

GoGet's Submission to Transport for NSW: Roads Act 1993 Review

Introduction

GoGet welcomes the opportunity to contribute to the review of the *Roads Act 1993*. As Australia's leading carshare operator, GoGet has worked with councils and state agencies (like Transport for NSW) for over 20 years to deliver a sustainable, flexible, and accessible alternative to private car ownership. Our service lowers transport emissions, frees up valuable kerb space and encourages mode shift from driving to active and public transport usage.

GoGet is Australia's first and largest professional round trip carshare operator. In NSW alone, we service over 170,000 resident and business members, giving them access to a fleet of over 2,100 vehicles. 63% of our NSW members no longer own a private vehicle (according to our Dec 2024 membership survey), freeing up parking on the local streets for the whole community. In general, carshare members drive 50% fewer kilometres annually, leading to a large decrease in congestion and emissions¹. For example, from AECOM'S report²:

"If the carshare fleet grew to 9,000 vehicles, that would be 90,000 fewer private cars, equating to around 2 percent of all cars in Sydney. While that may be a fraction of total car use, removing even a small percentage of cars from the road could make a significant difference to congestion. For example, during school holiday periods an estimated 5 percent reduction in traffic is experienced on Sydney's roads, which makes a noticeable improvement on congestion during peak periods."

This many Sydney carshare users would drive 180 million fewer kilometres per year than if they owned cars and would free up more than 1.2 million square metres of street space for other purposes, like bicycle lanes, street markets and pocket-size parks. We could devote more valuable space to living instead of car parking."

Carshare has an incredible benefit to cost ratio (BCR) with calculations ranging from **19.4:1**³ to **9.5:1**⁴, making it a valuable tool in our road transport ecosystem to unlock the potential of our Cities.

We urge the Act to embed carshare as a mode shift tool within the Act and set modeshift targets for councils and State governments. This will help to achieve tangible outcomes towards better environmental and health outcomes for NSW.

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

² AECOM. (2016). Transport on Demand Accelerating Australian Cities.

³ SGS Economic & Planning. (2012). Benefit-Cost Analysis of Car Share within the City of Sydney.

⁴ Ausroads. (2015). AP-R534-16 Congestion and Reliability Review.

Summary of Key recommendations

1. **Supporting a cultural shift towards people-centred roads and streets.** The Act should focus on encouraging more sustainable transport options than private cars. Specifically, we urge the Act to recognise the emissions-reduction and health benefits of carshare, and active transport, and mention them in the Act.
2. **Embedding mode shift, climate change, and decarbonisation goals.** The NSW government should set a modeshift target and re-allocate roadspace and funding for more sustainable and healthy road use than private cars. Specifically, we ask:
 - a. To embed a new objective in the Roads Act and/or TA Act that commits to supporting mode shift from private vehicle use, in line with climate action, liveability, and health goals.
 - b. To ensure consistency in legislative objectives across the Roads Act, TA Act and related frameworks (e.g. planning legislation), to embed a shared commitment to mode shift, decarbonisation and climate resilience.
 - c. To enable and encourage carshare bays, including incentives and infrastructure.
 - d. To maximise active transport adoption, carshare should be incorporated together with bike lanes.
3. **Make new sustainable mobility options accessible to all**
 - a. To create an inclusive access to shared mobility through enabling and encouraging dedicated carshare bays across suitable Local Government Areas.
 - b. To ensure that Councils do not penalise people who are using sustainable mobility by charging extremely high prices for carshare bays (resulting in disadvantaged lower socio-economic demographics).
4. **Support safer, faster and flexible local street transformations.**
 - a. The NSW government should be able to intervene in parking management when local Councils do not implement evidence-based policies to decrease parking pressure and increase sustainability.
 - b. To make permanent the current delegation that allows councils to bypass Local Traffic Committees for walking, cycling, carshare parking, safety and public amenity measures.
 - c. To embed carshare in Road Management Powers and Planning Instruments.
 - d. To rename Local Traffic Committees to Local Transport Committees, with a broader remit that includes multimodal access, safety, and place-making, not just vehicle movement.

Answers to the questions posed in the Issue Paper and More Details on Recommendations

4.1. C. How can the Act better recognise the public health and environmental benefits of roads and streets?

Recommendation 1. Supporting a cultural shift towards people-centred roads and streets. The Act should focus on encouraging more sustainable transport options than private cars. Specifically, we urge the Act to recognise the emissions-reduction and health benefits of carshare.

Currently, based on our nearly 25 years of practice, many decision-makers are unaware of the tremendous positive impact of carshare. Adding modern sustainable mobility options, such as carshare, into the Act will increase awareness of these options.

