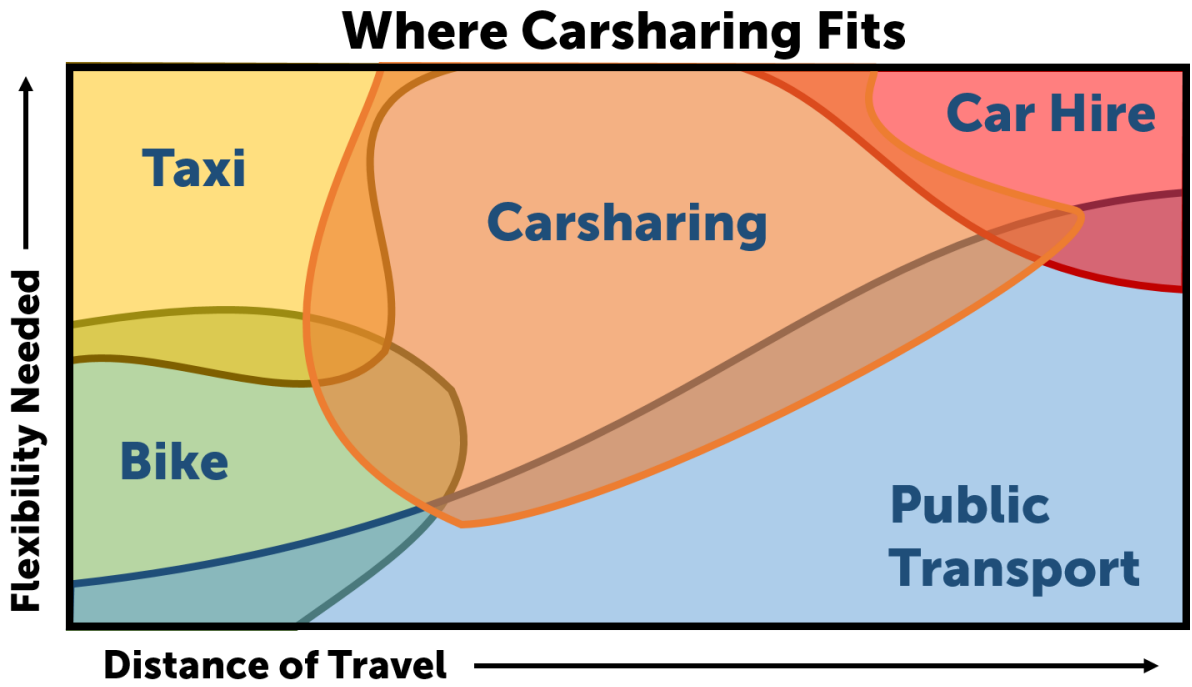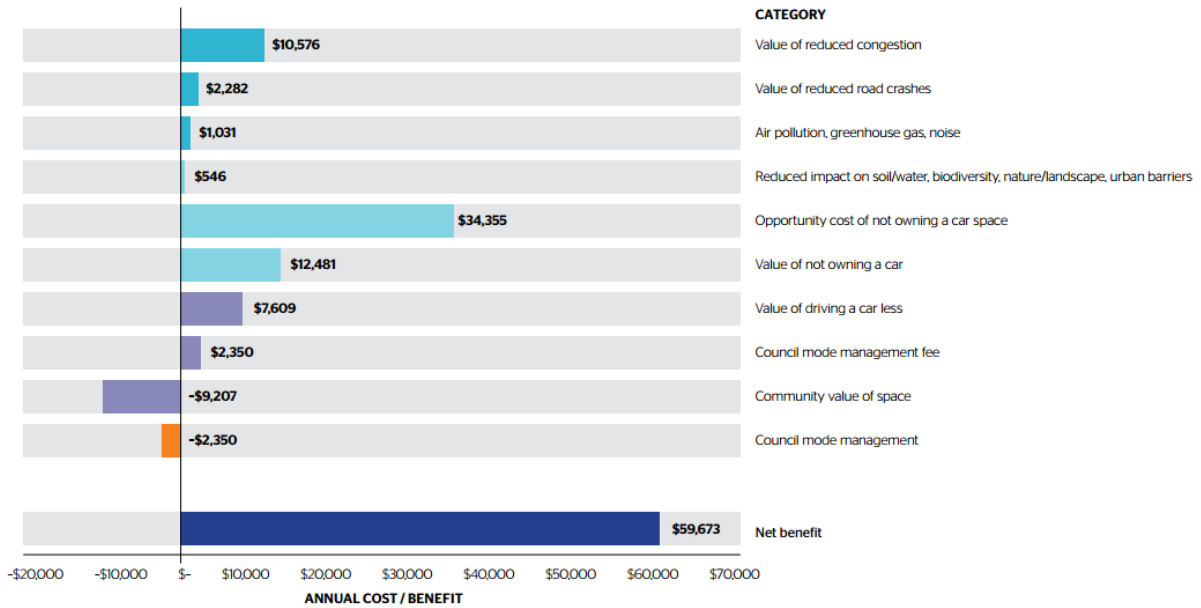
Where Carsharing Fits

Figure 1 Modal Split Between Private Car Ownership and Carsharing (GoGet: 2016))

This also provides a first-class example of a public private partnership in that it costs government very little to set up, but results in a Cost-Benefit ratio of $6.16 in public benefit for every $1 invested by the government (Figure2)[5].

[5] Phillip Boyle and Associates, *The Impact of Carshare in Australia* http://www.sydney.org.au/wp-content/uploads/2015/10/CfS-Brief-Carsharing-Sydney-Snapshot.pdf

SUMMARY OF BENEFITS AND COSTS

Note: Council administration and infrastructure has been estimated by the City of Sydney to cost $2,350/space and is fully recouped from each service provider.

