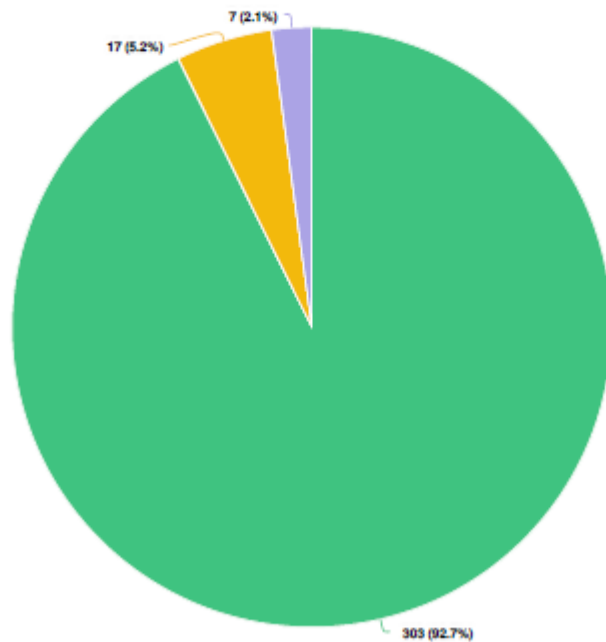


## Webiste Survey Responses

Q1 Do you think car sharing should be supported in Yarra?



Q2 Tell us why (respondee details removed for confidentiality)

Response 1	<i>'Private companies running a private business should not require any "support" from local council. support should come from the shareholders. Yarra City Council should not restrict their legal operation or provide any funding to subsidise their operations'.</i>
Response 2	<i>'The primary reason is that there is too much motor vehicle traffic every day of the week, and the quick trip to the shops/footy/town/work/friends can be comfortably done either on foot or cycling. The trips out further are irregular and only require a motor vehicle all of the time'.</i>
Response 3	<i>'To encourage people not to own a car and only use one when they need it'.</i>
Response 4	<i>'I don't use car sharing, or public transport for that matter. I prefer to drive or walk. Yarra probably isn't the place for me given the council is at the extreme left in its socialist views'.</i>
Response 5	<i>'Car ownership is expensive, so opening up more opportunity for car sharing services will allow more people to utilise car transport when necessary. Additionally, individual car ownership is inefficient in terms of asset usage, so I hope that car sharing services will</i>

	<i>allow many car owners to get rid of their vehicles, thus freeing up congestion on the streets.....particularly in relation to parking’.</i>
<i>Response 6</i>	<i>It will help a bit to ease the traffic congestion and environment.</i>
<i>Response 7</i>	<i>People are increasingly using the private car share companies operating in the city of Yarra ie. Car next door. These cars often use their own residential parking permits for their own monetary gain. If we increase the number of car sharing car spots there will be even less spots available for others to use.</i>
<i>Response 8</i>	<i>Our personal experience is that car share schemes have a real effect on reducing the number of cars parked on City of Yarra's streets. We have avoided the need of buying a second car by being GoGet members, and we will be shortly eligible to use GoGet cars for teaching our daughter to drive. When this happens we intend to sell our car and use GoGet exclusively (but see below).</i>
<i>Response 9</i>	<i>As I don't own a car and will not likely own one in the future, having this option is good for me while also saving options.</i>
<i>Response 10</i>	<i>Car sharing is great for people that live in the city and don't need a car. It's also better for their financial situation and better for the environment. There need to be plenty of cars available though for people to get rid of their car.</i>
<i>Response 11</i>	<i>We have excellent public transport walking and bike facilities and council should support efforts to reduce unnecessary cars in the area.</i>
<i>Response 12</i>	<i>Reduce car ownership and reduce availability of on street parking to discourage private car use.</i>
<i>Response 12</i>	<i>Cuts down on traffic congestion, is good for the environment, works for people on lower incomes</i>
<i>Response 13</i>	<i>Reduces the pressure on kerbside parking provisions. Encourages residents to use beneficial alternative modes of transport.</i>
<i>Response 14</i>	<i>ITs the future</i>
<i>Response 15</i>	<i>I've been using the system for the better part of a decade now and find it extremely effective and cost efficient. I spend far less on car expenses than I did when I owned a car and I feel no worse off for not owning one. Just takes a little more planning, but with share cars readily available where I am, its hard not to find one close by when you need it</i>
<i>Response 16</i>	<i>As the city population rises, areas near the city centre should adapt to provide better solutions for transportation that discourage car ownership so these resources are shared by a larger group of people.</i>
<i>Response 17</i>	<i>Business wants to make money and local residents car parking is on demand. They car share companies should donate money for free car parking to a City of Yarra charity.</i>

Response 18	<i>Th availability of cars and subsequent spaces needs to be demand driven and shared around different parking zones so that it does not impact on residents with cars due to limited street parking as it is these days. The alternative is to expand residential zones. For example I live on Napier Street Fitzroy between Westgarth and Leicester streets and finding parking can be quite difficult due to increase in occupants with more apartments etc (note that although the apartments have parking visitors and multiple cars per occupancy does have an impact and sections of the area are offer non residential parking which are also used by local workers).</i>
Response 19	<i>In my street (BATMAN ST) there is someone who runs a 'car next door' business with at least 3 vehicles. It is frustrating at the noise of running engines etc on a regular basis - this is a daily practice irrespective of whether a customer is involved. So I'm on the fence about the scheme and spaces. I love the idea in principle but living across the street from this is annoying re noise and car exhaust smells</i>
Response 20	<i>"Rather than eventually replace my car, I'd prefer to use the capital to hire a car for the small amount of car travel done by the household - less than 8,000 Km/year.</i>
Response 21	<i>I don't have the space to park an EV in my yard so and EV close by would be a good solution for me.</i>
Response 22	<i>We need to minimalise, if not eradicate, cars in the inner city. They contribute to noise pollution, air pollution and traffic hazards for pedestrians.</i>
Response 23	<i>Reduces cars on the road, gets people use to a type of model that may be used when driverless vehicles are in operation.</i>
Response 24	<i>It's better for people to share resources and leave public spaces for other uses.</i>
Response 25	<i>Get more cars off the road. Would also be good for Yarra to raise the awareness of these services amongst residents.</i>
Response 26	<i>Reduces reliance on private cars, a cost of living and equity measure, encourages people to reconsider their need for a private car</i>
Response 27	<i>It's part of the future of transport. A greater service based model.</i>
Response 28	<i>It is too expensive</i>
Response 29	<i>Environmentaly friendly</i>
Response 30	<i>It is an additional way to encourage people to consider options other than car ownership, while still enabling occasional usage of a car when required. It complements walking, bike-riding and use of public transport.</i>
Response 31	<i>I hear and agree with all the good points BUT they are a business - that makes a profit. BUT from what I can ascertain they pay no rates or parking permits etc???? IF this is true why not??? ( please explain - especially as the rates have sky rocketed) Other businesses are good for Yarra and they pay. Also the car in our small street certainly mucks up the parking.</i>

Response 32	<i>Rate payers should have the first option for parking. Car sharing should be supported but not expanded.</i>
Response 33	<i>very limited parking, well served by public transport</i>
Response 34	<i>It supports local business, health and well-being, reduces the need for private car ownership, and is good for the environment.</i>
Response 35	<i>Much more efficient use of street space, forward thinking</i>
Response 36	<i>My issue with the car sharing scheme is the reduction in the number of parking spaces available for residents will be further decreased. The council is continually whittling away street parking spaces with dedicated bike lanes, tree planting, disabled parking and now share cars. Next few years it will be another 150 spaces required for electric car recharging.</i>
Response 37	<i>Contributes to reduction of carbon emissions and reduces road congestion.</i>
Response 38	<i>It would be great to reduce the number of cars on the road and that are owned in such a congested area. Since our suburbs are quite old and have a lot of narrow, often one-way, lane ways and streets it's counterintuitive for households to buy more cars, especially when public transport is such a readily available option, and now also car share.</i>
Response 39	<i>The ever increasing cost of living vs the reasonable public transport provided in inner city Melbourne fosters a unique opportunity for the car sharing boom. Not only is it a great opportunity for car sharing companies, it's also contributing to a sustainable future reducing traffic and congestion. I love car sharing because it means I don't need to waste money on a car for my private use. I could never quite justify the cost of owning and maintaining a car when there are so many cheaper and reasonably convenient alternatives. But sometimes I really need a car! So it allows me to do what I need to do at the fraction of the cost of owning. What's even better is Car Next Door which won't have been covered in your proposal (nor does it need to be), but should be rewarded as well! Keep it up, more flexibility and options is a great way to live!</i>
Response 40	<i>Only if it doesn't affect the resident who have to pay for permits yet can't park in our streets.</i>
Response 41	<i>It's a smart solution that suits some people (but not all). It should be supported in a balanced parking eco-system. However it should not be forced upon those who it does not suit, financially, or logistically. At the end of the day, no matter what the transport options are, there will be people that need to drive no matter what, and those people will still need parking spaces.</i>
Response 42	<i>Reduce the reliance on use of privately owned cars</i>
Response 43	<i>Easier access to car sharing I imagine would help keep more people using public transport which in turn keeps public transport running efficiently and lessens the need for car ownership. Better for congestion and the environment.</i>
Response 44	<i>"I have been using it for past 6 years as I work(ed) in the city I had no need for my own car. And used car sharing on weekends for day trips probably once every two months.</i>

Response 45	<i>However my new job is based in derrimut and there's no way to use public transport. I used car sharing for 4 weeks at an average of 3 times per week costing roughly \$200/w. I have instead gotten a novated lease which costs less than that (all inclusive ie fuel etc) and now have my own car.</i>
Response 46	<i>My point is, after 2-3 uses per week, car sharing is unaffordable compared with owning a similar vehicle arrangement.</i>
Response 47	<i>Every time I've needed to use a car share, there's always one available, even at last minute I can find one within walking distance."</i>
Response 48	<i>Car sharing reduces the number of cars on Yarra's roads, making them safer for everyone, including cyclists and pedestrians and improving quality of life and environmental sustainability for Yarra residents.</i>
Response 49	<i>Mobility as a service will become increasingly acceptable and the reprehensible approach of revenue raising through punitive parking restrictions in our entertainment precincts will lead to more people not going out and therefore not needing the car spaces you are giving away.</i>
Response 50	<i>It's the future - less traffic, less costs for the individual (a car is a depreciating asset) and better for the environment</i>
Response 51	<i>Owning a car is expensive and just not worth it for someone who catches public transport 5-7 days a week and uses the car once a week.</i>
Response 52	<i>Many residents have one or two cars which just sit in the street most days. Having a share car available on demand reduces street parking and is cheaper and more flexible than owning your own car.</i>
Response 53	<i>It reduces our reliance on cars</i>
Response 54	<i>Environmentally friendly, affordable for those that need it.</i>
Response 55	<i>This is the future</i>
Response 56	<i>The City of Yarra is a central transport hub, a gateway to the city and anything which can be done to reduce traffic congestion is relevant and should be encouraged. The nature of the suburbs are such that housing stock was never meant to accommodate cars, which means that off street parking is a luxury.</i>
Response 57	<i>We are a family with one 3 year old son and don't have a car. We car share and think it's fantastic.</i>
Response 58	<i>Reduces the need to own a car , with environmental issues , a reduction of increasing road usages. Give flexibility for residents if you need a fall back car or van</i>
Response 59	<i>reduce pollution and traffic congestion - cities built for cars - encourage more active transport</i>

Response 60	<i>"It's already ridiculous trying to find parking, especially in certain areas that have been refused permits. Having vehicles that see, at best, intermittent use, taking up desperately needed spaces without any effort to address existing parking woes is going to create an unsustainable situation.</i>
Response 61	<i>It's cute that you think this will force people to cut down on car ownership. There are multiple households in my street that have several cars each, despite the dearth of parking. "</i>
Response 62	<i>Reduces traffic and congestion and is environmentally sustainable. As more people move into Yarra, traffic will become an increasingly urgent problem.</i>
Response 63	<i>I regularly use car sharing as an alternative to car ownership. I think it is an effective way to reduce traffic and reduce individual citizens carbon emissions.</i>
Response 64	<i>Greatly reduces the need to dedicate valuable public open space to private car parking, often provided fo little or no cost to the private user. Environmentally friendly.</i>
Response 65	<i>There are hundreds of privately owned vehicles semi-permanently parked in Yarra streets. It's a waste of space and resources: many people clearly don't actually use their car often.</i>
Response 66	<i>It will mean there are less cars on the road. People will only be using the car's when needed, saving car parking spaces.</i>
Response 67	<i>"Increased population density in the city is placing more pressure on the available street parking. We use car share and have seen how effective it can be in the City of Yarra."</i>
Response 68	<i>Strong public transport links make car share an environmentally friendly and affordable viable private transport alternative for residents b</i>
Response 69	<i>""- Private car use has an enormous range of adverse impacts: health/safety, environmental, social and financial. - Most able-bodied Yarra residents use private vehicles far more than necessary because of the legacy of policies and investments that favour car use. These need to be unwound and one of the most critical starting points for local government (which is also readily tractable) is to start eliminating the excessive devotion of public space for private vehicle storage. And also shifting away from making the use of such space free or so highly subsidised."</i>
Response 70	<i>I actively use car sharing services as occasional use when I cannot use public transport or walk. Our family does not owns car and rely on being able to access car share pods - Yarra council being a leader in this area would be exciting to see an increase in pods available</i>
Response 71	<i>I actively use car sharing services as occasional use when I cannot use public transport or walk. Our family does not owns car and rely on being able to access car share pods -</i>

	<i>Yarra council being a leader in this area would be exciting to see an increase in pods available</i>
<i>Response 72</i>	<i>Because we need to find a way of easing congestion</i>
<i>Response 73</i>	<i>Anything to reduce number of cars</i>
<i>Response 74</i>	<i>I have used this service in all the other cities i have lived in, it definitely necessitated the need for even one car.</i>
<i>Response 75</i>	<i>Car sharing is a good idea, but for-profit</i>
<i>Response 76</i>	<i>Environmental benefit</i>
<i>Response 77</i>	<i>I use it at least once a week.. far better alternative than driving and parking!</i>
<i>Response 78</i>	<i>I do not own a car as I rarely use one, however, for family events, traveling to hiking spots and showing visitors around Victoria, it is a must have. Car sharing is a wonderful way to rent a car in an easy, no hassle way that is also great for the environment.</i>
<i>Response 79</i>	<i>Car sharing represents a more efficient use of cars and reduces pollution and other associated costs (environmental and fiscal) with car ownership.</i>
<i>Response 80</i>	<i>With more apartment buildings going up and the restrictions of gaining permits for new dwellings it is more important that ever that residents are able to take up share cars.</i>
<i>Response 81</i>	<i>It's more environmentally friendly and more economical. Living in the Yarra, I don't require a car full time but I do use Flexicar regularly.</i>
<i>Response 82</i>	<i>I have used the Flexicar service for the last 10 years (originally in the City of Melbourne and now in the City of Yarra) and this has allowed our family to be car free for this time (thus taking 2 cars off the road). It has also reduced the number of short car trips we have taken as we now walk or PT most of the time and only use carshare for weekends away, visiting relatives in the suburbs or if there is something bulky to carry. The secret to its success is having cars within a 5 minute walk from home (or place of business). The more cars the better is a strong belief of mine to support all of the carsharing firms.</i>
<i>Response 83</i>	<i>Such a good service and certainly the future , especially for people like myself who live and work in the inner city and have no need to own a car.</i>
<i>Response 84</i>	<i>Most people don't need a car. There's too many. Car sharing is a wonderful idea. We don't want a car even though we have two car spaces that go with our apartment, there's no need. We get a car share when we need to go to IKEA or Bunnings etc., or a short weekend away. Otherwise we walk, cycle or get the tram. Of course this isn't for everyone - we work from home now and live in Fitzroy, so we can walk to/from the CBD and surrounding suburbs easily. Car share is now an important part of our life - sometimes you need a car, sometimes you just feel like going for a drive. But we don't need to pay thousands of dollars a year to maintain a car that sits around 95% of the time.</i>

