

**INQUIRY INTO USE OF E-SCOOTERS, E-BIKES AND
RELATED MOBILITY OPTIONS**

Organisation: GoGet
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Introduction

GoGet Carshare thanks the Parliament for creating an inquiry into the use of e-scooters, e-bikes and related mobility options. We believe that this inquiry is extremely important and timely considering the over-reliance on private cars in the State. We encourage the government to implement professional round trip carshare programs alongside micromobility options, creating integrated mobility hubs that offer flexible, multi-modal transport solutions. By combining Carshare with e-scooters and e-bikes, communities can reduce reliance on private vehicles, lower carbon emissions and enhance transport accessibility. This approach supports sustainable urban development, promotes inclusivity, and aligns with broader environmental and social goals. This submission outlines suggestions of how this can be implemented.

General facts about carshare:

- One carshare vehicle, in an on-street dedicated space, replaces at least 10 privately owned vehicles: this frees up at least 9 vehicles worth of street space for the local community and reduces CO2 produced during the manufacture and destruction of at least 9 vehicles¹
- Carshare members reduce their annual vehicle kilometres travelled (VKT) by up to 50%² reducing congestion on our roads and CO2 produced
- Carshare members increase their use of active and public transport³
- Carshare vehicles are typically newer than the private vehicle fleet, making them safer and more environmentally friendly. Older versions of cars lack such safety features such as side airbags, have weaker crash structures, worse crumple zones and, as such, they have a much higher fatality rate^{4 5 6}
- For residents who do not need a car to commute, carshare is cheaper than owning a primary or secondary private car, so access to carshare reduces the cost of living expenses associated with purchasing and maintenance of private cars for households.
- Safe, well located dedicated carshare bays helps create gender equality for access to mobility⁷

We have three recommendations based on our 21 years experience as a shared transport operator in NSW with proven results of decreasing private car ownership and reducing private car trips.

¹ Boyle, P. (2016). The impact of car share services in Australia. International Car sharing association.

² Boyle, P. (2016). The impact of car share services in Australia. International Car sharing association.

³ Boyle, P. (2016). The impact of car share services in Australia. International Car sharing association.

⁴ Children's Hospital of Philadelphia. (2020). Study finds younger and older drivers more likely to drive older, less safe vehicles

⁵ Power, J. (2017). Secondhand danger: Old cars increase risk for younger drivers, research shows.

⁶ Rhoades & Morrow. (2022). Do Older Cars Cause More Accidents?

⁷ L. Dörrzapf, S. Gruber, O. Marovic. (2024). Fostering Gender-sensitive Mobility: Recommendations in the Context of Carsharing.

1. Create a state mode-shift target - This target will ensure Councils implement measures to reduce private car reliance, with the ability for the state to step in if Councils do not provide evidence they are working towards these targets.
2. Update shared transport technical directions to enable councils to create shared mobility hubs on street and at Public transport stations. Create transport hubs with shared mobility options.
3. Use space freed up by carshare and other shared transport modes to create bike-lanes.

Recommendations

1. Set a State Mode-Shift Target

Proposal:

Establishing a State mode-shift target aims to transition a significant percentage of trips from private vehicle use to more sustainable transport modes such as public transport, cycling, walking, carsharing and using shared micromobility.

Justification:

Implementing a mode-shift target would align with the government's environmental and urban planning objectives. It would set a clear direction for the State government and guide local Councils to promote and invest in more sustainable transport options. This target will help reduce traffic congestion, lower greenhouse gas emissions, and improve public health by encouraging more active transport. Carshare programs play a crucial role in this shift by providing a flexible and sustainable alternative to private car ownership. The state should also have a mechanism to step in and implement changes if councils are not showing evidence of working towards their mode-share target.

2. Create Shared Transport Hubs and Direction for Transport Hubs

Proposal:

Establish transport hubs that integrate professional roundtrip carshare with other forms of sustainable transport, such as public transport, cycling, shared micromobility and walking. develop a unified technical framework for Shared Transport Mobility hubs

Justification:

Transport hubs enhance connectivity and make it easier for people to switch between different modes of transport. By integrating carshare services at these hubs, we can provide a seamless travel experience that reduces the need for private car ownership and encourages the use of sustainable transport options. Below is the use case example for the hub.

Example Scenario:

- **Initial Journey:** A commuter travels by train to a station near their destination. Upon arrival, they can choose between a bus, a shared e-scooter or a carshare vehicle depending on the distance and time to switch mode and the distance to their final destination or their specific needs (e.g., carrying goods).
- **Using shared micromobility:** For shorter distances, the commuter may prefer using an e-scooter, which is faster than walking.
- **Using Carshare:** For longer or more complex trips, they choose a carshare vehicle. This option is particularly useful if they need to make multiple stops, they need to carry goods, or it's dark.

If not for the availability of carshare and shared micromobility, the commuter would have opted to travel the whole way by car because the “mid-mile” of their travel is not convenient to make by public transport. We have seen a great usage of such integrations in practice with the carshare light rail integration project with Inner West Council and the Katoomba/ Wollongong Integration Projects with Transport for NSW. These projects have been extremely beneficial for the community, with very high uptake of the service with the much of the use being from people and businesses that do not live in the area. These hubs will support the government's objectives of reducing traffic congestion and emissions while improving urban mobility and accessibility.

Additionally, we propose Transport for NSW develops a unified technical framework for Shared Transport Mobility hubs. This framework should empower Councils to establish carsharing and shared micromobility hubs at public transport stations and on-street locations. This process is currently used to create professional roundtrip carshare parking spaces. Also, the framework should provide the state government authority to implement shared mobility hubs at major transport interchanges where the state government manages parking.

3. Use Spaces that Carshare Frees Up for Bike Lanes

Proposal:

Repurpose the urban space freed up by carshare programs for the creation of dedicated bike lanes.

Justification:

One carshare vehicle, in an on-street dedicated space, replaces at least 10 privately owned vehicles: this frees up at least 9 vehicles worth of street space for the local community⁸. These freed up spaces can be transformed into dedicated bike lanes, promoting cycling as a safe and viable mode of transport. If this freed up space is not used for active transport, parklets or space for trees, it ultimately gets filled with private cars coming often from other areas due to induced demand. We recommend creating bike lanes coupled with dedicated carshare programs. This change supports the government's goals of reducing carbon emissions, enhancing public health, and creating more livable urban environments. If Councils are obstructing carshare and bike lane initiatives due to parking concerns, the state should intervene to implement these services.

⁸ Boyle, P. (2016). The impact of car share services in Australia. International Car sharing association.

Conclusion

GoGet thanks the government for considering our submission. By setting a national mode-shift target, repurposing carshare-freed spaces for bike lanes, and creating integrated transport hubs together with the transport hub guidelines, we can significantly advance our sustainable transport goals, reduce urban congestion, and improve the overall quality of life for our citizens. We are eager to collaborate with the government to bring these ideas to fruition and create a more connected, sustainable future.

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