



Ku-ring-gai Council

Policy

Car Share Policy

Version Number 1

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Car Share Policy

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Controlled Document Information

Authorisation details

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Related document information, standards and references

Related Legislation:	<ul style="list-style-type: none"> • Roads Act 1993 • Australian Road Rule 168 and 317 	<p>Works carried out by a car share operator in the public road must be approved by the roads authority (Council – for local roads) under the Roads Act.</p> <p>A car share parking scheme may be administered by regulatory signage (authorised car share vehicles), by way of NSW Road Rules 168 and 317, park in a space in which no parking is permitted other than for an authorised car share vehicle.</p>
Related Policies (Council & Internal)	<ul style="list-style-type: none"> • Ku-ring-gai DCP • Traffic and Transport Policy • Climate Change Policy 	<p>For Residential Flat Buildings, Mixed Use and Commercial land uses, car share spaces may be required to be provided on-site. Where it is not viable/feasible to do so, Council may consider providing these spaces on-street for the benefit of the wider community in addition to the development.</p> <p>The Policy's Guideline in relation to car share includes the action that Council actively works with car share providers to establish car share spaces in areas of high demand throughout the local government area such as near employment centres, medium to high density residential areas and train stations.</p> <p>To meet the objectives of this Policy, sustainable transport initiatives are to be implemented. Specifically, Council will develop a car share policy and continue to collaborate with organisations to provide car share options to the community as it grows.</p>
Related Documents - Procedures, Guidelines, Forms, WHS Modules/PCD's, Risk Assessments, Work Method Statements, etc	<ul style="list-style-type: none"> • Ku-ring-gai Integrated Transport Strategy • Ku-ring-gai Town Centres Parking Management Plan • TfNSW Technical Direction TTD 2018/001 – Guidelines for on-street fixed space car share parking 	<p>Action F3 of the Ku-ring-gai Integrated Transport Strategy recommends Council provide dedicated parking spaces for car share vehicles.</p> <p>The Ku-ring-gai Town Centres Parking Management Plan notes that dedicated on-street spaces for car share vehicles would need to be supported by a good mix of surrounding land uses. The Gordon, Lindfield, Turramurra and St Ives centres have a good mix of uses that would make car share spaces viable.</p> <p>Provides the guiding principles for implementing on-street car share parking facilities on local roads for fixed space car share parking.</p>
Other References		

Version history

Version Number	Version Start Date	Version End Date	Author	Details and Comments
1	21 June 2023	TBC:	Strategic Traffic Engineer	New Car Share Policy adopted by Council 19 April 2023, resolution #51

Policy

Introduction

Car share schemes are now established in the Sydney metropolitan area, with the densest provision around inner-city areas and regional CBDs. As a member of a car share scheme (“member”), residents or businesses can join a privately operated car share scheme to use a car share vehicle when they need one, without the cost and hassle of car ownership. Authorised car share vehicles (“car share vehicles”) are parked in dedicated parking areas assigned by the parking authority (“Ku-ring-gai Council”, or “Council”), either on-street or in public car parks, and can be booked for periods as short as an hour, or as long as a few days.

Car share schemes generally require the support of local councils, and Ku-ring-gai Council can cost-effectively support such a measure by working with car share providers to allocate fixed space car share parking (“car share spaces”) in key centres and other strategic locations.

The development of this policy supports Action 10.3.3 of the Ku-ring-gai Integrated Transport Strategy (Provide dedicated parking spaces for car share vehicles).

Objectives

Supporting car share schemes will:

- Encourage sustainable, affordable travel options
- Alleviate on-street parking pressure
- Reduce congestion
- Reduce greenhouse gas emissions and improve local air quality. Every car share vehicle can take up to 10-14 vehicles off the road, resulting in reduced emissions. Electric and hybrid vehicles are beginning to become available as part of the car share fleet
- Improve travel affordability
- Avoid the sunk cost of purchasing a vehicle outright, and the ongoing operating/maintenance costs. Users effectively pay for what they use (in addition to any membership fees), resulting in a more cost-effective travel mode
- Moderate growth in private vehicle ownership

Ku-ring-gai Council will support on-site car share spaces where feasible, safe and accessible to the surrounding community and upon agreement of the owners’ corporations (see Responsibilities, below).

By supporting and providing space for car share vehicles, Ku-ring-gai Council is specifically seeking to:

- provide alternatives to residents owning more vehicles than they have allocated parking spaces on site, which results in vehicles being parked on-street in surrounding streets
- provide alternatives to businesses that need vehicles to carry out their business but have insufficient parking spaces on site, resulting in these vehicles parking in time restricted parking spaces for extended periods, or competing with on-street commuter parking around rail centres
- reduce demand for on-street parking spaces, which could potentially result in more space (approximately 6m for every space) available other public domain/urban amenity uses such as footpath widening/footpath dining, parklets, street furniture (e.g. seats) bicycle parking etc
- potentially improve housing affordability, by supporting a proportion of apartments without allocated car parking spaces, but with access to a car to fill a mobility gap

As an indication of the potential benefits, one commercial car share provider indicates the following outcomes:

- 51% of members have deferred a car purchase, because of car share
- 42% of members would park a car on-street if car share was not available
- 65% cite ease and convenience as the main reason why they use car share vehicles
- 29% currently own a car (use a car share vehicle as a second vehicle)
- 35% of members consider themselves as members for life

Scope

Sustainable transport

Public transport, bus, rail, walking and cycling are promoted and supported as part of Ku-ring-gai Council's commitment to sustainable transport.