Health benefits of carshare:

- Carshare members are more likely to use active transport (walking, cycling), reducing emissions for everyone and having more active lifestyle⁵. In NSW, according to the 2024 membership survey, 20% of our NSW members walk more thanks to GoGet. The health benefits of this can now be calculated with NSW Active Transport Health Model Reference Outcome Values.
 - i) A 2011 University College of London study found that “78% of [carshare] members walked for 20 minutes or more once a week compared with the national average of 55%, and 32% cycled at least once a week, compared with 9% nationally”⁶.
 - ii) A study from the University of California, Berkley⁷, found that, compared with the average person, carshare members were 3.6 times more likely to walk to work and 6.7 times more likely to cycle to work, invoking the health benefits mentioned above.
- Air quality improvement from fewer vehicles on the road also supports community health, especially in dense urban areas.

Environmental benefits of carshare:

- Carshare significantly cuts emissions: in NSW in 2024 GoGet’s service alone reduced CO₂ emissions by approximately 68,309 tonnes, mainly due to lower car use.
- Car share vehicles are typically newer, more fuel-efficient and safer than average private cars in NSW.

⁵ Boyle, P. (2016). The impact of car share services in Australia. International Car sharing association.

⁶ UK Transport Research Centre. (2011). Transport, Physical Activity and Health: Present knowledge and the way ahead.

⁷ Cervero, R., Creedman, N. (2002). City CarShare: Assessment of Short-Term Travel-Behavior Impacts.

- Less parking demand frees space for more green spaces or other sustainable uses of urban land.
- In 2014, the University of Sydney's paper⁸ analysed existing research on carshare's impact on vehicle ownership and travel behaviour. Of the articles studied, all indicated improvements (i.e. fewer vehicles owned and kilometres travelled), which she identified as beneficial to environmental and health outcomes.

4.1. A. How could the Act be changed to enable more community uses for roads and streets? (select all that apply)

Recommendation 2. Embedding modeshift, climate change, and decarbonisation goals. The NSW government should set a modeshift target and re-allocate roadspace and funding based on those targets

The Roads Act is going to be one of the key, state-wide documents concerning something that nearly every person in NSW uses (roads and streets). Considering that public health and the environment are major issues concerning our modern society, we believe they should be included in the act. We recommend:

- a. Embedding a new object in the Roads Act and/or TA Act that commits to supporting mode shift from private vehicle use, in line with climate action, liveability, and health goals.**
- b. Ensuring consistency in legislative objectives across the Roads Act, TA Act and related frameworks (e.g. planning legislation), to embed a shared commitment to mode shift, decarbonisation and climate resilience.**

Additionally, to speed up the adoption of sustainable transport options, we recommend to:

- c. Enable and encourage carshare bays, including incentives and infrastructure.**

NSW was the first state to adopt carshare in Australia. We encourage the state to continue pioneering sustainable mobility. Specifically, we ask the Act to consider incentives for sustainable transport options, including toll rebates for carshare users.

- d. To maximise active transport adoption, carshare should be incorporated together with bike lanes.**

Carshare frees up parking for the local community, which provides space for bike lanes. This is particularly important in dense urban environments where kerbside space is at a premium. Every carshare vehicle has the potential to replace at least 10 private cars, dramatically reducing the demand for on-street parking. This reduction not only opens up physical space for protected cycling infrastructure but also alleviates resident concerns about the loss of parking—a common barrier to implementing new bike lanes. As such, we encourage the Act

⁸ Kent, L., J. (2014). Carsharing as active transport: What are the potential health benefits?

to include the best practice scenario of incorporating bike lanes together with carshare parking spots.

4.2. a. How can the Act be improved to ensure that it considers each category of road user?

Recommendation 3. Make new sustainable mobility options accessible to all

a. Enable inclusive access to shared mobility through implementing dedicated carshare bays

The updated Act should support the creation of safe, accessible, and inclusive carshare networks. Evidence shows that when carshare is deployed with well-located, dedicated bays — especially near public transport and on well-lit streets — it better serves women, families, and people with additional mobility needs.

An example scenario. Council does not approve dedicated carshare spaces. Carshare operators put cars in unrestricted parking areas. Carshare users can not rely that a shared vehicle will always be on the street nearby, as there is no dedicated space.

As one of our members put it: “Not having dedicated bays is similar to trying to catch a bus if there were no bus stops”.

This negatively impacts certain groups of people who might have difficulties with walking and searching for a carshare vehicle (e.g. people with additional mobility needs, parents with small children, people moving bulky goods).

GoGet Member: “My wife doesn’t like using GoGet herself, only I do. Her major frustration is that it’s not guaranteed exactly where the cars will be located. She doesn’t want to trudge around the streets with a toddler, trying to locate it. Consequently, it’s looking more likely we’ll get a second vehicle which will spend most of the time parked on the street taking up valuable parking spaces”.

