

# Car Sharing Policy

## PURPOSE

Car sharing is crucial complement to a sustainable transport system for Sydney. The availability of shared cars provides the peace-of-mind and flexibility needed for residents who have chosen to base their travel predominantly on public transport, walking and cycling.

Car share programs allow members to book a nearby vehicle for a short time, unlock it with a membership card, and later return the vehicle at the end of the booking. Cost is calculated on time and trip distance.

The City of Sydney is committed to increasing the uptake of car sharing to 10% of all households by 2016. We will achieve this target by continued support for on-street car sharing and the placement of shared cars in city car parks; new planning controls to integrate car sharing into urban renewal areas; greater marketing and education, and continued enforcement of dedicated car share spaces.

Many cities have recognised the opportunity to integrate car sharing with public transport, public bicycle schemes, publicly owned vehicle fleets, and other transport sustainability programs. The City will actively investigate these options, and will collaborate on further studies of the benefits and opportunities associated with car sharing.

## 1. INTENDED OUTCOMES

The City of Sydney's Sustainable Sydney 2030 strategy envisages a sustainable and efficient transport network with more options to walk, cycle, and use public transport. Car sharing is a key program to complement sustainable travel modes, and allow City residents to reduce their reliance on private vehicles.

The specific objectives of the car share policy are to:

**Use street parking more efficiently.** In many areas of the City, growing resident parking demand has exhausted the available kerbside parking space. Car sharing is a much more efficient use of parking space, allowing a single vehicle to be used frequently by a large number of households.

**Reduce City greenhouse emissions.** Car share vehicles are typically much newer and more fuel-efficient than the average vehicle. They emit fewer greenhouse gases and fewer urban air pollutants such as carbon monoxide and nitrogen oxides. In addition to driving less overall, a car share driver will consequently produce fewer emissions per kilometre than the average private driver. Increased uptake of car sharing will contribute to the realisation of the City's target of reducing greenhouse emissions by 70% by 2030.

**Support the City economy.** Many city businesses, especially small businesses, operate in neighbourhoods with limited off street parking & high parking costs. Use of shared vehicles (including vans) is a realistic option for many of these businesses, and contributes to the viability of small business in inner-city neighbourhoods.

**Reduce congestion.** Trips in shared cars tend to be planned in advance rather than last minute, and charges increase in proportion to trip distance and duration. For this reason, those who share a vehicle make fewer and shorter trips than private drivers. Greater uptake of car sharing will consequently reduce total driving and on-road congestion.

**Slow growth in private vehicle ownership.** The City of Sydney has the lowest rate of household car ownership in Metropolitan Sydney, at just 0.72 cars per household (in 2006). In many City neighbourhoods, however, household car ownership levels are rising quickly,

with serious implications for parking availability, traffic congestion and resource consumption. Increased car sharing can slow growth in household vehicle holdings.

## **2. CAR SHARE TARGETS**

The City of Sydney will work to increase penetration of car sharing to 10% of all households by 2016.

In support of the 10% car share target, the City will develop transport, traffic management, enforcement and land use policies that limit new parking supply, integrate land use and transport, support public transport, and improve conditions for walking and cycling.

As of September 2010, there were approximately 4000 residential car share members, accounting for an estimated 2500 households. At current rates of population growth, a 10% target implies approximately 9,500 households using a shared car by 2016. Many households will have more than one eligible car share driver, so total membership may exceed 15,000. On the assumption that a new car is needed for every 20-30 registered drivers, 500 to 750 cars may be required. This amounts to between 0.6 and 1% of total private vehicles forecast to be registered in the City of Sydney in 2016.

Because car sharing complements, rather than competes with, sustainable transport modes, the uptake of car sharing will be influenced heavily by the quality of the transport alternatives, particularly the bus, train and light-rail network, and the cycle network. When public transport, walking and cycling are convenient options, many households will be able to use car sharing instead of a private car. These households in turn enter a 'virtuous cycle', driving less while increasing their walking, cycling and public transport trips.