	<i>"There are a large percentage of people in this suburb who do not need to own a car, yet do so. The number of cars I see parked on the street that clearly haven't moved in months is testament to this fact.</i>
<i>Response 85</i>	<i>If share cars were much more available, more people would realise it's a better, cheaper, more green option and switch."</i>
<i>Response 86</i>	<i>Many residents, like us, have chosen to part with our cars and the shared car is vital for heavy shopping, visiting relatives where public transport is limited.</i>
<i>Response 87</i>	<i>Too congested and no where to park, now that the car park on corner of Oxford and Peel has been removed and turned into a delightful dog toilet.</i>
<i>Response 88</i>	<i>Reducing environmental impact and allowing some residents to live car-free.</i>
<i>Response 89</i>	<i>great way to reduce car ownership</i>
<i>Response 90</i>	<i>Substantial reduction in wasted car-parking space (one carshare = several private cars), and when people don't own cars more likely to walk, cycle and PT</i>
<i>Response 91</i>	<i>I would not need my private vehicle if I had more access to car share options.</i>
<i>Response 92</i>	<i>I do not own a car and use Flexicar regularly and find the model very convenient. Although I would love to have more cars closer to where I live.</i>
<i>Response 93</i>	<i>Reduces the need for business and individuals to purchase cars. Business using Car share reduce traffic commute congestion.</i>
<i>Response 94</i>	<i>It's expensive to join those car sharing sites &amp; the reduction in car spaces available will be detrimental to business owners &amp; people wanting to visit the area</i>
<i>Response 95</i>	<i>I like not owning a car and only impacting the environment when I really need to. It saves traffic, pollution and space if we can share. Currently I have to walk 20min to get a larger car from Flexicar and I would love more spaces in my neighbourhood so that it is easier to use.</i>
<i>Response 96</i>	<i>It frees up car spaces.</i>
<i>Response 97</i>	<i>Makes more efficient use of resources by using a pooled system.</i>
<i>Response 98</i>	<i>Is there when I need it (trips to Ikea, weekend away), which means I don't need to own a car all the other times.</i>
<i>Response 99</i>	<i>A carshare program supplements my use of public transport, walking, and riding my bike.</i>
<i>Response 100</i>	<i>Because it is a great, cost-effective way of accessing a car when you need one, rather than everyone owning their own cars. We need to support new ways of travelling that reduce reliance on the private car and reduce congestion.</i>

Response 101	<i>I want to be able to continue living here carfree (it's been 12 years so far) ... Popularity and use of car share will only grow and council needs to support services that can scale. Also reduces overall traffic and parking stress.</i>
Response 102	<i>Sometimes you need cars because you cannot use public transport. Rather than expecting everyone to own their car (if you have it you will use it even if public transport is available), car sharing promotes healthy usage of cars. Because you haven't paid to own it, you don't feel compelled to use it everyday - only when you need it</i>
Response 103	<i>"Owning a car is really expensive these days and not to mention the traffic.</i>
Response 104	<i>Car sharing will help reduce the traffic congestion as well as help people who do not own a car thanks to low expense and on-demand usage only."</i>
Response 105	<i>I don't own a car, and appreciate being able to use one from time to time.</i>
Response 106	<i>Most of the time people in Yarra can walk, tram or cycle where they need to go. It is an area where people care about the environment and recognise that possessing a vehicle is not a necessity. And that using a vehicle is a convenience.</i>
Response 107	<i>Less cars required per inhabitant. More space for life &amp; green.</i>
Response 108	<i>It provides options for people not to have a car, which takes away the need to cater for the level of car ownership seen in suburbia</i>
Response 109	<i>I live in Collingwood and have absolutely no reason to own a motor car. I do, however, belong to a car-sharing scheme for the times that I may have to use a car (e.g. for carrying goods). Yarra is overrun by cars, so to have the opportunity to reduce the number of cars, I think should be supported wholeheartedly.</i>
Response 110	<i>Why privately-owned vehicles are given so much room in public spaces is quite frankly beyond me. The 20th century is over.</i>
Response 111	<i>Yarra has a high population density, and the population density is increasing exponentially with the ongoing approval of multistorey apartment blocks. The side streets are narrow, bounded by major roads and roads that are not so major but which carry a high traffic load, and trams and parked cars, and bicycles. Various strategies have been implemented to "calm" traffic and to block rat runs. Most homes do not have off-street parking. Share houses are common, and there is a maximum of 3 parking permits per house - or less. It is imperative that policy enables people to give up their cars. I have given up my car. That is one car off the street. For this decision to be sustainable, I need to be able to access a car at short notice at a short distance. When I have told people I have given up my car I have been surprised by how many other people have also given up their cars. Since giving up my car, my daily steps have increased, I am fitter, slimmer, and calmer. Think about the benefits at a population level. Yarra should be supporting car sharing 100%. Yarra is a region where it is possible to live without a car. The presence of car shares is a signal to people to think about going carless. Of planting the seed of possibility. Less cars on the street, less cars being driven in Yarra will improve the quality of life for all in Yarra.</i>

Response 112	<i>I currently use car sharing as part of the options that enable me to not own a car. That combined with bike riding safety and public transport make it very easy to get around and support a car free lifestyle.</i>
Response 113	<i>Care sharing provides a viable alternative for many people to private ownership of motor vehicles. This can include avoiding the need for families to own any cars, or provide additional mobility avoiding the need for second or more private vehicles. Car share schemes provide many amenity and environmental benefits. Reduction of on-street parking of private vehicles is one of the major advantages. I understand one well utilised car share vehicle can remove 10 private vehicles from the a nation's vehicle fleet. In municipalities like the City of Yarra, I would expect that nearly all of these would routinely be parked ("garaged") on the street, with all the administrative needs of residents' permits and timed parking restrictions and enforcement. Use of street space for parking of vehicles is generally accepted as one of the least valuable uses of public street resources. Routing overnight 'garaging' on street would have to be even lower in value than short term parking as part of a purposeful car trip such as shopping, education or visiting friends.</i>
Response 114	<i>make car sharing easier--could be the difference for many people on whether or not owning a car is worth the trouble of finding parking, outlaying money on depreciation, rego, insurance, servicing and fuel. access to share cars made a difference to me--i've now got around \$5,000 to spend on other things.</i>
Response 115	<i>I use it!</i>
Response 116	<i>The idea of car sharing has clear benefits to the local community, if managed properly. I think a number of things need to be considered, including: * is car sharing only relevant to commercial companies? What if a number of neighbors get together and buy a car, which they share (is a car sharing space open to them) * the car sharing companies should be accountable for the way they engage the community and how they treat their customers (I looked into signing up, and the amount of red tape and potential liability seemed eye-watering); if a space is being made available, that has commercial value, then the company should be expected to manage the customer with equal respect</i>
Response 117	<i>I use them frequently, they are very convenient. Having nearby car shares allowed our household to get rid of our second car. Doing so has reduced our use of on street parking for the second car and of course saved us a great deal of money. The car share vehicle, being newer and smaller than the second car we got rid of, also emits far less emissions than the former second car. Not having the second car handy also encourages us to increase the trips we do on foot.</i>
Response 118	<i>Reduce climate change and no of cars in the area!</i>
Response 119	<i>There are far too many cars in Yarra. Car sharing is a way to reduce the number, while increasing the number of people living in Yarra.</i>
Response 120	<i>Less traffic on street. Economical option for people who don't have to commute to work, save them cost of a vehicle plus gas and insurance every month.</i>

	<i>The number of car parking spaces for residents' cars has not kept pace with the increased population density of the area. Under those circumstances, any increased parking spaces made available for shared vehicles only reduces even further the parking facilities for residents. Moreover, the council should not be subsidising private car-share companies who should be building their own infrastructure to support their business plan.</i>
<i>Response 121</i>	<i>Good for the environment. Less cars in private ownership.</i>
<i>Response 122</i>	<i>We moved into Oxford St Collingwood two years ago when we moved back to Australia. We've never bothered to buy a car. We ride our Vespas, walk &amp; use public transport and use car share when we need a car or van. It's great.</i>
<i>Response 123</i>	<i>Lots of apartments, not enough spaces. Concern for the environment</i>
<i>Response 124</i>	<i>It's too expensive. We have so many public transport options. More car sharing takes away passengers from public transport. It would take up even more parking spots. Taxis are way cheaper.</i>
<i>Response 125</i>	<i>Far more environmentally, socially and economically sustainable than private car ownership.</i>
<i>Response 126</i>	<i>Saves car spaces, saves money for users fewer cars parked on the street</i>
<i>Response 127</i>	<i>Carshare offers a viable alternative to private ownership and allows people to conveniently access hire vehicles within close proximity to their place of residence or employment/study.</i>
<i>Response 128</i>	<i>I use carsharing and I love it! It means I don't have to own a car.</i>
<i>Response 129</i>	<i>Its a good part of the strategy to reduce reliance on motor vehicles, reduce car ownership, lessen the number of on-street parked cars, allow new housing without off street parking.</i>
<i>Response 130</i>	<i>As a local resident and operator of a small business in Yarra I support car sharing in Yarra because higher car sharing rates benefits ALL Council residents and businesses.  I trialled car sharing in 2007 and within six months the success of the trial resulted in my selling my own vehicle and I no longer own a car. My work takes me around Melbourne and regional Victoria and I rely on car sharing. Personal experience shows me that using car share instead of a private vehicle lowers the number of trips that are made by car in the municipality. With pay-as-you-go, one is more aware of the cost and more likely to find alternatives to cars, such as walking, cycling and public transport. I take public transport and cycle and walk more than when I owned a car. The policy is silent on evidence for environmental, health &amp; social benefits of car-sharing</i>

	<i>In addition, an area not covered in the policy is City of Yarra's role as an important gateway to the eastern suburbs. For the expansion of car share beyond Yarra, there needs to be a high profile and high usage of Share Cars to create Commercial imperatives for their expansion further east. Yarra has a role in creating demand from residents in neighbouring Councils so car sharing can spread. Further, Boroondarra and Stonnington have been slow on the uptake and Yarra has a role to play in encouraging those Councils to more strongly support car share, which in turn will have further impacts on traffic from neighbouring Councils travelling through Yarra.</i>
<i>Response 131</i>	<i>Insufficient car parking spaces for friends visiting. Encourage use of public transport.</i>
<i>Response 132</i>	<i>Less pollution, more car parks less cars,</i>
<i>Response 133</i>	<i>Yes but not take up any more space as there isn't enough for current cars</i>
<i>Response 134</i>	<i>Currently use go get for business and moving furniture.</i>
<i>Response 135</i>	<i>Fewer people are buying cars. However, from time to time we all need to access a car, for instance, to travel to a country town or area where there is no public transport.</i>
<i>Response 136</i>	<i>Because it reduces the number of cars on the road and is better for the environment . Furthermore it eliviates parking issues in the inner areas .</i>
<i>Response 137</i>	<i>There are too many cars parked for 22 hours a day. Not a rational approach to transport.</i>
<i>Response 138</i>	<i>i don't own a car</i>
<i>Response 139</i>	<i>Reduce the number of cars in the area</i>
<i>Response 140</i>	<i>I tried car sharing for 2 years, but as an over 60 single lady did not like the walks home from the pick up sites</i>
<i>Response 141</i>	<i>Environmentally friendly. Convenient for residents. Reduces congestion. Reduces impact on roads. Frees up parking space. Encourages exercise.</i>
<i>Response 142</i>	<i>But it should all be on private development land which was built with 'reduced car spaces' and no on street parking should be provided for car share, which currently has many prime spaces allotted to them.</i>
<i>Response 143</i>	<i>To reduce the number of cars on the road</i>
<i>Response 144</i>	<i>It encourages less cars to be on the road, and helps us build living spaces that don't require carparking. It's environmentally friendly and probably encourages people to use cars less.</i>
<i>Response 145</i>	<i>"We use car share on a irregular basis. We are a one car family and only on occasion need a 2nd car. The car share provides a great solution to owning a 2nd car.</i>

	<i>It's better than all of us owning our own cars that sit unused in the streets for long periods of time.</i>
<i>Response 146</i>	<i>It is an affordable alternative to buying a second car. Provides flexibility not offered by public transport. Allows versatility when cycling is not practical.</i>
<i>Response 147</i>	<i>I think car sharing is beneficial for so many reasons: by reducing the number of private cars per person, it leaves more parking for people who need a private car; it is good for Traffic, health, and the environment by decreasing the amount people drive; and it makes cars available to people who can't afford to own privately.</i>
<i>Response 148</i>	<i>Reduce carbon emissions</i>
<i>Response 149</i>	<i>more people living in apartments and less people owning cars but still may require access to cars, as required.</i>
<i>Response 150</i>	<i>You tell me why it shouldn't be supported.</i>
<i>Response 151</i>	<i>We should be supporting the reduction of the number of cars in the inner area of Melbourne to reduce pollution and congestion</i>
<i>Response 152</i>	<i>Great environmentally, reduces traffic/parking issues</i>
<i>Response 153</i>	<i>With increasing population and urban density, car-sharing is a more space-effective and sustainable alternative to private car ownership. I'd love to support more car share spaces!</i>
<i>Response 154</i>	<i>Cars are dangerous, dirty, expensive, socially isolating and contribute to serious planetary problems like oil wars. I'd like them all to disappear, but that's clearly too utopian. We live in a culture that "needs" cars. So any way to reduce them is good I reckon.</i>
<i>Response 155</i>	<i>Not sure if you are including car next door. I think that is a really neat way to reduce cars in Yarra. Always a car available - which is not always the case with others I have been a member of.</i>
<i>Response 156</i>	<i>This provides affordable options for people who cannot afford to own a car. And while there are many options in terms of public transport in Yarra, sometimes you do need a car, e.g. transport bigger items or go for a trip outside the CBD.</i>
<i>Response 157</i>	<i>The benefits of the car share scheme are well known</i>
<i>Response 158</i>	<i>I don't own a car and I prefer public transport as a sustainable solution without the upkeep costs.</i>
<i>Response 159</i>	<i>From time to time I need to use a private vehicle, so I'll use a car sharing service and get a car for a day or just a few hours. When I do this it's always a relief when I can locate a car nearby.</i>
<i>Response 160</i>	<i>Helps reduce congestion Help reduce environmental impacts Useful for people who drive little and only need a car occasionally</i>

	<i>We just went from being a two car household to a one car household. We think reducing cars on the road will be good for everyone in the community. We encourage the city of Yarra to stay abreast of the transition taking place in mobility and amongst other things support car sharing. Thanks</i>
<i>Response 161</i>	<i>Car sharing is wonderful for communities--reduces congestion and parking stress, increases community cohesion. It enables residents to save money and stress, and contributes to a more liveable Yarra. I sold my car and now exclusively use carsharing--it's better for my health, my budget, the environment and the community.</i>
<i>Response 162</i>	<i>ultimately reduces number of cars owned in yarra council. more efficient.</i>
<i>Response 163</i>	<i>Car sharing allows people to either not own a car or not buy a second vehicle.</i>
<i>Response 164</i>	<i>Allows for flexibility for those who can't afford or don't need a car full time. Allows people to rent their cars when they are not using it.</i>
<i>Response 165</i>	<i>I do not think that having a variety of fleet companies providing shared cars is encouraging people to not to buy a vehicle and use the shared one. The day passes and people buy more private vehicles and demand more parking spots. I'd rather have a dedicated space for a car park for those who do not have a car spot in their property.</i>
<i>Response 166</i>	<i>Its a great alternative to owning a car.</i>
<i>Response 167</i>	<i>Helps livability by providing an additional transport choice, while reducing street parking pressure by removing the need to own a car. Makes the Yarra more inclusive and appeal to a wider demographic. Those who cannot afford a car can live there while having share care options.</i>
<i>Response 168</i>	<i>It's important to reduce parking spaces occupied, reduce too much car ownership and provide options for people who can't afford to own their own.</i>
<i>Response 169</i>	<i>Reduces carbon footprint of cars, reduces car park spaces taken by permanent cars.</i>
<i>Response 170</i>	<i>It's great for the environment, reduces the amount of car parks needed overall, is good for people on low incomes who can't afford a car.</i>
<i>Response 171</i>	<i>With great public transport options in City of Yarra, the need to own a car becomes less and less, however on occasion it's unavoidable that residents will need use of a car, for transporting things or for trips where public transport and cycling aren't practical or possible.  Car sharing is a great solution to this, that decreases the number of cars owned, allowing one car to be shared by multiple people, which conveniently also frees up more parking space for people who do own cars.</i>
<i>Response 172</i>	<i>This is a great way to reduce the overall number of cars. Car share cars are used by people without cars, or families that occasionally need a second car, but really don't need to have two permanently. They are also used by businesses that would otherwise need to have permanent cars to get to meetings etc, or bring them in from home.</i>