Dedicated carshare bays solve these problems and make carshare accessible. Provisions should be made to:

- Encourage the co-location of carshare bays near key public infrastructure.
- Councils should report on carshare uptake and growth of dedicated bays in their LGAs, inline with state modeshare targets and demand for carshare.
- Promote gender-sensitive and inclusive street planning for shared mobility.

B. Ensure that Councils do not penalise people who are using sustainable mobility by charging extremely high prices for carshare bays (resulting in disadvantaging lower socio-economic demographics).

We urge the Act to specify that Carshare parking fees should be on a level field with the private car fees. From the benefits seen from carsharing there is even justification to incentivise carshare over ownership.

Many councils in NSW are charging higher annual fees for carshare vehicles compared to private cars with resident permits. For example, the recent Strathfield carshare policy draft has proposed a \$3000 annual fee for each dedicated carshare bay, which is significantly higher than their parking permit fee (\$0 for the first permit, \$70 for the additional permit). Such pricing forces carshare operators to implement surcharges for those areas to cover the cost of the fees. As a result, carshare members in those areas have to pay more for the same service, based on the location where they live. Additionally, carshare users have to pay higher fees than car owners. It means that, in practice, Councils penalise carshare members who are “doing the right thing” and choosing not to own a car.

Carshare should be treated equally to private car ownership. To achieve this, we urge that limitations on carshare fees for Councils should be included in the Act. We also ask that the state government should provide carshare with the same incentives as private vehicles, such as toll relief and registration discounts. Additionally, carshare should be exempt from the NSW parking levy, similar to the exemption in Victoria.

4.7 a. What regulatory features should be tested to ensure the Act can accommodate emerging technologies and new approaches? (select all that apply)

Recommendation 4. Support safer, faster and flexible local street transformations.

- a. The NSW government should be able to intervene in parking management when local Councils do not implement evidence-based policies to decrease parking pressure and increase sustainability.**

Parking is typically one of the largest complaints councils receive in their LGAs, which can often lead Councils to inaction. Councils have a conflict between the community feedback on perceived loss of parking spaces and the data-driven policy suggestions to increase carshare spaces. The Roads Act should empower the state government to intervene when councils are unable to reallocate road space from private car storage to communal use (such as carshare), especially when data supports the benefits of reallocation. This is similar to the state government's role in housing matters.

- b. Make permanent the current delegation that allows councils to bypass Local Traffic Committees for walking, cycling, Carshare parking, safety and public amenity measures.**

The current temporary delegation⁹ greatly speeds up the practical installation of carshare spaces, allowing Councils and operators to better adapt to the needs of carshare users. We highly recommend making the delegation permanent.

c. Embed Carshare in Road Management Powers and Planning Instruments

The *Roads Act* should provide a clear framework, enabling councils and Transport for NSW to allocate kerbside space for carshare efficiently. The current lack of streamlined powers often results in slow rollout and administrative hurdles that impede adoption. GoGet recommends to:

- Recognise carshare vehicles as a strategic transport use of the kerbside.
- Simplify the approval process and encourage councils to install dedicating carshare bays.
- Create an ambitious mode shift target to drive policies, programs and funding that will transition trips away from private vehicle use to a far greater percentage of trips taken by public transport, cycling, walking, car sharing and e-mobility as recommended in 2024 Portfolio Committee No. 6 - Transport and the Arts Use of e-scooters, e-bikes and related mobility options¹⁰.

This aligns with recent planning and design reforms (e.g., *Design of Roads and Streets for All Users*, *TMAP Guidelines*) that endorse a multimodal and sustainable approach to transport design.

d. Rename Local Traffic Committees to Local Transport Committees, with a broader remit that includes multimodal access, safety, and place-making, not just vehicle movement.

Conclusion

GoGet is prepared to share our 20+ years of data to assist in updating the Roads Act, ensuring it includes the necessary tools, expectations, evidence and planning frameworks to create a safer, fairer, healthier, and more sustainable NSW transport network.

GoGet is ready to work with Transport for NSW and local government to realise this vision. We are always happy to collaborate and provide more details.

⁹ Transport for NSW. (n.d.). Temporary delegation to Councils.
<https://www.transport.nsw.gov.au/operations/roads-and-waterways/committees-communities-and-groups/committees-and-groups-0>

¹⁰ Parliament of New South Wales. (2024). Use of e-scooters, e-bikes and related mobility options.
<https://www.parliament.nsw.gov.au/committees/inquiries/Pages/inquiry-details.aspx?pk=3052>



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