Car share vehicles will add another dimension to sustainability, by assisting in reducing the number of vehicles and congestion on roads.

Car share schemes generally reduce car ownership and usage and can contribute to a reduction in the amount of parking required in new developments (hence improving affordability). The schemes result in lower car usage because participants generally use cars more efficiently by carefully planning trips and combining multiple trips. The availability of car share schemes can also allow households to defer the purchase of second or third cars. Some owners/renters of residential units choose not to own a car and do not want the cost of one or more car spaces included in their purchase or rental cost.

Policy statements

Site Selection

1. In recognition of the importance of dedicated on-street spaces for car sharing in ensuring its effectiveness, Council will endeavour to provide space on-street in areas of strategic demand. Each new dedicated on-street space would need to be recommended by the Ku-ring-gai Traffic Committee and adopted by Council. This will include a requirement for meaningful consultation with all nearby affected residents/businesses. It is envisaged that the majority of car share spaces in areas managed by Council will be either in Council car parks or in dedicated parallel kerbside/angle parking bays.
2. Car share spaces that are nominated at locations in close proximity to mixed land uses including local attractors such as high-density residential areas, mixed use/retail areas and transport nodes such as railway stations/bus interchanges will be given priority in the interests of maximising the potential benefits of car sharing in Ku-ring-gai.
3. A hierarchy of preferred location types for car share spaces will be followed when assessing suitability of location. Those bays located along or close to shopping strips and along park edges for example will be given priority whilst those bays located immediately outside of low-density residential properties will be given a lower priority. The suitability of a new dedicated car share

spaces may be prioritised against the following hierarchy:

- a. Mixed-Use (retail/residential)
- b. Public transport hub/node
- c. Retail
- d. High density residential flat building
- e. Community/recreation facility (e.g. library, leisure centre)
- f. Medium density residential flat building

A mix of these uses within visual proximity of the proposed car share space would receive a higher priority.

4. For car share spaces located in private development, the Ku-ring-gai DCP allows for a merit-based assessment where a proposed development application seeks to vary the parking rates and implement a commercial or strata funded car share schemes in lieu of parking spaces.

The preferred arrangement for the provision of dedicated car share spaces (subject to scale of development) is as follows:

- a. Off-street space within the basement car park of a new development, accessible only to residents/tenants (fully funded by developer);
- b. Off-street space within a new development at-grade and at a visible location, accessible to residents/tenants and the wider community (e.g. within an internal road or at-grade parking space on site);
- c. Off-street space within the car park of a new development, whilst remaining accessible to non-residents/tenants;
- d. On-street space, with a financial contribution being made by the developer to Council in accordance with the Financial provisions of the Policy, for road occupancy, installation & maintenance.

As an indication, one car share provider suggests that:

- for residential dwellings without dedicated parking provision (e.g. 1 bedroom unit or studio apartment), one car share space/vehicle should be provided for every 10-15 dwellings (as a primary vehicle replacement)
- one car share space should be provided (as a secondary vehicle replacement) for every 33 x 2+ bedroom units where only 1 car space is provided per unit

Future revisions of the Ku-ring-gai DCP should incorporate amendments to the controls for medium density residential, high density residential and the residential component of mixed-use development relating to the provision of car share vehicles in lieu of car parking.

Management

1. Car share operators must provide access to vehicles to car share members 7 days a week and 24 hours a day.

2. If Council needs to relocate or remove a car share bay, Council will coordinate with the relevant car share provider to find a suitable, alternative location. In these circumstances, costs of new signage and line marking will be covered by Council. In the instance that an alternative site is unable to be located or agreed upon, the car share provider or any other person will not be entitled to any payment, compensation or damages of any kind from Ku-ring-gai Council.
3. Car share spaces that remain visibly vacant/abandoned by the car share provider for over 1 month (unless notified prior to Council) will be removed.
4. Spaces that are not economically viable or that do not turn over sufficiently will be required to be removed and restored at the cost of the operator.

Environmental

1. Council supports the concept of car sharing in the interests of reducing private vehicle congestion and emissions and making the most efficient use of on-street parking space. This includes more traditional car sharing formats in addition to emerging technologies.
2. A variety of vehicles must be made available in line with council's commitment for sustainable transport and reduction in carbon emissions. Council's preference would be for electric vehicles, followed by low CO2 emission ICE vehicles. Where multiple spaces are provided, vehicles to cater for variety of needs should be made available to car share members, including: small cars (2-4 seats), larger cars (5-7 seats), open utes and enclosed vans.