	<i>I, my family and my business use them alot and they are great! Having them available on demand means that I can ride my bike to work almost every day.</i>
<i>Response 173</i>	<i>Traffic congestion and parking in the Yarra is not being managed at an acceptable rate there are often delays and congestion due to the high number of cars on the roads in the Yarra. Not to mention the environmental impact of increased cars. Initiatives like Car sharing should be supported by the council as it alleviates traffic and parking issues. It supports a greener community. Less cars on the road must supported. As population grows in Melbourne so will the number of cars on the road these sort of inciatives should be encouraged not discriminated against.</i>
<i>Response 174</i>	<i>Reduces parking impacts, shared vehicles reduces impact on roads and public transport, allows users flexibility in their work and daily lives without financial commitment to owning, running and housing a vehicle of their own</i>
<i>Response 175</i>	<i>Reduces parking impacts, shared vehicles reduces impact on roads and public transport, allows users flexibility in their work and daily lives without financial commitment to owning, running and housing a vehicle of their own</i>
<i>Response 176</i>	<i>It is extremely valuable for people living in apartments who may not own a car or have a car parking space. The number of these apartments are increasing rapidly with new developments.</i>
<i>Response 177</i>	<i>Great initiative if don't own a car.</i>
<i>Response 178</i>	<i>Car sharing minimises reliance on cars or needing to open a car, which helps reduce congestion and household costs... not to mention significant environmental benefits. We are currently able to operate as a family living in Collingwood without needing to own a car (We use public transport) and then use car sharing for long weekends away or trips out of Melbourne.</i>
<i>Response 179</i>	<i>Car sharing is a highly effective way to reduce parking problems in the municipality, and to reduce overall car use, which has much broader benefits beyond the City of Yarra. Our family is a good example. Current car-sharing facilities are just adequate to discourage us from buying a second (and potentially third, with an 18- and 21-year old in our house). We have a single car, and rarely use the second parking permit that we are eligible for. If car-sharing facilities were to improve, we will certainly dispose of our current car, freeing up another parking space in our overcrowded street. If you don't get this policy right, and costs rise or competition for car bookings increases, we will not be able to sell our car, and may yet need to get a second one.</i>
<i>Response 180</i>	<i>I live in Carlton North and do not own a car (and don't plan to get one). Instead, I cycle everywhere and use a sharecar for trips to Ikea etc. I believe it is only fair that I have access to a car at a reasonable rate given that I subsidize the cars of others.</i>
<i>Response 181</i>	<i>I am a Fitzroy resident and a member of a CSP, which enabled me to dispose of my car (my wife still owns one). I use public transport for 95%+ of my local travel and the CSP membership is invaluable for, e.g., transporting artworks, furniture, and for longer trips across the metro area.</i>

Response 182	<p><i>I use car-sharing as my primary access to a car. The more car-share locations there are around me, the easier it is to keep using this service instead of buying a car.</i></p> <p><i>If I (and others) can use car-sharing instead of owning a car, every car-share location will prevent several street parking spots from being used by private-use cars, alleviating congestion.</i></p>
Response 183	<p><i>Car sharing allows me to drive without needing a car spot on my curb. It also minimises waste both environmentally and in terms of personal finance. Every person who shares a single share car reduces parking congestion. Why occupy an entire car for myself when I can share it with many other infrequent drivers. It's very important to me that I can have access to a van for moving and a sedan for long weekend getaways.</i></p>
Response 184	<p><i>It's very expensive to live in Yarra and owning a car is very expensive, parking is always a struggle so have more car share cars available is a affordable and economical way forward, as well as solving congestion on road. I use car share instead of owning a car, the use of it for short and long trips is very covineant.</i></p>
Response 185	<p><i>I have been using GoGet Carshare for over 12 years thus saving a carparking space in my overfull street, Abbotsford and Paterson.</i></p>
Response 186	<p><i>Too many apartments with more cars moving in the area</i></p>
Response 187	<p><i>I love this service, my partner and myself don't own a car and it makes using a car hassle-free. We use it for weekend get-aways, picking up larger items, transport when weather is bad.</i></p>
Response 188	<p><i>we use it extensively for business trips around melbourne</i></p>
Response 189	<p><i>For less stress on the roads car sharing is a economical and environmental plus for Australian citizens.</i></p>
Response 190	<p><i>I use car share as an alternative to owning a car. I also use the larger vehicles available such as the Van at richmond station, when i need to move a few items or buy new furniture</i></p>
Response 191	<p><i>I use car share as an alternative to owning a car. I also use the larger vehicles available such as the Van at richmond station, when i need to move a few items or buy new furniture.</i></p>
Response 192	<p><i>I use car share as an alternative to owning a car. I also use the larger vehicles available such as the Van at richmond station, when i need to move a few items or buy new furniture.</i></p>
Response 193	<p><i>For the exact reasons outlined above. With good public transport, pedestrian and cycle infrastructure, the emphasis should be on reduction of private car ownership per household, which apart from road use affects building development and the number of carspaces required to be provided. Share car provision goes a long way towards reducing this need.</i></p>
Response 194	<p><i>I don't own a car and live in an apartment in Collingwood with no car parking. I sometimes need to use a car and car share works</i></p>

	<i>Reduces number of cars on the road. Gives flexibility to those who don't own cars.</i>
<i>Response 195</i>	<i>Inner city suburbs traffic is very congested. Parking is at a premium, many people only allow 1 parking permit per address. we see cars sit idle and parked in side streets most days of the week, reducing visibility and also has many environmental impacts when they are in use.</i>
<i>Response 196</i>	<i>Because congestion is awful and parking is really difficult. I use a car sharing service for my work in Collingwood, before we began using this we had to use our private cars which was difficult for me.</i>
<i>Response 197</i>	<i>This is a great service for everyone and allows the opportunity for people to reduce the number of cars they have with access to share cars in close vicinity.</i>
<i>Response 198</i>	<i>Car sharing allows efficient use of cars and spaces between several people as opposed to everyone owning their own car (and everyone taking up at least 1 car space). It's also more cost effective for people who don't use cars every day.</i>
<i>Response 199</i>	<i>Reduces number of private vehicles parked on streets</i>
<i>Response 200</i>	<i>Yes but definitely needs to be limited as there are so many fantastic public transport options available plus taxi's and uber etc.</i>
<i>Response 201</i>	<i>Car sharing is very important for a lot of people that cannot afford to own a car or that want to be more environmentally friendly as sharing cars is one of the alternatives to owning a car and contributing to the pollution and traffic issues in the city.</i>
<i>Response 202</i>	<i>For the same benefits outlined here.</i>
<i>Response 203</i>	<i>It supports residents to live more environmentally friendly lifestyles and reduces car ownership in the area which eases parking issues. It's also a huge asset to have nearby vehicles of different types (eg vans) that you only need every once in a while.</i>
<i>Response 204</i>	<i>It is a handy service for locals.</i>
<i>Response 205</i>	<i>Council approves/provide permits to multiunit developments based on limited car parks. Thus, if they demand reduction in car ownership, they should allow and encourage alternatives.</i>
<i>Response 206</i>	<i>Sharing property instead of owning it is better for the future of our planet.</i>
<i>Response 207</i>	<i>It's the best way to limit cars in the city and sustainable.</i>
<i>Response 208</i>	<i>Car sharing solves so many problems and ensures people do not need to own a car. People will have options and it ensures the dependency on owning a car is so much lower AND it is affordable while there are plenty to choose from. Making them scarce will increase cost</i>
<i>Response 209</i>	<i>It helps to increase parking spots (if more families only own one car).</i>

	<i>"It reduces the consumption of finite resources, more socially and environmentally responsible and is more economically viable for me than owning a vehicle privately. It also encourages the use of multiple forms of transport instead of using a privately owned car all the time because of a need to justify owning it/because its there. It also allows for flexibility in vehicle type without having to own/borrow multiple types of vehicle."</i>
Response 210	<i>Saves money and Less cars on the road.</i>
Response 211	<i>As a long-time resident of Yarra, and a long-time car share user I like the flexibility that car share gives me, without the costly ownership of a car. I also think increased car share usage has greater benefits to the area, including reduced private traffic on the roads, and encourages more environmentally conscious behaviours. Something which I'm sure Yarra prides itself on.</i>
Response 212	<i>There is limited parking and many people don't need there car all the time.</i>
Response 213	<i>I have been a resident of the City of Yarra for the past 12 years, and a carshare user for about the last 6 years. The availability and practicalities of carsharing in the City of Yarra is a very significant issue to me, as this is my only mode of private transport. In fact, when I last moved house I chose to stay in the City of Yarra specifically because of the good carshare network within the municipality. Generally I'm supportive of the Councils decision to establish a carshare policy, and the policy approach itself, however I raise the issues below, based on my experience as a user of the carshare network in the City of Yarra. For me, the really critical items for Council to consider are providing flexibility for the network to respond to demand, ensuring bookings aren't limited to 2 days, and improving enforcement procedures for illegal parking.</i>
Response 214	<i>If more Yarra residents/households shared cars rather than feel the need to own their own we could reduce the number of car parking spaces needed and return these spaces to public open spaces or wider footpaths or just more pleasant streets! If there were more car sharing opportunities i'd be more likely to ditch my car and use them. I'd also like to think the more car sharing the cheaper it will become, therefore becoming the preferred option rather than private car ownership</i>
Response 215	<i>Car sharing is beneficial to the environment around us (less cars on the road, less traffic), financially (people are saving on-road costs and initial outlay for purchasing a vehicle) and to the health of people (only use a car when you really need it and take public transport, ride or walk for everything else).</i>
Response 216	<i>It's a great cheap alternative to owning a car and allows me access to one when I couldn't afford to buy.</i> <ul style="list-style-type: none"> <li>- Fantastic system, realistic option to owning a vehicle</li> <li>- It is a realistic strategy to helping reduce the number of cars on the road</li> <li>- Affordable, esp with the increasing cost of insurance and registration</li> <li>- Parking legally in Yarra is very difficult, despite use of permits</li> </ul>

Response 217	<i>with limited available parking in the area it makes sense to provide an alternative to car ownership. Our household can do without a car for most of the week, but we need one to visit family and do grocery shopping. Lets have less cars on the street. Car share is a great option for those who would like to give up car ownership.</i>
Response 218	<i>very convenient, more independence and flexibility than Uber and taxi. Reduces needs to buy/maintain own car. As a business there is no need for us to buy, maintain and pay for carparking, when we can use car sharing. Plus if needed, more than one person in a business can access car sharing (couldn't justify buying two cars) at a time, if needed</i>
Response 219	<i>I don't own a car because I don't need to own a car. Public transport and my bike serve 99% of my transport needs. For that 1%, a car share membership is great! I save money and don't need sn on-street parking permit, which means more public space available to others whose needs for private car ownership are greater than mine.</i>
Response 220	<i>Because it relieves congestion</i>
Response 221	<i>I use giget it saves me buying a car, and it saves public space in terms of parking.</i>
Response 222	<i>If the policy is to allow developers to reduce the number of car parking places they need to provide for new residential developments, then as density increases, there will be fewer places for permanent car parks. Car sharing is a good way for people to reduce their need for permanent ownership of cars.</i>
Response 223	<i>"Due to the number of apartments being built, this would help to elevate some pressure which will definitely build in the next 2 years upon completion in Collingwood."</i>
Response 224	<i>To reduce the need to own a car privately, but still have access to that type of transport</i>
Response 225	<i>Absolutely!!! Let's get people sharing cars when they need to use them instead of buying. We have lived in Yarra for almost 3 years with no car, and a toddler and we rely on car sharing for big trips or shopping.</i>
Response 226	<i>Takes more cars off the road, flexible usage</i>
Response 227	<i>It helps reduce congestion. It helps residents save money, because they don't need to own a car. It helps residents to transition to active transport.</i>
Response 228	<i>Car sharing is a simple and easy way to drive without the burden and costs of car ownership. I sold my car 13 years ago when I realised I could manage my transport needs at lower cost to me and the environment without owning a car. Car sharing is excellent.</i>
Response 229	<i>When I moved to abbotsford car share saved my life Also means I don't need my own car because there is so much availability of car share So I don't have to take up a personal car space (with a car that I never drive)</i>
Response 230	<i>Everyone owning &amp; parking cars in the inner city is crazy &amp; unsustainable. If you want to own &amp; park a car, go live in the outer suburbs</i>

	<i>LESS CARS ON THE ROAD IS A GOOD THING. ITS GREAT FROM AMENITY AND PROMOTES CYCLING AND WALKING TO LOCAL BUSINESS. GREAT FOR LOCAL BUSINESS AS STAFF CAN RIDE TO WORK AND US THE SHARE CAR SYSTEM FOR MEETINGS.</i>
<i>Response 231</i>	<i>As more and more apartments are built the best option is to have more spaces/cars... it's a cultural thing ... we as residents hopefully will get used to it and reduce the desire to have our own car.</i>
<i>Response 232</i>	<i>Environmentally removing a car per person off the road is beneficial</i>
<i>Response 233</i>	<i>It's good for people, the environment and our roads</i>
<i>Response 234</i>	<i>I use it all the time for my business, it's very handy and great for the environment! Parking is terrible in the City of Yarra so this is an excellent solution.</i>
<i>Response 235</i>	<i>As I am a regular user of car share vehicles I find it very convenient to book and collect a car close to my home (Richmond). Also the cost of using car share vehicles is competitive. My employer requires that if travel is required for work purposes (which I constantly do) then we are to use car share vehicles.</i>
<i>Response 236</i>	<i>Reduces the pressure on residential parking.</i>
<i>Response 237</i>	<i>Car sharing companies need to invest in their own infrastructure. I live in Yarra and recently cancelled my car sharing membership because it was a waste of money for me. I mainly use public transport, my bike and pay for my shopping for delivery, I rarely use my car and might sell it, if I need a car in the future as a one off I may borrow it from a friend. The business case for giving over public infrastructure to private car sharing companies is over. Technology in the near future will shift the model to self-driving cars and very little need to give over public car spaces to car sharing companies.</i>
<i>Response 238</i>	<i>As a young professional living inner north, car sharing schemes are an absolute godsend to me. The need for a car only arises ~1 time a month, making the cost commitment to ownership very undesirable. The reduced need for this ownership gives us much greater flexibility on renting possibilities, numbers in households etc.</i>
<i>Response 239</i>	<i>Car sharing will &amp; does reduce traffic congestion. Due to the lack of public transportation car sharing is essential.</i>
<i>Response 240</i>	<i>It is a great help for our small business.</i>
<i>Response 241</i>	<p><i>The density of the City is growing rapidly. The number of apartments and subdivisions are increasingly putting immense strain on parking availability in the area.</i></p> <p><i>The only methods to improve this situation in a manner that is acceptable to the general public is to:</i></p> <ol style="list-style-type: none"> <li><i>1. Improve public transport options - something the City of Yarra has little control over; and</i></li> <li><i>2. Improve the offering of alternative transportation methods, such as car sharing.</i></li> </ol>