The ratio of on-street to off-street car share spaces will vary significantly between City neighbourhoods depending on the scope for new commercial and residential development, and the precise controls adopted in the City's Development Control Plan.

## **3. DEDICATED CAR SHARE SPACES**

### **On-street spaces**

The City will provide dedicated and exclusive on-street space for authorised car share vehicles. The quantity and location of on-street spaces will be commensurate with membership levels in the City of Sydney.

The use of dedicated on-street spaces allows for convenient and equitable provision of car sharing across the City's different neighbourhoods. The benefits include:

- i) **Efficiency:** A greater number of City residents and businesses can use finite on-street space, with a car-sharing household occupying up to 15 times less street space than it would occupy with a private vehicle parked on-street.
- ii) **Equity:** Access to street parking is extended to a greater proportion of households, including those who choose not to buy, or cannot afford, a private vehicle.
- iii) **Convenience.** On-street parking allows cars to be located close to residents, and evenly distributed throughout neighbourhoods.

The City reserves the right to reject any application for establishment of an on-street car share space. The City may also refuse speculative and large scale placement of car share vehicles in the absence of reasonably foreseeable resident and business demand.

### **City car parks**

The City will provide car-share spaces in City-owned car parks, in convenient and secure locations close to car park entrances. Where specific state taxes apply to parking space, such as the Parking Space Levy, these will be payable by the car share operator.

The City will seek reform to the NSW Government's Parking Space Levy to reduce the rate payable by shared vehicles.

### **Off-street spaces**

The City of Sydney will encourage on-site car share spaces where feasible, safe and accessible to the surrounding community and upon agreement with the owners' corporation.

## **4. MANAGEMENT OF CAR SHARE PROVIDERS**

### **Agreements**

Car share operators will be required to enter legal agreements with the City governing the terms of their use of on-street spaces.

### **Definition of a car share provider**

The City will dedicate on-street car share spaces only to genuine car share companies or service providers. To qualify, the provider must:

- i) Have, or be developing, a network of cars in locations that are accessible to all members.
- ii) Allow, until 1 July 2012, at a minimum, any licensed driver over age 21 to join, subject to reasonable creditworthiness and driving history checks.
- iii) Allow, from 1 July 2012, at a minimum, any licensed driver over age 18 to join, subject to reasonable creditworthiness and driving history checks.
- iv) Supply an internet and phone-based booking system available to members 24 hours per day, allowing immediate booking of vehicles.
- v) Offer minimum booking durations of one hour or less.
- vi) Ensure that no on-street space is booked for longer than four days unless a replacement vehicle is provided for the space.
- vii) Prohibit the routine long-duration reservation or exclusive use, including overnight use, of an on-street vehicle by any one nearby member, either individual or business.

### **Obligations of car share providers**

Agreements between the City of Sydney and car share operators will include the following obligations on the part of car share providers:

- i) Quarterly reports – Car share providers must provide a detailed usage report, itemised by location, indicating number of bookings per month, average trip distance, and length of bookings. The report must also identify membership levels in the City of Sydney by postcode, and composition of membership between businesses and individuals.
- ii) Financial soundness - A car share provider must submit to an independent financial audit by a City-approved auditor. The audit, which will remain commercial in confidence, must demonstrate to the satisfaction of the City that the operator is financially sound, and capable of meeting obligations to members.

- iii) Availability of vehicles – Cars will be available for 95% of confirmed bookings.
- iv) Vehicle Environmental Impact – An operator must not use any passenger vehicle in a dedicated on-street space with less than a 4-star rating in the Australian Green Vehicle Guide. In the case of other vehicle types, such as vans or utilities, an operator must demonstrate that the vehicle is a high environmental performer for its class.

