

GoGet Carshare response to questions on notice.

1. What are some other international jurisdictions that do have the State regulatory framework or national regulatory framework?

Greater London Authority has an overall mode share target¹. Based on the Mayor's Transport Strategy in which London's mode-share target is for 80% of all trips to be made on foot, by bicycle or using public transport by 2041. The sustainable mode-share target is further delineated to 95% of all trips in central London, 90% of all trips in inner London, and 75% of all trips in outer London by 2041. Transport for London created Action plans that guide implementation for councils with tools they can use to achieve this mode shift and annual reports on the progress.

Germany implemented a law on prioritisation of Carsharing in 2017 on a federal level²
"This law enables measures to give priority to car sharing in order to promote the use of car sharing vehicles within the framework of station-independent or station-based service models in order to reduce the climate and environmentally harmful effects of individual motorised transport."

More examples of State or Federal level framework in answer 3.

1.1 Why are there benefits compared to what is going on in New South Wales?

lie in addressing the barriers that currently limit widespread implementation and optimizing the advantages that carshare can provide for local governments and communities.

One of the potential example actions might be slightly changing the wording in NSW Technical direction "Guidelines for on-street fixed space car share parking" TTD 2018/001. It can be improved by adding support and justification for carshare to encourage more adoption by local government areas. Despite proven evidence based research that professional round trip carshare reduces vehicle kilometres travelled (and thus congestion and emissions) the guides lacklustre language. The current wording ("Car share **may** help to reduce the demand for on-street car parking and **may** also be influential in helping to shift travel mode from private motor vehicle to active and public transport modes") does little to inspire councils to adopt carshare as part of their sustainable transport/parking strategies.

The benefits of State and Federal targets and guidance, as opposed to enablement, can accelerate and create more uniform adoption by councils of alternate transport modes which will help battle state wide congestion and emissions issues, as opposed to slower more limited LGA by LGA adoption and growth. We believe NSW should implement mode share targets and action plans (such as carshare, bikeshare, bike lanes) for councils and require annual reporting on their progress.

¹ Transport for London. (n.d.). The Mayor's Transport Strategy. <https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy?intcmp=2691#on-this-page-0>

² Bundesministerium der Justiz. (2017). Gesetz zur Bevorrechtigung des Carsharing (Carsharinggesetz - CsgG). <https://www.gesetze-im-internet.de/csgg/BJNR223000017.html>

We found from the NSW government's response (22/11/2018)³ to the Inquiry into Commuter Car parking the Government supported “recommendation 6 “with car share and other alternative point to point service like shared micromobility as alternative service for customers at transport interchanges. The current enquiry presents a great opportunity to get an update on this 6-year-old strategic direction and how all new forms of shared mobility are being integrated into a cohesive transport network.

Recommendation 6

The Committee recommends that Transport for NSW considers working with the point-to-point transport industry to explore options to provide alternative methods for commuters to access transport interchanges.

NSW Government response

Supported

The recent reforms to the point to point transport industry have lowered barriers to entry (while maintaining a focus on safety) and promoted innovation to meet customer demand for greater flexibility and more choice.

The NSW Government is committed to investigating the implementation of ‘Mobility as a Service’ for the Greater Sydney region through *Future Transport*, which states that in the future, personal mobility packages will bundle traditional ‘modes’ with technology platforms and new service offerings like on-demand, car share, rideshare and smart parking.

New service offerings emerging in the market continue to provide new first-and-last-mile solutions that can connect customers to public transport interchanges, relieving pressure on commuter car parks. As new entrants establish operations, increased options and availability of point to point transport should put downward pressure on its cost to the customer. This is likely to increase the attractiveness of point to point transport as an alternative for connecting to local transport interchanges.

TfNSW will continue to work with the point to point industry to explore ways to encourage commuters to use alternative forms of transport to access transport interchanges.

2. So you'd be paying anywhere between three and five grand for a CTP, like taxis are?

Our vehicles are registered as “Business use” in NSW much like a pool car or tool of trade vehicle and pay ~\$1,000 for CTP, depending on vehicle type

³ Transport For NSW. (n.d.). NSW Government Response. Inquiry into Commuter Car Parking in New South Wales.

<https://www.parliament.nsw.gov.au/ladocs/inquiries/2448/Government%20response%20to%20report%20on%20commuter%20car%20parking%20in%20New%20South%20Wales.pdf>

3. Have you got an example of where mode share targets have driven positive policy change?

The Mayor of London's Transport Strategy

London's mode-share target is for 80% of all trips to be made on foot, by bicycle or using public transport by 2041⁴.

Scotland

By 2030 target for a 20% reduction in car kilometres travelled (from 2019 levels)⁵.

Wales

By 2030 target for a 10% reduction in car kilometres travelled per person (from 2019 levels).
By 2040 target for 45% of all journeys made up of public transport and active transport⁶.

California's Senate Bill 743

This bill eliminated metrics around easing road congestion, and now a project's environmental impacts must be evaluated by the amount and distance people drive to destinations (i.e. vehicle miles travelled)⁷.

Charter of Brussels

(signed by 36 cities) commits the signatories to achieve at least 15% of bicycling modal share by 2020, and calls upon European institutions to do likewise⁸.

⁴ London Assembly. (n.d.). Mayor's Transport Strategy. <https://www.london.gov.uk/programmes-strategies/transport/our-vision-transport/mayors-transport-strategy-2018>

⁵ Transport Scotland. (n.d.). 20% reduction in car km by 2030. <https://www.transport.gov.scot/our-approach/environment/20-reduction-in-car-km-by-2030/>

⁶ Welsh Government. (2021). Llwybr Newydd: the Wales transport strategy 2021.

<https://www.gov.wales/sites/default/files/pdf-versions/2022/5/3/1653487718/llwybr-newydd-wales-transport-strategy-2021.pdf>

⁷ Calcoq. (2020). SB 743 Implementation. <https://calcoq.org/sb-743-implementation/>

⁸ European Cyclists' Federation. (n.d.). Charter of Brussels. <https://ecf.com/who-we-are/our-mission/charter-brussels>