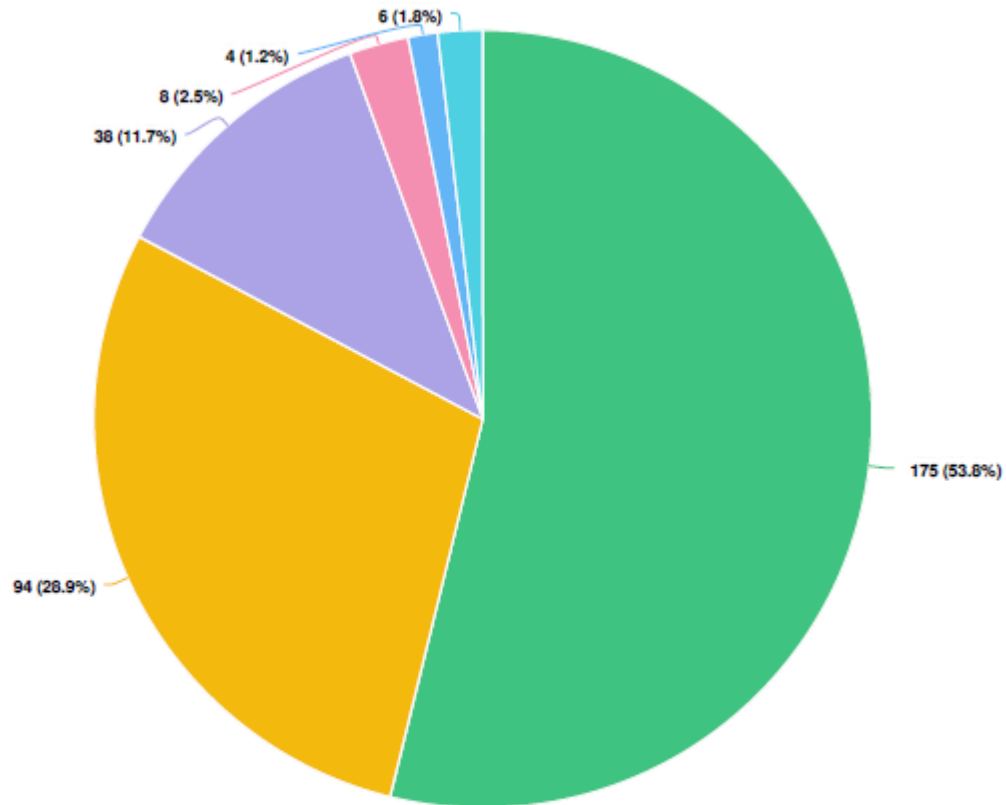
Response 242	<i>It's a great way of allowing people who don't need full-time access to cars the ability to use a car on a short term and short notice basis. It will free up parking spots for people who do need cars and if the car shares car parks are strategically placed, it will allow for greater convenience to all</i>
Response 243	<i>Ideal for high density living. Reduce costs for residents. Reduce car parking requirements. Good for the environment. Helps sustainability. Responsible policy. Makes me feel good about my community.</i>
Response 244	<i>More pods are needed for car share demand</i>
Response 245	<i>With the combination of old housing without off street parking and new apartments with more cars than spaces, making car sharing as available (eg convenient) as possible will fill a gap for casual drivers who may not require a personal car</i>
Response 246	<i>I use it regularly. It allows me to use public transport (train) for my commute and still run my business (Architect doing meetings and site visits). I drive in 2 days a week with my kids and wife and parking and traffic is always an issue. Easy access to car sharing is amazing.</i>
Response 247	<i>It is environmentally responsible. It is cost effective. It is appropriate for inner suburbs which are well served by public transport.</i>
Response 248	<i>Better for environment Practical for residents</i>
Response 249	<i>It would help me to be less dependant on my own car.</i>
Response 250	<i>Living in this area, there is not the need to own our own car if we have the option to car share more easily. Most of us don't have the need to use a car everyday, but we do need the option for it sometimes.</i>
Response 251	<i>I'm a user of the Goget scheme in Abbotsford and it means that I don't need to own a car for the times that public transport isn't sufficient to my needs. I believe that with the increasing density of our suburbs, particularly around Johnston Street and Victoria Street, and the decreased parking available per person, it is even more important to incentivise residents to use car-sharing schemes to decrease the competition for parking spots for residents' cars, so that those parking spots are available for visitors and customers of local businesses.</i>
Response 252	<i>For a whole bunch of obvious reasons - why not!</i>
Response 253	<i>In an inner suburban area where many people do not have need of a car on a regular basis "car share" is an excellent way of providing transport on a needs basis. The more car share spaces the better so residents continue to use public transport.</i>
Response 254	<i>Great environmental and economic benefits.</i>

Response 255	<i>I have lived and run a business in the City of Yarra for the past 8 years and the car sharing programs are fundamental part of our business. We aim to minimize the number of staff who drive to work and easy access to the share cars makes it possible for staff to attend meeting without having to drive to the office. I also use the car on a personal level so that we don't have to have an additional car at home.</i>
Response 256	<i>As many of the neighbourhoods in Yarra were built before mass car ownership there is no place except on the street to park cars. As such, many of our streets are more "car park" than thoroughfare. If 7-10 cars are removed for every new car share this can only improve possibilities for wider footpaths, additional bike lanes and green areas or garden beds in our streets.</i>
Response 257	<i>It reduces the requirement for additional cars on the road and the burden on providing car parks.</i>
Response 258	<i>Some people, like myself cannot afford to purchase a car. Having the option to easy access of car share allows people to do large grocery shops, furniture shop etc... As parking is also limited in Richmond, there is no need to worry about where you will park your car, as car share cars have their own dedicated parking spot</i>
Response 259	<i>My office is a supporter of car share, as our employees all use car share during the day to attend meetings and site visits. While using sustainable transport to get to works, ie bicycle and PT</i>
Response 260	<p><i>I am a committed car-sharer and cyclist, who has never owned a car (39 yo). I am anticipate that, because I live in a city with a great car share network, I will NEVER have to purchase a private motor vehicle. However, I am also making this assumption on the basis that the carsharing network will improve immensely over the coming years. Specific improvements would include: more cars and more pods, to meet demand and improve the service, such that being a car share member becomes more convenient than private car ownership.</i></p> <p><i>Current convenience means: car numbers increasing to meet demand and reduce travel (walking/cycling/PT) times to arrive at car share carpark; increased numbers of dedicated car parks for ease of parking, and to increase visibility of car share.</i></p> <p><i>Car sharing is so great, because I have access to vans, utes, sports cars, and 'economy runabouts'.</i></p>
Response 261	<i>Cost and convenience</i>
Response 262	<i>You approve monstrous developments with minimal car parking compared to levels needed. You create the problem. Car sharing offers a part-solution.</i>
Response 263	<i>Because parking is becoming increasingly difficult to find, due to the increase in the. Housing density in the area.</i>
Response 264	<i>Reduces the need for parking private vehicles on-site, freeing up space for better uses year by year the number of cars increases, but most of the time only one person uses that car and that creates a big issue with the environment. Car sharing allows us to share vehicles and reduce the pollution</i>

Response 265	<p>1 It is a proven and effective way to reduce the number of cars that are based in an area. This process leaves drivers with more places to park and the Council with the opportunity to do something more valuable with the kerbside space.</p> <p>2 It supports people who travel most places on foot, by bike and public transport. Without car share you are forcing these people to keep ownership of a car for only a few trips. Why should this group pay a such an expensive 'tax' - car ownership can cost \$5 - 10,000 a year!</p> <p>3 What business is it of the Council's who owns the car I use. What if my car is owned by the bank, what if I use my mother's car I can still park it on the street and get a permit. What if my partner owns the car and I use it. What if my friend is overseas and I am looking after their car for them. In every case you let me get a permit and park the car at the kerb. Why can't we have as many permits for car share vehicles as there are people who want to use them. It is not your business to interfere in who owns the car I use.</p>
Response 266	We need to get cars off the road to reduce emissions. Car sharing is an excellent way to do this.
Response 267	Provides a cost effective alternative to owning and running a car oneself. Reduced number of cars parked in streets.
Response 268	<p>It's great to encourage shared resources so there's less congestion on the road. Reduces the need for on-street parking and allows new residential developments to be built without as much parking. Great if you live in the inner city (e.g. all of Yarra) and have a bike but occasionally need to use a car.</p> <p>For all the reasons stated - But there is a BIG BUT!!!</p> <p>It is more sustainable (and economical) to hire a car share vehicle than own one that is seldom used.</p> <p>It reduces resident's reliance on owning a car. If fewer residents owned a car, then less private (on-street) car spaces would be required. It also reduces the availability of private on-street parking, further discouraging people from driving. In my mind private cars and associated traffic (noise, pollution, road rage, red-light running, speeding, failing to stop at intersections or indicate and breaking other road rules) would be the most detrimental amenity and health aspect of living in the inner suburbs, so the fewer privately owned vehicles on our streets, the better.</p>
Response 269	supports the share economy and reduces reliance on owning cars
Response 270	Reduces the personal costs (can sell our car), reduces congestion, newer cars = more efficient
Response 271	<p>I use it for infrequent times I require a vehicle (~6 times a year). This includes moving furniture, or traveling to an outer suburb without PT.</p> <p>It also serves the common good by promoting shared resources and releasing more public space to better use, like pocket parks, bike lanes and promotes other forms of travel.</p>

	<i>Private parking is a massive problem in our area with people hoarding space for private possessions and creating a public danger on our streets."</i>
<i>Response 272</i>	<p><i>Car sharing as a concept I see as very positive. It is not however Council's role to give over extremely scarce on-street parking space for the purpose.</i></p> <ul style="list-style-type: none"> <li><i>- Requesting car share bays enables new developments to gain car parks by stealth (as was attempted recently in Egan St). They need to incorporate car parks into their planning - NO WAIVERS.</i></li> <li><i>- Car share is a business sector, those 'car share providers' seeking 'car spare bays' are actually car share operators seeking car parks.</i></li> </ul> <p><i>Let Operators negotiate with Developers.</i></p>
<i>Response 273</i>	<i>Car ownership and usage cannot continue as we have done in the past without causing more significant negative impact on the livability and amenity. Car share provides the option for people to potentially avoid owning the first, second or third private car and therefore reduce the stress on parking, free up space for more open space or wider footpaths and on road protected cycle lanes.</i>
<i>Response 274</i>	<i>Car ownership and usage cannot continue as we have done in the past without causing more significant negative impact on the livability and amenity. Car share provides the option for people to potentially avoid owning the first, second or third private car and therefore reduce the stress on parking, free up space for more open space or wider footpaths and on road protected cycle lanes.</i>

Q3 | What do you think about the number of car share spaces in your local area?



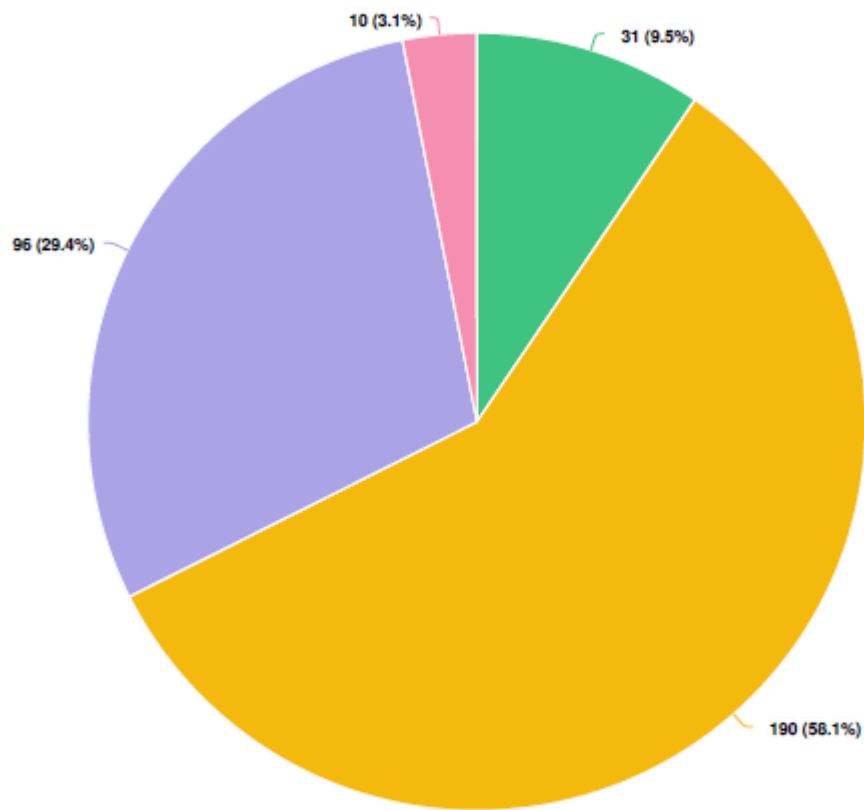
**Question options**

- I think there should be a lot more ● I think there should be a few more ● I think we have the right amount  
● I think there should be less ● I think there should be a lot less ● I don't think there should be any

*Optional question (325 responses, 2 skipped)*

Q4 | We are proposing 2 different options for increasing the number of car share bays over the next 5 years:

**Option 1** – Increase the number of car share spaces by 79, to a total of 231 spaces. This would enable us to maintain ...



**Question options**

Option 1 - increase of 79 spaces over 5 years    Option 2 - increase of 131 spaces over 5 years    Neither    Unsure  
(327 responses, 0 skipped)

**Q5** If you think we should be aiming for a different number of car share spaces, please tell us how many and why:

Response 1	<i>I think council should not be artificially increasing or restricting the number or car spaces used by car share companies by any specific number.</i>  <i>If car share companies require additional parking spaces they should purchase or rent them at market rate.</i>
Response 2	<i>You are wasting your time, soon automated vehicles will not require parking. When I am in Yarra, I will just get my car to keep circling the area until I need it</i>
Response 3	<i>Many more.....see reasons above.</i>
Response 4	<i>Your option 2 is likely to be inadequate across the municipality. Our decision to sell our car is dependent on a substantial increase the number of GoGet pods in our immediate neighbourhood. We had assumed that the ridiculous number of too-tall residential developments being approved along Swan Street, and in the Channel 9 development, would at least triple our 2 local GoGet pods (and we are hoping there will be new pods nearer Swan St). I don't have enough of an insight to the whole municipality, but would expect that the projected growth would require much more than a doubling of the number of car share spaces.</i>
Response 5	<i>0.</i> <i>I do not use car share.</i> <i>I would support them if the car spaces were on private land or commercial car parks</i>
Response 6	<i>More the better!</i>
Response 7	<i>I think probably around 1 car per 300 residents. This should ensure a car is available whenever anyone needs it and allows for growth in acceptance of car sharing.</i>
Response 8	<i>Before the number of car spaces increases AT ALL, these commercial car-sharing businesses must pay an appropriate amount to Council for "ownership" of street parking places. As a disabled motorist, I am annoyed that the most convenient street spaces are given over to commercial interests, providing them with free 34 hour advertising in prime locations. Yes, the service addresses community need and aligns with Council goals, but they do make a profit.</i>
Response 9	<i>Who decides where they are placed - Council or the company? The one near me doesn't move all week. Just mainly as the weekends. No increases until they are fully utilised.</i>
Response 10	<i>I think there should only be a few of each company. Realistically they are so expensive and prohibitive to average income earners to access.</i>
Response 11	<i>We should not have an upper limit. We should respond to user demand and we should be aiming to increase to levels that would see an overall reduction in demand for onstreet parking by private cars.</i>