Financial

1. Approved car share operators that wish to utilise dedicated on-street bays will be required to pay a reporting and processing fee, and if approved, an installation fee (including signs, line marking and painted logos where necessary) for each new on-street and off-street (car park) space that Council approves.
2. The car share provider will bear the costs of installation and maintenance of designated street signs and line marking at the parking space, with content agreed by Ku-ring-gai Council.
3. Approved car share spaces will be allowed to operate free of charge for 1 year. Following this, a review is to be undertaken and if the space's ongoing economic viability is demonstrated, the operator would be required to pay an annual contribution toward costs associated with the ongoing management and maintenance of installed spaces in accordance with Council's adopted Fees and Charges.
4. Where electric car share vehicles are proposed, any supporting infrastructure (e.g. charging stations) and associated works will be at the cost of the car share provider.

Contractual

1. Council will consider nominations for car share parking spaces by Expression of Interest (EOI), with operation to commence at the start of the financial year or other agreed milestone. Approved car share spaces will operate on a trial basis in accordance with clause 3 above.
2. If car share spaces are not formally implemented and operational by the agreed milestone, the approval will lapse and the space may be offered to another car share provider.

Responsibilities

Ku-ring-gai Traffic Committee/Ku-ring-gai Council

The Ku-ring-gai Traffic Committee is a technical committee of Transport for NSW consisting of representatives from Council, NSW Police, Transport for NSW, local State Members of Parliament and transport stakeholders.

The purpose of the committee is to consider traffic and transport related matters and recommend solutions to Council, including car share spaces. Council Traffic Operations staff provide technical expertise and administrative support to the Committee.

Traffic Engineers

Council staff with expertise in traffic engineering and parking management will be involved in the assessment of proposed new car share spaces.

Strategic Traffic Engineer

Coordinates broader strategic transport policy development and implementation, and provides guidance on placement of car share spaces in local centres, on major project sites and on Council land generally.

Regulatory Officers

Council officers are tasked with enforcing parking restrictions and will be notified of approved car share parking spaces and the associated parking arrangements and requested to monitor/enforce the signposted restrictions. Although providing enforcement, Council will not be held responsible for non-compliance in the use of parking spaces dedicated to car share vehicles.

Local Community

Residents who participate in a car share scheme will have arrangements with the scheme and will understand that Council is not the provider but a supporter.

Local residents in the immediate vicinity of a proposed car share space will be consulted on appropriateness of the shared car parking space. Residents will also be made aware that the cost of maintaining the car share space (e.g., dedicated line marking and signposting etc.) are the responsibility of the car share scheme provider.

Car Share Scheme providers

Can undertake their business activities within the terms and conditions outlined in council's mutually agreed car share contract and abide by legislative and other requirements.

Policy owner

The Director Strategy & Environment is the owner of the policy, and the Strategic Traffic Engineer is responsible for day-to-day management of the policy. Supporting compliance with the policy, for the regulatory enforcement of approved car share spaces, would be provided by Council's Regulatory Services. Any questions or queries regarding the policy should be directed to the Strategic Traffic Engineer.

Guidelines and procedures

Selecting suitable car share sites

Proposed locations for car share spaces are to be placed on public exhibition for a period of 28 days. Locations will be assessed against the hierarchy of preferred locations as outlined in the Location section of the Policy Statement.

Following public consultation, proposals for on-street car share spaces will be considered/recommended by the Ku-ring-gai Traffic Committee and presented to Council for consideration/adoption.

Notification and reporting

Quarterly reports are required to be made available to Ku-ring-gai Council by the car share provider, identifying detailed usage indicating number of bookings per month, distances travelled and time of booking. The report must also identify the postcode of users and differentiate between business or personal use.

Promotion

Council will promote car share to assist residents to identify accessible sites to travel sustainably. Promotion can also be undertaken through Council's E-news, Sustainability E-news and Council's website. Other promotional opportunities may exist at festivals and sustainability forums hosted by Council.

To assist in keeping cars to a minimum, targets can be set to promote and increase usage.

Definitions

Term / Abbreviation	Definition
Authorised car share vehicle	A car share vehicle that is authorised for the purposes of parking by the parking authority. Parking is regulated by authorised car share vehicle signage.
Car share scheme	A scheme which provides access to vehicles for its members. A car share scheme does not offer its services to non-member customers (as is the case with car hire or rental companies).
Car share vehicle	A vehicle made available for the use of members of a car share scheme for periods commencing with a minimum of one hour.
Fixed space car share parking	Vehicle is picked up from and returned to the same designated car space. Parking is administered by signage.
Member of a car share scheme	A person who has joined a car share scheme.
Parking authority	A local council or declared organisation. Declared organisations are listed in Schedule 2 of the Road Transport (General) Regulation 2013.