Source: PBA modelling

Figure 2 Summary of Benefits and Costs of Carshare Services (Phillip Boyle and Associates, 2015)

While Austroads[6] has recently identified that the implementation of supportive regulation for carshare is the most cost-effective strategy available to government to reduce congestion (Figure 3).
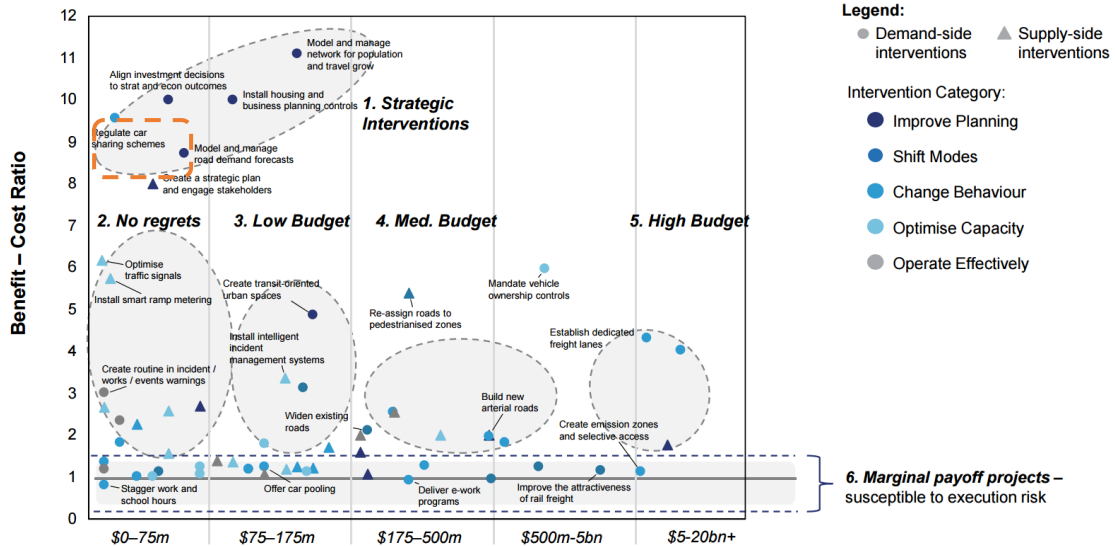

Figure 3 Benefit-Cost Analysis of Potential Interventions Available to Combat Congestion (Austroads 2016)

[6] Austroads (2016), *Congestion & Reliability Review*
https://www.onlinepublications.austroads.com.au/items/AP-R533-16

Likewise, a recent report by AECOM[7] has confirmed these results and projected the potential impact shared mobility may have on our cities well into the future. Their forecast sees the potential to remove a noticeable amount of traffic off of our congested roadways, however to achieve this potential AECOM has identified 4 key points which government must address.

1. **Help the Public Understand the Benefits of Shared Mobility**

2. **Create Local Government and Developer Shared Mobility Strategies**

3. **Connect Shared Mobility with Public Transport**

4. **Prepare for Multi-Hire Autonomous Vehicles**

1 HELP THE PUBLIC UNDERSTAND THE BENEFITS OF SHARED MOBILITY
Promote life without the financial burden of car ownership.

2 CREATE LOCAL GOVERNMENT AND DEVELOPER SHARED MOBILITY STRATEGIES
Treat shared mobility as an essential service.

3 CONNECT SHARED MOBILITY WITH PUBLIC TRANSPORT
Connect carsharing and ridesharing buses and trains seamlessly.

4 PREPARE FOR MULTI-HIRE AUTONOMOUS VEHICLES
Lay the groundwork for even cheaper ridesharing.

Figure 4 Four Strategies to Growing Transport on Demand (AECOM 2016)

Examples of this type of thinking exist internationally and have typically seen carsharing be included as an important piece of infrastructure alongside public transport, walking, and cycling.

San Francisco

The City of San Francisco has adopted a number of innovative approaches to including carsharing as part of their planning and design thinking. For instance, they have identified growing the mode share of alternative transport including carshare as a key performance metric for the San Francisco Municipal Transport Agency. Likewise, San Francisco ran a program whereby new developments were provided with a significant reduction in the required parking, while developers provided credit for shared mobility options as a replacement. This program and others like it, have seen **80% of new households in the City of San Francisco becoming car-free**.

Vancouver

Vancouver set a goal to see **50% of trips within the city occurring via modes other than the private car**. In conjunction with a number of other strategies relating to public transport and land use, was the recognition of the need to grow the use of shared

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[7] AECOM, *Transport on Demand: Accelerating Australian Cities* http://www.aecom.com/content/wp-content/uploads/2016/10/AECOM_Transport-on-demand-accelerating-Australian-cities.pdf

mobility. This resulted in a metropolitan-wide policy providing local governments with guidance and a template for the effective regulation of carsharing. This multi-faceted approach led to significant results with the City achieving its goal of 50% non-private car use in 2015 – 5 years ahead of schedule.

City of Port Phillip

The city of Port Phillip has recently endorsed a new Carsharing Policy for their local area. This policy has been the first of its kind in Australia to fully integrate the council's carsharing policy within the overall long terms strategic goals of the area. This has resulted in a policy which is well considered, but also ambitious by **setting an overall target of halting the growth of the residential private car fleet at 2015 levels** despite significant expected population growth. Council worked closely with operators including GoGet on the formulation of this policy, to determine what was feasible for both operators and council, as well as the needs of carshare members and the wider community. GoGet supports this policy and believes it is a good example of Australian 'best practice'.