Response 12	<i>I don't think there should be an increase. I support car sharing but not big business or the council making money from it.</i>
Response 13	<i>There should be no more existing street parking places converted to share car parking. Share car parking spaces should be found off-street. Council should oblige new apartment developments that are routinely granted huge reductions in their statutory parking obligations, to provide a number of parking spaces for share car use and that they be accessible by non-residents of the apt building. Council should place a levy on every parking place reduction granted and should use that to buy land in strategic locations and create municipal parking stations that will provide parking spots for share cars and recharging stations for electric cars.</i>
Response 14	<i>The more car share vehicles, the more options people will have for when and where they can find a car. It will also reduce the chances of a car being booked out when you need one.</i>
Response 15	<i>I walked past car-share spaces everyday, and to be honest, the cars are always there on the street 8 times out of 10. I don't support an increase of spaces if the service is simply not getting used. The stats they provide might be fantastic, but the reality of walking past those cars sitting idle 80% of the time tells me otherwise.</i>
Response 16	<i>Increase both car share and private parking spaces proportionately. As unlike car shares where I can always find an available car share to use within walking distance, this is not the case with available parking spot (inc paid spots) during hours 5pm-8am m-f or on the weekends.  To use a car share it costs \$90 a day, to use a car space all day costs \$40!!! I do not use a car but stay home.  If you reduce private car spaces further then not only will I spend 20mins+ looking for a park (ie spiraling out from home on streets further away until I can find one) but then up to 30mins a day walking to/from car space, but I'm penalised \$40/day if I decide to cut emissions and work from home. Or if I ride my bike or use other forms of public transport.</i>
Response 17	<i>Car sharing will never take off if there aren't dedicated spaces readily available. My partner and I considered selling the car recently when we inspected a rental property that had no parking spot. People will adapt their behaviour if something is more effort, as long as car sharing and ride sharing services can keep up with growing demand.</i>
Response 18	<i>Share car spaces should be compulsory in all large developments.  More cars, closer to home improves convenience and reduces street parking.</i>
Response 19	<i>You could put more - we should be building apartments and housing without parking and more shared vehicles makes this a more viable option - fewer private car parks would bring down the cost of housing in the area</i>

Response 20	<i>I don't care how many you aim for, I care that you're trying to force people to change in a crude and ineffective way without addressing existing issues of parking (and road maintenance, for that matter)</i>
Response 21	<i>I don't know how you arrived at either of your figures, but my gut tells me they're both likely to be on the low side!</i>
Response 22	<i>There are a few areas where car sharing is not easily available. There should be an options within 5min walk anywhere in Yarra.</i>
Response 23	<i>Why limit the increase to 131? It should be more like 500. Yarra is being very timid with providing facilities for environmentally friendly modes of transport. Bicycle parking facilities remain woefully inadequate. Pedestrians are squashed onto narrow footpaths. In the meantime privately owned cars take up huge amounts of public road space, sitting there uselessly. Manage and lead, don't just sit back meekly in fear of selfish car owners.</i>
Response 24	<i>I would advocate for as many as Paso bile.</i>
Response 25	<p><i>Way more than 131 added over 5 years.</i></p> <p><i>The Car Share Policy is correct about the significant benefits to individuals (e.g. health, safety), households (e.g. affordability, enhanced access), the community (e.g. efficient use of scarce resources, inclusion), and the environment (less pollution, reduced lifecycle costs from fewer cars needed). So it's bemusing that the targets (even the higher one) are so low!</i></p> <p><i>This is a trivial shift in private car use over a 5 year period. The ambition should be much greater. And if the ambition was much greater then relevant local government policies would seriously address the issues stacked up in favour of private car use.</i></p> <p><i>- The majority of public space at stake is given over to private vehicles for free or well below market value. This policy just puts barriers in the way of shifting this allocation such as requiring CSPs provide off-street spaces in proportion to on-street.</i></p> <p><i>- There are negligible incentives to make the transition to not using private vehicles for the trips that make the most sense. For example, with respect to car share, having a considerable number of the best parking spaces at destinations (e.g. near grocery stores) dedicated to car share users.</i></p>
Response 26	<i>I think the distribution and number could reflect supply of new apartments in the areas growing the most. Just like bike racks, car share spaces need to be a compulsory part of apartment buildings with car parking space.</i>
Response 27	<i>The more the better. As people realise they don't need their own car we will be moving in the right direction.</i>
Response 28	<i>Personally I would like to see a Council policy where there is a carshare space/car within a 5 minute walk from every home within the City of Yarra.</i>
Response 29	<i>How many are there now? If the increase to 131 is a doubling, that feels about right *for now*. I feel this should be gradually increased over the next 5 years.</i>

Response 30	<i>I don't believe that the car share businesses should be allowed to take up valuable parking spaces in business areas</i>
Response 31	<i>Even more car share spots! Anything to assist in reducing car ownership</i>
Response 32	<i>Reducing car ownership should be a goal - so further increase would be good to aim for. Of course, monitor and adjust.</i>
Response 33	<i>The reduction in privately owned cars in Yarra - is this possible given the massive increase in population due to the ongoing development of apartment blocks. I question why an increase in car share spaces should be at the expense of Yarra residents. Perhaps there should be reduction in parking spaces for visitors to Yarra - encourage people to catch public transport or for businesses to provide genuine parking spaces (and not pretend spaces). Increasing the number of car shares will naturally encourage people to give up their cars - which is better than forcing people to give up their cars. The presence of a car share pod not far from my home gave me the courage to give up my car. I would like to see increased surveillance of parking infringement, especially people parking in permit zones without a permit. My street is patrolled once every 2 days - no wonder visitors park in permit zones with impunity. The fine for doing so should also increase.</i>
Response 34	<i>The number of spaces should be determined to enable car share scheme operators to provide as many car share vehicles as the market use demands. This needs to include other vehicle types such as vans, people movers and light trucks.</i>
Response 35	<i>Option 1 or 2 work, depending on how it is managed and how accountable the companies are. See my points above for two thoughts. The second one concerns me. I would like for Yarra Council to advise the community of one or two preferred companies, because it is known they support the community.</i>
Response 36	<i>Whilst there are plenty of car share vehicles in our area (cnr Northcote &amp; Church St's, probably due to the number of commercial premises) there are other areas of Yarra that would benefit from a greater number of vehicles to encourage a greater number of users.</i>
Response 37	<i>The parking arrangements for the privately owned car sharing companies is something they need to build into their business plans. The Council should not be providing parking spaces for them.</i>
Response 38	<i>Encourage people to use it as private car spaces become harder to find.</i>
Response 39	<i>75 or less. Why are we helping car share business? We have twice as many car share vehicles than we need. Most vehicles just sit unused.</i>
Response 40	<i>emerging precincts such as Cremorne should be key target areas for the provision of carshare, with the convenient proximity of public transit. Places of work are increasing and the reduction in private vehicle use should be encouraged. This number could be bigger for a 5-year target - transit modes can rapidly change, and better to include an ambitious upper limit on top of the combined total to be provided.</i>

Response 41	<p><i>I support a larger number of bays as commercial, social and environmental imperatives are in play. With environmental and population pressures, maintaining the status quo is not a sustainable option. We need more cars off the road and it is imperative that the rate of car ownership is lower than 45/100.</i></p> <p><i>the social role of ca sharing and peer modelling has been shown to impact on other residents. Anecdotally I can verify this, as my car-share use has encouraged others to have kids ride to school instead of driving, walk to social events and shopping, etc. I have witnessed a strong increase in young families in Yarra and as these families grow, there is often pressure for a second car. Car sharing will mitigate that demand.</i></p>
Response 42	<p><i>I think you should be flexible and if demand increases then further spaces should be made available. The more availability will drive up patronage so you should be prepared.</i></p>
Response 43	<p><i>We need to increase the number of car spaces and add just a few more car spaces.</i></p>
Response 44	<p><i>Don't know how to comment to this</i></p>
Response 45	<p><i>As the demand increases, and it will, more cars will be needed to meet the demand.</i></p>
Response 46	<p><i>There is not enough car spaces for Residents, so to allot any car spaces to car share (let alone prime ones) is unfair. Make new over developments provide the space for them. There are already too many on street car share spaces.</i></p>
Response 47	<p><i>The more, the easier it will be for Yarra residents to get rid of their cars and start sharing</i></p>
Response 48	<p><i>Allocating parking bays to ""car share"" vehicles reduces the flexibility of parking bays and will reduce their level of occupancy.</i></p> <p><i>The most efficient way of supporting car share would be to charge for ALL parking at a rate that creates say a 15% vacancy rate, then give some classes of vehicles (eg car share, residents) a discount price (or maybe free).</i></p>
Response 49	<p><i>I think car sharing is a good idea. However, I have driven around for an HOUR to find a parking spot for my privately owned car when I'm arriving at work and am concerned that removing any of the too few existing spots from general parking will not be good. I support more car sharing spaces as long as NEW spots are created, not taken from the general number already there.</i></p>
Response 50	<p><i>From what I understand the population of Melbourne is expanding at a rate that pushes our beautiful cities infrastructure to its limits. I applaud all efforts to address the multiple associated issues.</i></p>
Response 51	<p><i>If the goal is the increase the number of car spaces and this is based on demand, this is fine. Are there any evidence that increasing the number of car share spaces reduce the number of privately owned cars? Based on my experience as a user of car share services in the past, and my current situation (car needed everyday to go to work) and my neighbours' own situation, I believe these are two different groups. And increasing dramatically (option 2) the numbers of car share spaces will clearly decrease the number of spaces available for privately owned cars. Maybe this could be addressed by creating more permit zones for residents, and limit the number of permits per residence?</i></p>

Response 52	<p><i>There is a continuing shift away from private car ownership. I think this will continue and that the residents who do not own a car will increase as a proportion.</i></p> <p><i>"The right number depends on utilisation. The City of Yarra should plan for enough spaces to promote utilisation of car sharing.</i></p> <p><i>While my choice to get rid of my car leads me to want more car share spots, if owned cars, services like taxis and Uber and public transport were the predominant modes of transport the City of Yarra shouldn't needlessly increase share car spaces."</i></p>
Response 53	<p><i>regarding how many more, i guess if the companies are asking for X more, there's demand for X more and it's working...</i></p>
Response 54	<p><i>Car share should be encouraged in activity centres and main roads. Surely council would support car share - which has wide reaching benefits - rather than maintaining normal car parks which only really benefit a few (eg those who are parked at the spot.)</i></p>
Response 55	<p><i>Council should support private car sharing (eg Car next door) rather than those that run their own fleet as this adds additional cars to the road.</i></p>
Response 56	<p><i>Growth should respond to demand! More demand more spaces! It makes sense. More pods should be available as more people take up car sharing.</i></p>
Response 57	<p><i>Increase should be based on demand – As more people use carshares, more people will decide they don't need to privately own a car. Any increase in carshare spaces would be offset by less people owning cars that would need to be parked on-street.</i></p>
Response 58	<p><i>I think car share spaces should increase as demand grows. Despite there being pockets of opposition to increasing the number of car share spaces, it needs to be explained that they are good for everyone, and will reduce the overall number of cars parked in the neighbourhood generally.</i></p> <p><i>There is also no absolute right, as I understand it, for residents to have dedicated car parks on public roads. This space is everyone's, although I will admit this is a hard argument to persuade some to accept.</i></p>
Response 59	<p><i>Unlimited</i></p>
Response 60	<p><i>The aim should be to support demand on a service, as the car share demand grows, cars should increase in availability, both solutions above impact road users negatively.</i></p>
Response 61	<p><i>Small increase is hopeless idea, over the next 5 years more people will use public transport and won't own a car due to large apartment blocks being approved by council.</i></p>
Response 62	<p><i>Demand should determine the number of spaces.</i></p>
Response 63	<p><i>Such a restrictive choice is poor policy. Best practice would be an adaptive policy framework that adaptively links available car shares to demand. The number of car shares should grow with demand, and demand (together with the benefits of increased demand for car sharing) will increase faster if council actively encourages and promotes car sharing as a viable option to car ownership.</i></p>
Response 64	<p><i>I think that 131 spaces should be minimum amount, shared cars are better than private cars.</i></p>

Response 65	<i>I think the number should be aligned with demand. My CSP is proposing a dynamic system of assessing the need and then trial allocations of Fixed Bays. This seems like a more 'scientific' approach rather than a cap, which may seem appropriate in 2018 but is inflexible to react to growth. The number of high density units with reduced residential carpark spaces under construction in my neighbourhood is astounding. Ensuring a responsive CSP system is crucial.</i>
Response 66	<i>I think that the councils should work together with the car share company's to adjust the levels annually to meet demand, my car share has two across the street from me and they are often in use. If there were more available to meet the demand then prices would be lower and convenience would be better</i>
Response 67	<i>I think that car share spaces should be increased in line with demand. It is uncertain how many people will switch to car share in the future so spaces should be allocated as needed, up or down.</i>
Response 68	<i>I am not sure why there needs to be a hard limit. Supply and demand no? The car share companies are not going to put out more cars than people can use because that's a waste of money. This is not really any of your business as far as I am concerned.</i>
Response 69	<i>supply of car share spots should be demand based and the provision of private permits limited to one per household.</i>
Response 70	<i>Carsharing carspace growth should respond to demand.</i>
Response 71	<i>I am unsure about the number of spaces that would be needed. If there was too many people and not enough cars - i would have to consider buying a car. I often need quick access to a car for use with work. If I wasn't confident I could get access easily when I needed it I would buy a car.</i>
Response 72	<i>We should not be aiming to maintain the status-quo of car ownership, when the city can accommodate the downward trend.</i>
Response 73	<i>More. The inner city is clogged with private cars. Yarra needs to show leadership and support lifestyles that are free of privately owned cars. Car shares are one part of supporting this.</i>
Response 74	<i>It can be hard to find a car sometimes.</i>
Response 75	<i>Increased numbers of car share spaces are a great alternative and will declutter the roads (people who do not own a car and only car share will ride/walk/catch public transport more often). The more that are available and at cheaper rates will only encourage people to get in on the action! It is not an instant result but I hope that Australian city councils and governments can finally see that looking at long term options rather than quick paydays will actually be more beneficial in the long run.</i>
Response 76	<i>Car share spaces should increase with demand, not be dictated by numbers that have very little to do with how people's behaviour and needs have to be met.</i>
Response 77	<i>I think this should grow with demand which is hard to estimate 5 years in advance</i>

Response 78	<i>I don't think the number needs to be increased at all. There are so many already!</i>
Response 79	<i>More pods should be made available as it is my understanding that the demand of car sharing is growing.</i>
Response 80	<i>Not sure why there is an 'aim'. Car share adoption should occur naturally on it's merits. There may be competing services in the next 5 years such as self-driving cars. I can't believe that car sharing adoption predictable over the next 5 years. Surely required spacing can be considered on a regular basis in response to demand, rather than dreaming up a number.</i>
Response 81	<i>Increase the number of spaces based on user demand. Utilise the stats from the car share providers about how many spaces would service demand.</i>
Response 82	<i>Grow by demand, don't cap it.</i>
Response 83	<i>Let the market work out how many we need. To make them scarce and to limit the choice will only increase costs. We currently have 2 cars, as soon as we can we intend to sell one and use a car share when we need an extra car but if the choice is limited, we will be forced to keep 2</i>
Response 84	<i>I think that the increase of spaces should not be set in stone. Far better to increase the spaces as required by demand.</i>
Response 85	<i>I think the number of car share spaces should increase with the increasing level of demand and not be capped. The ultimate aim should be reducing the need for privately owned cars in general.</i>
Response 86	<i>I think car share spaces should be made available based on demand for the product. Surely the more people using car share (and the more they are encouraged to do so via easy access to cars) , eases the burden on having a privately owned vehicle and the congestion issues associated with that. Especially as more and more high rise/apartment options pop up in the area, it seems like this is an obvious choice.</i>
Response 87	<p><b>7.0 Council Targets for Carshare Spaces</b></p> <p><i>I question the approach of setting global fixed targets for the number of carshare spaces to be provided in Yarra over the coming years; while control is appropriate, this blunt tool approach would create the following undesirable side effects:</i></p> <ul style="list-style-type: none"> <li>- <i>It caps the number of offstreet carshare spaces available, effectively preventing carshare from growing in the way that has the least impact on the wider community. If offstreet parks were to be uncapped, they would be the obvious way for carshare providers to increase their network where demand is high. Given the higher cost of offstreet parks, market forces would prevent providers from over supplying.</i></li> <li>- <i>Fixed total numbers give no flexibility to account for unexpected changes in population, or a spike in carshare membership numbers. A percentage of total population or number of carshare members would be more appropriate, giving the flexibility necessary to ensure the carshare network provides the level of access necessary for the membership size. I consider this a critical issue, as in my experience</i></li> </ul>