#### **Withdrawal of spaces**

In the case of non-compliance with these obligations, the City may impose sanctions to remedy the breach, and deter future non-compliance. Sanctions, if applied, will be progressively escalated, and may include:

- i) Suspension of an operator's right to use one or more dedicated car share spaces.
- ii) Suspension of processing of requests for new spaces and/or requests for renewal of parking permits.
- iii) Termination of an operator's agreement with the City of Sydney, and rescission of all spaces provided to the operator by the City.

Authority to terminate an agreement rests with the Chief Executive Officer. The CEO is also authorised to reallocate spaces on-street or in car parks to another car share operator.

#### **Recovery of costs**

The City has made a substantial in-kind contribution to the early viability of car sharing. Fees and charges will maintain the incentive for residents to share vehicles, while balancing support for car sharing with reasonable recovery of public costs:

- i) Where per-vehicle fees are levied to recoup the administrative costs of issuing resident parking permits, these fees will apply to car share vehicles.
- ii) The City will not impose other charges on car share vehicles intended for use by residents or small businesses unless these charges are also incurred by private vehicles.
- iii) The City will fund in full the line-marking and signage of car share spaces until financial year 2011/12. Repayment of these costs may be sought in cases where a car share operator has breached their agreement with the City, or a space is withdrawn at the operator's request.
- iv) From financial year 2011/12 onwards, car share operators may be required to pay the partial or full cost of line-marking and signposting of on-street spaces. Costs will be determined through the annual Fees and Charges review.

### **5. COMPETITION AND NEW ENTRANTS**

The City of Sydney car sharing program is open to both existing and new car share operators. Potential new operators must meet the requirements of this policy.

The City of Sydney will treat all commercial car share operators consistently. The Chief Executive Officer may authorise the waiving of fees or charges for non-profit car share operators.

## **6. PROMOTION**

The City will work to promote community awareness and understanding of car sharing. Where appropriate, this marketing will be incorporated into the City's promotion of walking, cycling, and public transport.

## **7. ENFORCEMENT**

Recognising that illegal parking is particularly problematic for car sharing, the City of Sydney will consistently enforce existing regulation that prohibits non-car share vehicles parking in car share spaces. Levels of non-compliance will be recorded and further actions taken if frequent patrols and high-visibility line marking are not sufficient.

## **8. CONSULTATION**

The City will consult with residents in the immediate vicinity of a proposed on-street space. Recognising that car sharing is most viable and beneficial in areas with a high demand for parking, the City will not reject car share spaces based solely on existing parking demand. However, the City will consider alternative locations.

## **9. RESEARCH AND EVALUATION**

In-depth studies of the transport and environmental outcomes of car sharing programs in Australia will contribute to better and more effective policy development and advocacy. The City of Sydney will collaborate with other public agencies, research institutions and stakeholders to quantify these outcomes and raise awareness of the findings.

## **10. AUTHORISATION**

This policy is to be authorised by resolution of the Council of the City of Sydney.

## **11. REFERENCES**

### **Studies and Papers**

Bergmaier, R., Mason, C., McKenzie, M., Campbell, S., and Hobson, A., (2004), *Car Sharing: An Overview*, Australian Government, Canberra

United States Transportation Research Board of the National Academies (2005) *Car-Sharing: Where and How It Succeeds*, Washington.

Elliot, M., Shaheen, S., & Lidicker, J. *Carsharing's Impact on Household Vehicle Holdings: Results from North American Shared-Use Vehicle Survey*, Transportation Research Board Annual Meeting 2010 Paper #10-3437

### **Related Legislation & Standards**

*Guidelines for the Implementation of On-Street Car Share Parking*, Technical Direction, TDT 2007/04, NSW Roads and Traffic Authority, September 2007

### **Related Policies and Procedures**

City of Sydney Local Environmental Plan  
City of Sydney Development Control Plan

### **Review Period**

Manager City Access Unit will review this policy every two years.

**Next Review Date**  
April 2012

## **12. AUTHORISATION**

Approved by Council on 4 April 2011