CAR SHARE POLICY

October 12, 2018

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About Open Cities

Open Cities is a peak association representing infrastructure and service providers, cities, university research groups and urban design advocates who are working together to transition Australian communities to a more sustainable, resilient and affordable energy, water, digital and mobility future. We are working with government and industry to modernise and rethink policy, legislation, regulation and price settings to enable next generation local utility and mobility services and solutions.

Our purpose is to accelerate the take-up of sustainable utility and mobility innovation and services by:

- promoting and enabling evidence-based policy and regulation
- highlighting best practice projects driving economic growth and social benefit
- driving greater awareness of the rights of prosumers

This submission is prepared by Open Cities.

Summary

These recommendations represent the collective views of Open Cities members. The adoption of its recommendations would ensure Australia remains globally competitive, transitioning to next generation multi-utility businesses and services, driving innovation, job creation while decarbonising the economy.

The rapid convergence of utility and mobility solutions enabled by Next-Gen data and Internet of Things (IoT) is future-proofing economies around the world, delivering liveability, sustainability and resilience, and importantly putting downward pressure on utility bills and infrastructure costs.

Open Cities envisages a future for Australia characterised by abundance not scarcity.

Australians are missing out on the many benefits the digitisation of infrastructure and services are bringing people, families and businesses around the world – not just significantly reduced household bills but the ability to generate income.

Localised sustainable infrastructure solutions and services are growing from within communities, creating a new class of consumer – the prosumer: where customers are more than consumers but also producers. They have the ability to generate free energy from the sun at the home or office for EV charging and sell the excess. They can recycle their water and waste and reap the financial benefit and avoid the second largest household expense of a car by sharing their mobility instead.

The following recommendations if adopted will catalyse the fledgling car share market and drive more competitive pricing for customers/ prosumers.

Recommendations

INTEGRATED TRANSPORT PLANS

Shared mobility solutions which include electric and autonomous shared vehicles, along with public transport are the pathway to net-zero emission transport and can connect residents to their nearest strategic or metropolitan centre within 30 minutes. Integrated mobility that emphasises sharing (car sharing, docked bike share, scootering and other shared modes) will deliver increase active transport and health benefits while reducing emissions and congestion in our cities.

EVs and private autonomous vehicles alone fail to address chronic congestion created from an ever-growing excess of privately-owned vehicles. Creating a societal shift now towards sharing these assets while prioritising walking, biking and scootering will ensure Australian cities successfully transition to a sustainable smart future. State and Council transport plans should be updated to include:

1. Establish Integrated Transport Plans that include public transport, mobility as a service, shared vehicles, EVs and autonomous vehicles – ensuring a coordinated approach and coordinated responsibilities across policy modes to share data and inform outcomes.

2. Make shared mobility a key pillar of Integrated Transport Plans –complementing public transport, EVs and autonomous vehicles.

3. Capturing and sharing of data on pedestrian, bike, scooter, shared vehicles movements to inform Next-Gen mobility infrastructure solutions.

PERSONALISATION OF TRANSPORT

Australia needs regulatory and policy settings that increase the personalisation of transport choices for customers, rewarding people and communities seeking shared or autonomous mobility solutions.

Despite the proven benefits of shared mobility, there exists very little consideration among government planners and infrastructure agencies about the growing importance

of alternative transport including shared mobility in reducing the overall car dependency and ownership rates in Australia.

State and local governments should focus on standards of service for mobility-as-a-service that seek to improve user experience in ways that address current gaps.

4. Increasing the personalisation of transport choices for the customer that can be chosen and paid for through simple gateways

5. Encouraging the integration of shared transport with existing transport infrastructure

6. Set ambitious targets for the uptake of shared mobility and reduction of private vehicle ownership within the strategic context of a State shared transport strategy

7. Ensure access for lower income earners, disabled and those who don't drive for age-related or health-related reasons in such a way that reflects market settings.

8. Expand State concessions to private mobility as a service.

MARKET ACCESS

As our cities make a transition to next-gen utility and mobility infrastructure and services, these fledgling markets require consistent policy and regulation to catalyse new affordable and sustainable mobility solutions. The location and access of shared mobility to help users and non-users interact safely and consistently with the infrastructure also needs to be a priority.

9. Local integrated servicing strategies should be flexible and adaptable to effectively bridge the gap between public services and shared mobility and mobility-as-a-service.

EMISSION REDUCTION TARGETS

State and local governments need to adopt strong modal shift targets to achieve emissions reductions. These targets need to include the adoption of shared transport, cycling and walkability which has shown to increase modal shifts towards public and active transport and the reduction of overall vehicle kilometers travelled. It also needs to include renewably-sourced EV infrastructure.

10. Making the growth of alternative transport, including shared mobility, a key performance metric for State transport agencies

11. Implementation of sustainable EV infrastructure to support shared mobility and future-proof communities. Use market settings to ensure that implementation does not reverse gains in wider adoption of shared mobility and mobility-as-a-service.

LAND USE TARGETS

Shared mobility, despite being a transport mode, is, in fact, more closely related to the land use and urban design of cities than a city's transport network alone. Effective land use patterns that add density, improve walkability, increase local amenity and livability are critical to the success of shared mobility and work hand-in-hand to achieve the stated goals of State Planning agencies to manage growth.

As we move towards a future of mobility-as-a-service, reliance on 'city building' will only increase, allowing for shared mobility in our city planning today allows for the sustainable growth of our cities into the future.

Land use policy also needs to ensure drop off zones for the elderly and disabled to be dropped off outside their destination.

We recommend the following:

12. Set modal shift targets that reduce City trips by private car to be to 50% by 2030

13. Provide new developments with a significant reduction in required parking and issue credits for shared mobility as a replacement

14. Economic modelling and social modelling on benefits and impacts of all mobility including shared mobility — particularly in precinct-scale developments

15. Develop design guidelines for new build developments that easily integrates shared mobility regardless of mode including reserved space for bikes and scooters.