	<p>good availability of cars is essential for carshare to be a viable alternative to car ownership.</p> <p>I also question the approach of distributing the global targets by suburb, as it will create an inefficient network which doesn't fulfil its members needs for the following reasons:</p> <ul style="list-style-type: none"> <li>- It prevents flexibility in the carshare network. While minimum targets would be a good way to ensure equitable access to carshare, nominating the full target amount by suburb prevents providers from allocating cars where they are needed, effectively creating inequitable access for members who live in an area where carshare is popular. It is no use living near a carshare car if its always booked by others. A 'float' should be allowed for in the distribution of carshare spaces to ensure the network is organised efficiently and additional capacity can be provided where it is needed.</li> <li>- My experience in using carshare is that good access to public transport is key to the usefulness of a carshare space. It makes carsharing a viable alternative to ownership for local residents (increasing membership numbers &amp; intensity of members use of the car). It also allows members from further afield to access the carshare pod easily. Because of this, the level of demand for carshare in a suburb like Alphington will be far less than somewhere like Richmond, a difference in demand which is not reflected in population figures alone. While its not clear to me how the distribution of the carshare spaces was decided for the draft policy, it seems like a lot of the new spaces will be going to areas where these transport links are limited, population densities are lower, and as a consequence the spaces are likely to be underutilised.</li> </ul> <p>7.3 Provide 1 off street space for every 2 spaces on street</p> <ul style="list-style-type: none"> <li>- I don't object in principle to the idea of a required proportion of offstreet spaces for every onstreet space, however the specified ratio seems quite high. Given offstreet pods are more costly to carshare providers and at the same time being less convenient for members, this seems an onerous requirement that will undermine the financial sustainability and the usability of the carshare network.</li> <li>- The onstreet/offstreet ratio further exacerbates the issue of fixed targets &amp; fixed suburb distribution limiting the flexibility of the network to respond to member demand, as now the type of spaces will also be fixed.</li> </ul>
Response 88	<p>I don't really have enough information to answer this question properly. If you provided a map with where they currently are, i'd be able to provide you better feedback</p>
Response 89	<p>The number of spaces made available should be based on demand. If the demand grows faster than the proposed number of extra spaces that means these services will become more expensive and less attractive to people. I imagine car sharing providers would provide this data to assist with the planning as it would benefit them also.</p>
Response 90	<p>I just think the more you have the more convenient it becomes. Certain areas of Yarra would benefit from more, esp congested areas near the main shopping/entertaining streets.</p>
Response 91	<p>The Council should require all new apartment developers to provide for car sharing spaces in their development land footprint. Most of the growth in car share demand will come from new residents who are moving into the apartment towers which are currently</p>

	<i>being built with less car spaces that the planning scheme requires. New residents are unable to get street-side parking permits, so car-share is their only other vehicle option. This growth in demand should be satisfied by the developer.</i>
Response 92	<i>Competition is important, I think pricing will become an issue in the longer term.</i>  <i>Also, I think the amount of spaces allocated should be subject to usage.</i>  <i>There needs to be transparency between the council and private providers on usage, and perhaps even on income. This is to ensure reasonable rates of return and forestall gouging. Ultimately the car share companies get access</i>
Response 93	<i>I think there should be an increase to somewhere between 1,000 and 8,000 spaces over 5 years, because we need many more vehicles to be able to offer a high quality service to ~ 100,000 residents, and therefore enable behaviour change.</i>
Response 94	<i>I think we are going to need more car share places that either option allows for. As awareness increases about the benefits of carsharing, and petrol costs continue to rise sharply more people will sell their increasingly expensive cars .</i> <i>I am not able to give you a answer but your figures show that in some areas there will be 0 increases which is strange. How did you come to this conclusion/recommendation?</i> <i>Other ares have less than 5 extra spaces over the next 5 years.</i>
Response 95	<i>Increase car spaces as the demand grows.</i>
Response 96	<i>I think that you should introduce more pods as the demand increases, and not lock in a fixed number.</i>
Response 97	<i>More pods should be made available as demand for them grows</i>
Response 98	<i>Car sharing companies can build relationships with private land owners if they need more spaces until self-driving cars make the current car sharing business model redundant.</i>
Response 99	<i>I dont believe the 79 is sufficient for the anticipated growth in the period. The schemes should be applauded for their innovation, and strongly supported by the councils to encourage maximal useage.</i>
Response 100	<i>It should grow as demand grows</i>
Response 101	<i>People need to park now. So increase the numbers available ASAP</i>
Response 102	<i>Car sharing is a relatively new option to Australians. As area like the City of Yarra is expected to greatly benefit from an increase in demand for car sharing services, through the reduction of vehicle parking requirements in residential areas.</i> <i>The growth of car sharing over the coming years is unknown. The demand remains high, and I would not be surprised if it were to accelerate.</i> <i>Surely the policy should remain that should demand increase, the number of car share spaces made available to providers should increase.</i>

	<i>There should not be a cap on the number of spaces. Service providers will reduce the number of spaces should the demand drop off as a matter of economics.</i>
Response 103	<i>Sometimes the cars that I want to use are unavailable or inconveniently placed</i>
Response 104	<i>More pods required</i>
Response 105	<i>I think the spots should increase above current demand level, like public transport should also. This should convince casual drivers over time they don't need a personal car, and can exist using a combination of walking, public transport, Uber, taxis and share cars</i>
Response 106	<i>Clearly the number of car spaces should relate to growth in supply and demand over time. Yarra should have a policy of progressive growth where spaces are activated as needed. This is not difficult. If there is currently demand from car share companies in excess of the available spaces (I don't have information on this but suggest Yarra should respond appropriately) then consideration should be given to making spaces available as soon as possible.</i>
Response 107	<i>More pods should be available as demand grows</i>
Response 108	<i>5 years is playing it safe. I would say the quicker the better.</i>
Response 109	<i>growth should respond to demand rather than being set at a specific number.</i>
Response 110	<i>The number of car share spaces should be based on current and anticipated demand rather than an arbitrary target.</i>
Response 111	<i>I don't think it is just about overall number it is about where the cars are located.</i>
Response 112	<i>I think that specifying any number reduces your options for 5 years. External influences like the rising cost of petrol may increase the demand over and above the population growth that has been used for the above options.</i>
Response 113	<i>More pods should be made available as demand grows</i>
Response 114	<i>Increased carparks to meet CS demand!</i>
Response 115	<i>Anticipating the Smart City revolution, increasing CS carparks all over the city, such that we can start to make one-way trips (i.e. pick up from one location, drop in a separate location).</i>
Response 116	<i>In my experience, the most important change over the coming years will be to increase the number of CS carparks over the coming decades. This is because the greatest current inconvenience to car sharers is having to complete round trips during a single booking. In the future, this will ideally not be the case, and the only way I can see this happening is if council increases the number of pods available for car shares (i.e. more pods than cars + smart cities = empty carparks all over the city, available for parking at the end of a ONE-WAY trip). This is the final piece of the puzzle, in making car-sharing as convenient as private ownership. I am very concerned to hear that the number of new car share locations is set to be restricted. more pods should be made available as demand grows</i>
Response 117	<i>Listen to GoGet; their proposals make common sense.</i>

Response 118	<i>I think the number of car share spaces should grow with the population density and demand for car sharing.</i>
Response 119	<i>I think 5 years is a long time to be so certain how many spaces and how well utilised the service is. We should be increasing the number annually starting with 25 and then incrementally increase each year according to demand.</i>
Response 120	<i>more pods should be made available as demand grows</i>
Response 121	<i>he ceiling should be unlimited. As I said above. Why do Council (or my neighbours) care who owns the car I use? I bet that most of the cars in Yarra are not privately owned but are being leased or paid for.</i>
Response 122	<i>I don't know what the right number would be, but neither of the proposed increases is sufficient to dramatically reduce private car numbers.</i>
Response 123	<i>More spaces should be made available as demand grows</i>
Response 124	<i>Even more! If people knew how much better it was than owning a car they would all convert. It might take a bit of getting used to be it's definitely worth it</i>
Response 125	<i>The one in my side street hardly moves all week - so under utilised.</i>
Response 126	<i>Car sharing pods should be increased according to demand in the local area. As more people use the service and demand in a certain area increases we need to be able to access more cars there. My concern is that this could exceed the projected growth of car share spaces.</i>
Response 127	<i>I think we should be aiming for as many as possible - to make car share more convenient than owning your own car, for as many people as possible.</i>
Response 128	<i>as many as possible</i>
Response 129	<i>In some ways I don't think what Yarra is proposing is optimal. By government trying to guess how many spots are appropriate it would be better to use the market to 1) establish the number of spaces that are required and also to price those spots accordingly. Certainly the cost of car share should fall to the car share providers now that they are an established service. I believe an important aspect is for the car share spots to be visible and so am unsure of the viability of car share located in private buildings. I would like to see Council be more flexible with the number of spaces to increase or decrease as usage indicates and us specific performance measures and pricing to manage car share for the benefit of the community without undue subsidy or cost to the ratepayer.</i>
Response 130	<i>I think there should be a few more</i>  <i>In some ways I don't think what Yarra is proposing is optimal. By government trying to guess how many spots are appropriate it would be better to use the market to 1) establish the number of spaces that are required and also to price those spots accordingly. Certainly the cost of car share should fall to the car share providers now</i>

	<i>that they are an established service. I believe an important aspect is for the car share spots to be visible and so am unsure of the viability of car share located in private buildings. I would like to see Council be more flexible with the number of spaces to increase or decrease as usage indicates and us specific performance measures and pricing to manage car share for the benefit of the community without undue subsidy or cost to the ratepayer.</i>
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**Q6 Do you have any other comments about the Car Share Policy?**

Response 1	<i>Yarra used to be lovely when car parking and extortionate parking meter weren't sucking us dry. Car sharing is a great way for globalists to control the plebs and leave them vulnerable in an emergency, and could be a great initiative for depopulation of the planet</i>
Response 2	<i>We have been witness to some terrible small planning decisions over the last few years in the City of Yarra: there has been a progressive erosion of the number of parking spaces in our neighbourhood as many small redevelopments have resulted in the loss of on-street car-parking spaces at the expense of driveways for private parking that is unused for most of the time. If such annexing of public parking space for private benefit is to continue to be approved, the beneficiary should be charged to create new car share spaces.</i>
Response 3	<i>Commercial car share operators are for-profit businesses. I currently pay \$150 as a long term resident for parking permits(not a GUARANTEED SPACE) on top of \$2700 in rates. Any spaces allocated for car share businesses should pay a commercial rate for that space linked to parking fees imposed on us locals when we visit and park in YARRA shopping strips. Learn from the OBIKE debacle. Never let this happen again.</i>
Response 4	<i>Council should work collaboratively with car share companies, community groups and others to promote car sharing for people living in the municipality.</i>
Response 5	<i>Location of car share spaces should follow current and predicted population density.</i>
Response 6	<i>No</i>
Response 7	<i>It's important and the future of car usage going forward.</i>
Response 8	<i>Exploring the possibility of residents getting some benefit if they put there car up on a car sharing platform such as car next door.</i>
Response 9	<i>I'm guessing (hoping) that increasing the number of spots will also increase competition among providers, bringing the cost down. A friend (in another Council area) has recently joined a peer-to-peer car sharing service. I wonder whether there should also be preferential parking (access to sharing spots, or reduction/waiver of permit fees) to encourage this sort of thing.</i>

Response 10	<i>Perhaps also consider policies about other vehicle sharing - electric scooter sharing is surely on the way here soon!</i>
Response 11	<i>Car share companies need to support pet (e.g. dog) transport more readily. Doing so would increase utilisation - e.g. We only have a private car because we need to transport our pet. We can't do this with the current fleet of car share options.</i>
Response 12	<i>Should be user pay - so private car share companies should pay for the exclusive spots they are being provided</i>
Response 13	<i>Car sharing is just a small step in the future of transportation for Yarra. Many additional steps should be taken thinking farther into the future, specially regarding public transportation and bicycles.</i>
Response 14	<i>Great for environment but also thinking that business is not paying up to have the privilege of free space.</i>
Response 15	<i>It is of the future, we might as well get on with it!</i>
Response 16	<i>I have a 12 year old car and it has clocked up 34K km in that time. Given I live in Abbotsford, I have access to Tram, Tram, Bus, Cycle Paths and walking facilities so I only need a car in a medical emergency or when I just feel like going for a drive. Car sharing would save me money. In order for this to work for me, a car share policy needs to have sufficient free cars on the road to be available when I need them. Otherwise, its probably better to keep my car.</i>
Response 17	<i>We have 1 car but use it perhaps once a week. If it was convenient, I would consider using a car share arrangement for my needs</i>
Response 18	<i>Sharing of cars by local owners is more practical</i>
Response 19	<i>It should be strongly encouraged.</i>
Response 20	<i>We will consider not purchasing another car when our current one gets too old. Access to a nearby Car Share plan would facilitate this.</i>
Response 21	<i>Won't let me enter suburb??? But it's 3068</i>
Response 22	<i>When I didn't have a car for 5 months this year I looked at car sharing options. It was literally 4 x more expensive than hiring a car from a commercial hire car company.</i>
Response 23	<i>encourage them for new developments rather than private parking (which is often reduced amount to rules) plus bike parking. many existing dwellings have no option for off street parking so their amenity needs to be maintained. Also encourage people from out of area to use alternatives to driving their own private car here</i>
Response 24	<i>It should be extended to include spaces for peer-to-peer car share providers too.</i>
Response25	<i>I would prioritize public transport and cycling over car use. I support car sharing but not big business or the council making money from it.</i>

Response 26	<p><i>I am bewildered how you've reached the following conclusion :</i></p> <p><i>Given Yarra's on going population growth it is important that the car share network is expanded to maintain or reduce the population-to-privately owned vehicles ratio. In order to do this the car share policy has a target to provide an additional 79 car share spaces by 2023".</i></p> <p><i>As Yarra's population growth is coming from the construction of high-rise apartments which routinely provide parking to well less than half the apartments, how can the population to car ownership ratio be expected to increase ?</i></p>
Response 27	<p><i>I think that car share in general needs to be advertised more. Many of my family and friends still don't know that it exists. There's little point in increasing the number of car share vehicles if people don't know what it is and how it can benefit them.</i></p>
Response 28	<p><i>See above response. Also will the permits price come down? I don't mind who parks in my street when I'm not home but when I can't get a park after work that gets my goat.</i></p>
Response 29	<p><i>What you should be looking at is mandating apartment owners to park in their onsite parking, rather than letting them park on the street.</i></p>
Response 30	<p><i>I got rid of my car 6 years ago to be more sustainable but my circumstances have changed and now need a car at least for the foreseeable future.</i></p> <p><i>The costs of owning a car in this neighbourhood can lock you into a financial pitfall which forces you to use your car, ie the cost of not using my car (ie parking in a paid spot all week is \$240!!!).</i></p> <p><i>If you want to increase more car share spots I think that BOTH the cost of a car to hire should be lower ie from \$90/day to \$70/day and the cost to park a car should be lower or from \$40/day to \$24/day.</i></p> <p><i>Perhaps the hourly rate is still \$4hr but it caps out at 6 hours (so the remaining 4hrs is free).</i></p> <p><i>Also car share should have a weekly cost that gives two days free if you hire a car for 3 days already. This would make the weekly cost <math>70 \times 3 = \\$210</math>.</i></p> <p><i>Comparatively paid parking for a private car NOT being used all week would also be affordable at \$132/wk.</i></p>
Response 31	<p><i>Car sharing should be encouraged and promoted as a viable alternative to car ownership.</i></p>
Response 32	<p><i>"Go Yarra - great leadership</i> <i>Be bolder "</i></p>
Response 33	<p><i>A great initiative , glad council is supporting the process along with additional and safe bike lanes .</i></p>
Response 34	<p><i>It's a nice idea that ignores the practical reality, and seeks to force behaviour change rather than encouraging and supporting people to change on their own. the result is more crowded streets, and nobody wants that.</i></p>

Response 35	<i>Just please support car share. Yarra needs it. As a rate payer and a voter, I will be watching closely. ;-)</i>
Response 36	<p><i>My understanding is that the current car share companies are private, for-profit businesses. I would like to see more support for citizen run car sharing networks such as "car next door"</i></p> <p><i>On a related but slightly different topic: the oBike fiasco was largely caused by the (reasonable) impression that a private company had taken over and cluttered public space, mostly footpaths. Gold Coast CC has specifically designed, designated dockless parking spaces (much like a designated car share space) and this seems to work reasonably well.</i></p>
Response 37	<i>I am very happy that the City of Yarra supports car share schemes by providing identified parking spaces in a range of locations.</i>
Response 37	<i>Local government is clearly captive to the unenlightened voting of existing car-addicted households. Hence, relevant policies like this Car Share Policy still mostly defend the status quo. For instance, by requiring implementation to be "cost neutral" while continually ignoring the elephant in the room which are the massive subsidies provided to private car owners storing their vehicles in public space and not being fully charged for their pollution, noise, health and safety impacts, etc. Local government could be raising much more revenue by charging for public space and other fees that affect car use and gradually ramping this up as part of the shift toward sustainable transport.</i>
Response 38	<i>Reads well from a lay person's perspective. Not sure of cost implications of the extra car share parking spots - worries that these costs will just be passed into me.</i>
Response 39	<i>I think we need to be wary that the carsharing companies need to be profitable also. Operating a car is a very expensive business, they are often damaged in the course of providing a great service. When selecting who gets the available spaces, I think there should be extra weight favouring existing companies</i>
Response 40	<i>Excellent - please keep going with the initiative</i>
Response 41	<i>I think regular detailed data points need to be collected around the usage. I think people should be encouraged to give it a try (with incentives), and should be accompanied with the overall reduction in the second car permit availability.</i>
Response 42	<p><i>I have been interested in the car sharing options, but the charges are just too high. I am not comfortable with gifting ""for profit"" organisations such valuable real estate.</i></p> <p><i>Perhaps the Yarra City council could operated its own break-even car share service. Then I would feel less like over paid CEOs and shareholders are taking advantage of our public spaces and good will.</i></p>
Response 43	<i>Could Council consider incentive schemes to encourage uptake of car-sharing? How about discounts to rates for property owners or rebates to renters? Could you qualify for other types of support from council if you take up car-sharing? Recycling/hard waste vouchers? Invitations to special events? Perhaps the car-sharing companies would be</i>

	<i>prepared to partner with Council to provide the incentives as it would align with their interests. If Council is able to reduce the costs of maintaining Yarra roads and associated utilities through car-sharing should some of those savings be returned to residents helping address such issues? Could car-sharers have a say about how savings are applied perhaps? Residents will likely require incentives to change their habits in the first instance so perhaps this process could consider a budget allocation for incentives as well as marketing of the scheme? Should car-sharing companies be encouraged to consider free trial periods or some such to get people used to the idea or partnering with Council in some other way as this clearly benefits their business.</i>
Response 44	<i>Electric cars should be prioritised.</i>
Response 45	<i>Its been an invaluable part of our life for over 10 years and we see no reason to stop using the service over the next 10 years as long as cars continue to be close to home.</i>
Response 46	<i>Car share is a great thing. It's going to be a lot nicer in cities when there are fewer cars around. Melbourne has fantastic inner city public transport - why on Earth would you want to drive into the city? Encouraging developers to build new apartments without car parks, while offering discounts on car share memberships if you live in those buildings would be amazing. That could help reduce the amount of cars in cramped suburbs, encourage walking/public transport use and maybe even reduce the costs of the apartments if you don't have to dig a massive hole for all the cars :)</i>
Response 47	<i>We have a property that does not have a car space. Car share solves the worry of having the car on the street. The absence of having to worry about a car is a very definite positive.</i>
Response 48	<i>There are large areas with lots of new apartments but few or limited carshare spaces. I live on Grosvenor St Abbotsford. There are many new(ish) apartments in the area but most nearby spaces are allocated to only one operator (go-get) with flexicar only having cars dedicated to residents in a particular building or vans to service ikea. I need to walk to Bridge Rd or North Richmond station to find a car, often the closest ones are booked</i>
Response 49	<i>New apartment buildings should be required to host one or more share cars, number depending on number of dwellings</i>
Response 50	<i>I'm glad Yarra has such a progressive policy!</i>
Response 51	<i>Car Sharing is SO good. You should encourage or incentive new building developments to have less private owned car spaces and more car share spaces.</i>
Response 52	<i>Great option for me - I've been using the service for 10+ years</i>
Response 53	<i>One of the reasons I live where I do is so that I do not have to own a car. The provision of car share schemes and required supporting infrastructure also supports my choice not to own a car with all its inherent problems such as traffic, accidents and pollution.</i>
Response 54	<i>I would like to see all new apartment developments being required to provide car share pods (x pods per y apartments) within the complex, ie off the street but accessible to all. I would also like to see all new apartment developments having bicycle sharing. This would require some clever design - keeping the shot tower within the Melbourne Central complex was the result of a requirement meets clever design. Setting parameters is a</i>

	<i>stimulus for creative solutions. Overall I'd like to see more bicycle and car sharing, and bicycle parking. And I don't mean those yellow bikes, but proper bicycle pods.</i>
Response 55	<i>I think the greater density of car share options will help people embrace car share schemes as a viable option for them, as they will see plenty around them and in spots convenient to them. So while that might make it harder for private ownership to find parking and get the permit to do so I think this is a direction we need to be pushing towards.</i>
Response 56	<i>Not sure about 'potentially reduce the number of privately owned cars in Yarra.' I think \$\$ may be better spent on awareness campaigns and better public transport (rather than squeezing out existing spaces). I love car sharing, but it's so much to do with your stage of life, where you live and how you live. For eg, older people, disabled people or people with v young kids will want their own car and space - which I totally support. Car sharing suits me as I'm fit, can ride my bike, live inner city close to loads of public transport, and can afford the occasional Uber or taxi to get home. Not everyone is in the same position as me! I do my best to tell people about how great car sharing is - which does ring a bell with some people, as they see that they could possibly do it too. However I find it simply doesn't suit everyone and that's all right too.</i>
Response 57	<i>It doesn't reduce car use.</i>
Response 58	<p><i>Other points to note</i></p> <ol style="list-style-type: none"> <li><i>1. Off-street parking bays in Yarra are generally in private property and not accessible to members who can't access those properties. The impact of demanding providers to supply a certain number of off-street parking bays needs more careful consideration. For example, the two closest bays to me are off Flockhart Street Abbotsford, but I can't access them because they are on private property.</i></li> <li><i>2. I have witnessed a strong change in young families in Yarra and as these families grow, there is often pressure for a second car. Car sharing will mitigate that demand.</i></li> <li><i>3. Caution should be applied in recuperating costs from commercial operators. Although tempting for Council's coffers, increased costs to providers are passed on to users. Increased cost risks lowering demand, which works against the aims of the policy and Council's Transport Strategy.</i></li> <li><i>4. Alignment to other Council policies needs to be stronger in this policy, particularly to areas of health, environment and social policies. The link between car sharing and walking needs to be explored further.</i></li> <li><i>5. The policy identifies a lack of evidence base while noting a distrust of information supplied by commercial operators. As any good policy should be evidence-based, it is imperative that the policy include commitments to researching car use, attitudes and benefits from social, health and environmental perspectives as well as the transport perspective. Council should commit to commissioning such research in partnership with MAV, Victorian Government and other inner Councils.</i></li> </ol>
Response 59	<i>New apartment blocks should be required to provide share spaces as should any commercial development.</i>
Response 60	<i>Carsharing allows us to have access to a variety of vehicle types, go to places not well serviced by public transport, reduces the need for a second car and takes the pressure off parking in the area</i>

Response 61	<i>Create policy for P player drivers?</i>
Response 62	<i>Is a worthwhile service to residents and in my case allows me to only have one car instead of two cars</i>
Response 63	<i>It will take an attitudinal change from a lot of people so some public education program should go with it</i>
Response 64	<i>Yes, make sure all car sharing parking spaces are appropriately paid for by the car share providers as outlined in the policy but also make sure such payments include an additional revenue source for Yarra council.</i>
Response 65	<i>We are a family and own one car (lucky enough to own a garage). We would use the car share service on an intermittent basis, but really rely on it being an option. Car shares need to be within a reasonable walking distance to make them a viable option; we only use the company that is closest to our house.</i>
Response 66	<i>Go guys, be brave, lead the way</i>
Response 67	<i>No</i>
Response 68	<i>Yes. The introduction of more car share spaces should not be at the reduction of the overall number of parking spaces. Council should be doing more to develop parking in the municipality. Rate revenue has obviously increased with the number of rate payers now in the area due to development and many developments have no parking. The increased revenue should be used by council to develop multi level and underground car parks, rather than continuing to tinker round the edges with 'street beautification' and tram stops.</i>
Response 69	<i>Keep up the good work!</i>
Response 70	<i>I use car share services and I think they're a great supplement to public transport. I know that they're private companies though, so I hope that it's an arrangement that's open to future entrants and that it's mutually beneficial for the council and the companies that are partnering.</i>
Response 71	<i>A good attempt to deal with the situation</i>
Response 72	<i>Encourage developers to advocate for car sharing, offering membership incentives for example. Requires a shift in expectation. I had not imagined, as a former car owner, how convenient and cost effective it could be until I tried car sharing. People do need to take the cars for longer periods, I suspect, though we do not, Therefore an increase seems important to being able to offer a consistent service. Bravo Yarra for supporting car sharing.</i>
Response 73	<i>Don't get attached to a single option. I think mobility will keep evolving so the City of Yarra should consider how other trends including automated vehicles may also change residents needs.</i>

Response 74	<i>Not all residents of Yarra can manage without owning their own car. Car sharing simply isn't an option for all. Most car owners do not have off street parking and must compete in areas near businesses with shoppers and cafe goers for on street spaces. We cannot afford to lose more spaces to share vehicles.</i>
Response 75	<i>No</i>
Response 76	<i>Supporting car share among private people with discounts (eg ticket free parking/ no permit required) would give an incentive for people to share cars they already own and use cars available locally.</i>
Response 77	<i>I know this isn't a City of Yarra issue, however if more spaces are given to car sharing companies, their prices should become more competitive.</i>
Response 78	<i>Councils and govt should incentivise car share - owning cars while living 2km from the cbd is ridiculous.</i>
Response 79	<p><i>Council should support carshare companies to create affordable options (GoGet at \$75 a day is too much for students and people from low SES backgrounds). Council could work with body corporates to have a certain amount of GoGet (or the like) hours per person living in high density locations as part of the standard body corporate fees so that people get a group discount, and also feel like the upfront cost is low (it's still lower than owning a car, but it feels like a lot in one hit)</i></p> <p><i>The type, size and location of cars needs to be considered by council (i.e. cars with baby seats, cars with roof racks, vans) etc.</i></p>
Response 80	<i>Car share spaces should increase with demand. I have found them a fantastic alternative to owning a car.</i>
Response 81	<i>Please don't limit the time we can hire a car. Sometimes we like to take long three day weekends and need to hire a car to go away.</i>
Response 82	<i>Prioritising or incentivising placement of hybrid or electric car shares would be great. Any council support for the extra infrastructure required for fully-electric cars as they come to market would be fantastic.</i>
Response 83	<i>a very useful service that supports both my working and personal life. availability is very important to me as is accessibility. I would fully support and endorse increased car share options.</i>
Response 84	<p><i>More car share = less privately owned cars = less cars per capita = less environmental impact</i></p> <p><i>Get on it"</i></p> <p><i>Should not limited days able to rent as it limits long weekend and holiday rentals.</i></p> <p><i>There also shouldn't be limits on how long you can book a car share for - we ONLY use car sharing services for long weekends out of Melbourne as we don't need to own a car for our regular living/working routine in an inner city area.</i></p> <p><i>"This is my second submission, but I have only now been made aware of details of your proposed policy which will result in perverse outcomes for the City of Yarra and the community of Melbourne more generally.</i></p>

	<p><i>The proposed booking limit for car shares to 2 days is one such detail. Such a restriction would be a disincentive for us to dispose of our car. The broader result of this policy detail will be more private cars parked on the streets.</i></p> <p><i>Several clauses will result in increased costs passing on to car-share customers: essentially a tax on people who are choosing to reduce parking stress in the municipality. Policy doesn't come much more perverse than that. Please rethink these aspects of the policy.</i></p>
Response 85	<p><i>If 131 is a limit, rather than a target, then I would suggest that it is increased to whatever value will provide enough spaces to cater for demand.</i></p> <p><i>Car sharing is a positive cultural change that deserves full support from Yarra council.</i></p>
Response 86	<p><i>Numbers should meet supply demand.</i></p> <p><i>There should be no cap on length of use.</i></p> <p><i>Encouragement to use this service to reduce congestion, environmental impact, and financial impact of owning a vehicle should be supported and encouraged by the council, it should be seen as the "way forward" Listen to the people, if the demand is high then that's what we want!</i></p>
Response 87	<p><i>I oppose a time limit on spaces being free as it rules out long weekend hire or occasional longer term hire for events such as hospitalisation of a relative.</i></p>
Response 88	<p><i>I love car share. Make it easier for them to supply low-cost, easy access cars.</i></p>
Response 89	<p><i>policy should encourage car share use and discourage multi car households.</i></p>
Response 90	<p><i>No cap on rental period.</i></p>
Response 91	<p><i>"Yarra should reward households that are easing the infrastructure burden by not having a private car.</i>  <i>Incentivise carshare companies and members to report abandoned vehicles in Yarra to free up car parking. "</i></p>
Response 92	<p><i>Great to see you supporting it. I wish council owned the cars instead of private companies who are profiting from it.</i></p>
Response 93	<p><i>My partner and I use car share as it is a cheaper alternative and also comes without the worry of maintaining and paying large amounts of money each year to keep a private car on the road. If the prices increase for share cars then it becomes less beneficial to continue using, which in turn forces us to buy our own car and then rent a street space to park our private car and take up more unnecessary (and valuable) street space. It is currently a great service and I hope that it will continue growing in popularity and not become just another money collector for the local government.</i></p>
Response 94	<p><i>I have spoken to Dan Nguyen about this already. I am pleased to learn that the proposed measures are not aimed at restricting rental times, however I would be interested to see</i></p>

	<p><i>how the bay sharing suggestion brought forward by Dan would work in practical terms. For example, if I book 'car A' for a 4 day period, and another car (car B) is able to use the allocated space in the meanwhile, what do I do if I return with car A before car B leaves the space? That would mean that I would have to drop car A off at a different location that I picked it up from. Furthermore, if I wanted to book car A for a 4 day period for two trips, I would potentially need to park it in a different spot again to where I picked it up from in between trips. We have in the past used the cars for trips around Melbourne and carry heavy items, but park the car in its allocated spot overnight so we can leave heavy items in the car to not have to pack and unpack, so booking separate trips wouldn't be a reliable way to us the car for our purposes.</i></p> <p><i>I think on the whole we are on the same page with our aim to make car sharing more available, however I am unclear of the details specified above and believe they need more development. In order to get more people on board a system that benefits the environment, community and consumer, ease and cost effectiveness of use is very important, so seeing what both Dan's tech team and the tech teams of car sharing providers can offer in real terms would be interesting to know before a decision is made based on a hypothetical future.</i></p>
Response 95	<i>I don't believe there should be a limit on the booking duration. I occasionally use a vehicle for 3-4 days to get to work when no public transport option exists</i>
Response 96	<p><i>The policy proposed a booking limit of 2 days which it would affect me personally quite a lot. I do not own a car because I think it is not sustainable and I use car sharing for my weekends away, usually more than 2 days.</i></p> <p><i>I understand some of the clauses of the Policy will make car sharing more expensive, which I think it is unfair as people using car sharing should have more benefits as we are giving up owning a car because we understand it is not environmentally friendly and we only use it when strictly necessary.</i></p>
Response 97	<i>It's great that it's being thought about!</i>
Response 98	<i>I think Yarra should be supporting these schemes as much as possible. The more convenient they are, they more likely people are to use them. As an inner city area with great access to public transport we should really be leading the way in car free households (or 1 car households at worst) with flexible access to cars for when you need them.</i>
Response 99	<i>Cars should only be allowed to be parked in special car share parking spaces overnight. There are lots of car share cars being parked on Barkly St North Fitzroy. "</i>
Response 100	<i>Apparently, your policy proposes a booking limit of 2 days. How dare you influence how I wish to use car share and how dare you pretend to take a position on sustainable transport when in fact your actions does not support it. Green washing. I would have purchased an apartment in the city Yarra had I known Yarra would inflict on my freedom to live a sustainable life.</i>
Response 101	<p><i>Encourage it!!!</i></p> <p><i>Improve access!!</i></p>

	<p><i>Do not time limit - how do we go for a long weekend? (We are the country of the long weekend :)</i></p> <p><i>Keep Council fees LOW so as to keep it affordable</i></p>
Response 102	<p><i>CSP Qualification – Item 1.1.1.4 Minimum Level of Service - Limits on length of bookings</i></p> <ul style="list-style-type: none"> <li><i>- Requiring that onstreet spaces be empty for no more than 2 days would be extremely disruptive to carshare members, even a long weekend trip away would be impossible. This would definitely restrict the appeal of carshare to new members, and would limit my use of carshare to a point where I would need to reconsider if membership is worthwhile.</i></li> </ul> <p><i>CSP Obligations – 2.5 Enforcement Procedure</i></p> <p><i>The illegal occupation of carshare spaces is by far the biggest issue I have experienced in using carshare in the City of Yarra. It is a major flaw in the current carshare system which greatly undermines the usability of the network. In my experience:</i></p> <ul style="list-style-type: none"> <li><i>- Illegal parking in carshare bays occurs regularly in all the pods I use (Richmond and North Fitzroy)</i></li> <li><i>- The tight parking restrictions in Yarra mean it is already very hard to find a free park that fits the council requirements of being unticketed to leave the car as required. It is an extremely frustrating situation to be regularly having to drive around and around in circles to try and find an acceptable carpark, typically incurring additional cost of having to extend the booking time, all because someone else has broken the law. This is a big drawback for members, and puts people off using carshare again.</i></li> <li><i>- I believe that further restricting the parking options in this situation to untimed bays only would make carshare unviable in most parts of Yarra. Untimed carparks simply aren't available at most times of the day.</i></li> <li><i>- The draft policy should seek to resolve this issue of enforcement, not exacerbate it further.</i></li> </ul> <p><i>Other Items – Carshare Space Signage &amp; Markings</i></p> <p><i>Further to the issue of illegal occupation of the carshare spaces above, it's my observation that a significant number of people simply don't recognise the space as a carshare space that they shouldn't be parking in. Council should consider in their draft policy:</i></p> <ul style="list-style-type: none"> <li><i>- more visible and obviously differentiated markings or signs, as for disabled or no standing zones, so it is very obvious for anyone on the streets that they shouldn't be parking there.</i></li> <li><i>- Education for local residents &amp; visitors, EG posters in shop windows etc, particularly in areas where visitors from outside the inner city frequent. They often seem to be unaware of how onstreet carsharing works, or their obligation to not use the park.</i></li> <li><i>- Make sure spaces aren't located next to short term parks, ie 5 mins. People tend to 'grab' the carshare space thinking they will be gone before the carshare car is back – Piedmontes in North Fitzroy is a classic example of this, illegal parking in the spaces are rife.</i></li> </ul>
Response 103	<p><i>I'd like to see great pressure on residents to reduce *their* on-street parking. For example, in my area, most houses have at least two cars per household, parked on the</i></p>

	<i>street. When that becomes 3 or 4 cars per household (adult children) it's ridiculous. Car-share is great but not if it just means more cars and more car usage, it needs to be a good alternative that reduces overall car ownership and usage.</i>
Response 104	<i>I'm not interested in reading a policy, if you outlined a few dot points on what it is trying to achieve that would be way easier for me to respond :-)</i>
Response 105	<i>I think the limit of 2 days hire is too low. I've used GoGet in the past for a long weekend away for 4 days. This would make me have to use less convenient services at a higher cost.</i>
Response 106	<i>I think its a great idea but the surge in population in yarra is being driven by the developers and they should be active in finding the space. Likelywise for green spaces and all other amenities in Yarra which are under pressure from such a boom in the population.</i>
Response 107	<i>its great - affordable and a much more equitable use of public space!</i>
Response 108	<i>It is not only the number of car share spaces that is important. The length of stay is also very important. Currently, a two day limit is not sufficient for the majority of trips that I want to hire a car share service for. If I want to go away for the weekend, or bridge a single night away, it is almost impossible. Because it is not safe to return a car late at night and walk a long distance back to my house, I need to extend the booking to the next day.</i>
Response 109	<i>I use them in Sydney and if I didn't need my car would do here too. There is a definite need to increase the number of cars, and to increase the communication of how they work to the residents and business owners of Yarra Yarra - be a leader in this space. Give people the option to share cars and they will. Please do not pass off the costs onto hirers such as our family - as penalising people for thinking green, reducing congestion and using PT/bikes and car sharing will be little incentive. Support us please!!</i>
Response 110	<i>I am concerned about the lack of detail about how 'off street' parking spaces will be sourced by the companies. I don't want to go onto private property to access the cars.</i>
Response 111	<i>It's a good idea</i>
Response 112	<i>The core problem is that the proposed policy too restrictive on the number and location of car share vehicles. This will likely stop carshare companies from putting extra cars where demand is highest, meaning less availability and higher costs for users.</i>
Response 113	<i>No thank you</i>
	<i>Best move for all boroughs of Melbourne</i>
Response 114	<i>The City of Yarra should be actively encouraging the reduction in the car:people ratio by promoting their support for exponential growth in alternative transportation. By reducing the number of vehicles owned by residents, the number of actual trips made by car will decline naturally as other, more convenient trips will be made by</i>

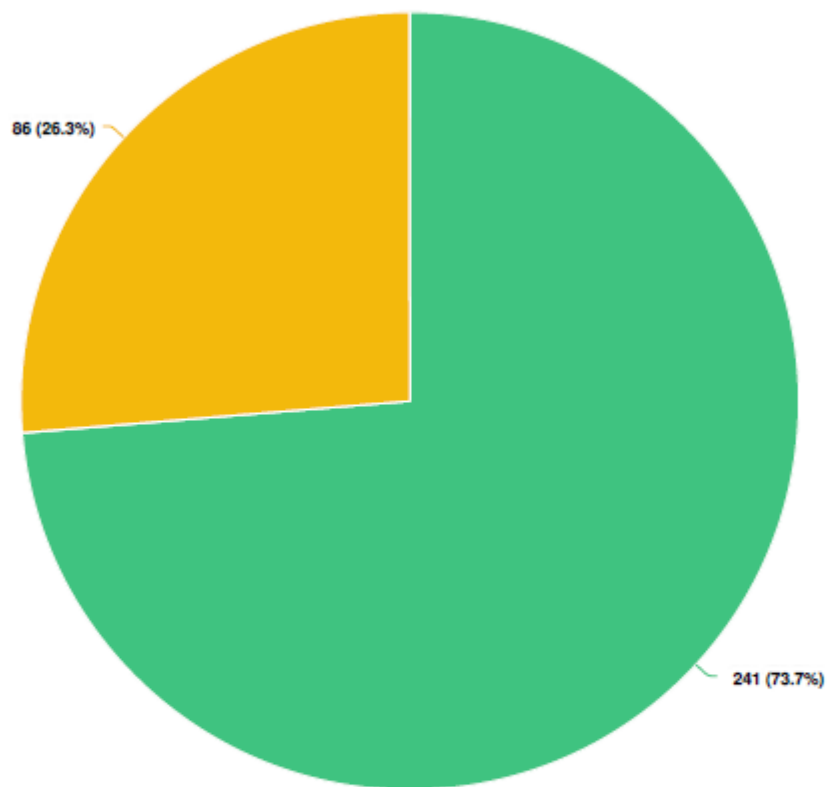
	<i>foot/bicycle/public transport. For those longer trips, active encouragement of car share schemes will help to provide a service for irregular, slightly more demanding journeys. Do not put a cap on space availability. Instead, support the providers to encourage them to make more vehicles available to the public."</i>
Response 115	<i>I don't take up a parking space and rely on car share</i>
Response 116	<i>I think car sharing only works when cars are easily accessible and readily available. It's a fantastic resource - saving time and money - as well as reducing traffic and the need for more private car ownership. I feel it should be supported and embraced as our density increases at such a dramatic rate.</i>
Response 117	<i>I suspect that there will be increasing demand for Car Sharing as the market becomes aware of the benefits. Fundamentally, Car Sharing is a positive, particularly for inner communities, and should be encouraged. Supply of spaces should meet demand from operators and users. When the numbers become large, Yarra will have to make a call on demand for other spaces in the Municipality. It is likely that views on this will change over time as awareness increases.</i>
Response 118	<i>Please do NOT restrict the number of consecutive days it is possible to use a car share car !!!</i>
Response 119	<p><i>"The limitation of hiring cars for a 2-day period would cause difficulties for long weekend hire - it should be a 3 day limit, if one is to be imposed.</i></p> <p><i>However, I don't believe there is a real risk of abuse of the system for longer-term hires as, practically, the cost of hiring a car-share car on a longer term basis isn't anywhere near as economical as a rental car, and is therefore unlikely."</i></p>
Response120	<i>I believe a ratio of car share spaces should be incorporated into any multi-residential development application.</i>
Response 121	<p><i>"It is absolutely crazy to suggest a potential two-day limit to bookings (i.e. two-day limit to a carpark being empty). Again, we must design these systems such that they are as (more!) convenient as (than) private car ownership. It is the only way to win folks over from private ownership. CS members must be able to take a car away on long weekends and for the school holidays, etc.</i></p> <p><i>Anything that distances the convenience of car sharing further from the convenience of owning your own private vehicle will only limit car sharing's potential for growth.</i></p> <p><i>**Although I am not a resident of Yarra, I book carshares all over the city! This is why I am interested in local council car share policy all over metro Melbourne. This is also another reason why carshare membership beats private car ownership!</i></p>
Response 122	<i>I have asked Cr Mi-Lin Chen Yi Mei to explain why a 2 day limit was imposed b4 a pod had to be occupied. She allowed Council staff to craft a response on several (unrelated) issues I raised, but they ignored answering my question. So I am asking the question again - what is the logic to such a regulation? I often hire a GoGet from Friday through Monday, on a long weekend. Where do I park the car when I get back from my relaxing</i>

	<i>weekend if the pod is filled? Are you saying that I can only hire a car for two days? If that is what you are saying, then you are proposing a nonsense. Surely not?</i>
Response 123	<i>Urban growth in Yarra is booming but the roads stay the same. Anything that will help to decrease of traffic is useful. Car share is one such policy</i>
Response 124	<i>The policy reflects a lack of understanding of car share. Frankly it is embarrassing. Do you remember this headline? US town rejects solar panels amid fears they 'suck energy from the sun', cause cancer - and will harm house prices. A retired science teacher said she was concerned the panels would prevent plants in the area from growing. That is what this feels like. My views are summed up by this section in The report Impact of Car share on Australia "It might be thought if Councils discovered a "magic potion" that catalyzed mode shift, reduced pollution, reduced the cost of housing, and made congestion [both traffic and parking] disappear, that they would be united in their determination to sprinkle as much of this magic potion as possible across their municipalities. It might be thought that the support would be even greater if the users agreed to pay for the service and for someone to manage it and that the benefits would accrue to everyone in the municipality. Surprisingly this support has not always been there.</i>
Response 125	<i>As a representative of YCAN (and having difficulty logging in to that account), I would like to reinforce our support of car sharing schemes. We would also encourage the Council to work with the companies to introduce electric vehicles and charging posts. In face, Council should given positive reinforcement to such schemes, eg, extra spaces. Most YCAN members use bikes regularly, so more bike parking would facilitate fewer private cars, giving cyclists an easy option of using carshare when necessary, or bikes if secure parking is widely available."</i>
Response 126	<i>Yes please! I AGREE with car sharing BUT they are no more important than many other businesses locally so why do they not pay "rates" or at least have to lease the space. The one in Melville Street North Fitzroy certainly puts too much pressure on the parking there, First lot of free parking for businesses in St Georges Road and as it is a small street too much pressure from residents. They are a profitable business and should pay their way as such - especially as my rates have gone up 25% this year.</i>
Response 127	<i>Yarra should be pushing for being the leader in sustainable urban living and car share schemes are part of the answer. Anyone who wants to prioritise the continued use of their own private car should be encouraged to move out of the City of Yarra.</i>
Response 128	<i>This is a crucial part of our integrated transport solution. As Director of Engagement for the Committee for Melbourne we encourage the expanded use of car share across greater Melbourne.  we are happy to provide input. "</i>
Response 129	<i>please increase the allocation</i>
Response 130	<i>I think there needs to be significant more car share spaces made available in the future, otherwise they'll be more difficult to book as population increases.</i>

Response 131	<p><i>I've gone through the procedure when a vehicle was illegally parked in the car share bay a number of times and it's broken (impossible to comply with). Also, it put a great deal of stress on me, on a number of occasions, trying to do the right thing. The penalty must be directed to the original offender, and CSP member assured they are not liable for parking fines relating to maximum periods or permits.</i></p> <p><i>- (step 1) there are no untimed parking bays in CoY, and vast coverage of permit requirements making it impossible to comply in this regard. The CSP should be able to advise members to park ""legally"" by strictly observing disabled bays, clear ways, etc, but inform the member that timed bays or permit requirements will be excused by council if there is no other option (which I don't believe there ever is). Possibly add member should take photo if practicable.</i></p> <p><i>- (step 3) the operator of the original, offending vehicle (parked illegally in the car share bay) will be liable for the payment of infringements relating to the car share vehicle parked in timed bays or permit parking. --OR-- council simply excuses parking violations related to the car share vehicle in timed bays/permit parking --OR-- the fine relating to parking in a car share bay reflects the time, energy, cost related to these other matters.</i></p> <p><i>- (step 4) Agree the CSP should be responsible, but explicitly state they may not force the member to relocate the car for them (often they have other obligations making it impossible - this happened to me causing much stress) but the member can be asked or rewarded for relocating it on behalf of the CSP (possibly including small monetary credit). Council can opt to credit the CSP with some compensation funded by the infringement issued to the original offending occupying the car share bay.</i></p> <p><i>I don't know if that was clear, but happy to discuss in more detail.</i></p>
Response 132	<p><i>Car share spaces need to be provided by those developing sites in Richmond. Developers are in a position to plan to include car parking, no street space can justifiably be given over.</i></p> <p><i>Stop granting car park waivers to developers - if developers do not believe residents will want car parking the car parks can be sold/rented the to car share operators; or to those numerous residents (or not) that letter box drop in search of a permit!</i></p>
Response 133	<p><i>I believe trying to use a single price for a car share is fraught with problems and will distort the number of spaces provide and their location. I would like to see policy amended so that the car share space is valid for a period that gives the car share operator the opportunity to make it work/viable whilst not giving them ""ownership"" or similar of the space. A rolling auction of car share spaces should be used to set the price for each space subject to minimums set by Council. Council could consider lowering the minimum in places where it wants to promote more spaces whilst raising the minimum where space is at a premium. The car share operators can then bid on available spaces as they come available. This will not only set the price at which the market will bear but it will also inform Council as to the vitality of the car share service in each and every location. The auctions would be tailored such that every so often (say 6 months) a number of spaces are avail to be bid on. Over a period (say 3 years) all spots will have come up for auction at some point. New spaces can be introduced and others removed depending on performance in meeting Council's objective for allowing Car Share operators the use of valuable public space. Certainly the car share provider should be charged for the set up and possible removal of all supporting infrastructure related to the car share space. The program needs to move to a more mature framework and not</i></p>

	<p><i>be "given away" as was appropriate in the very early stages. I believe it is very important that Council remains in control of what spots are available and no one is "owed" a spot beyond the period they paid for at auction. I see this as much better pricing the valuable spots that will be highly utilised and profitable whilst also allowing/promoting new spots in less dense or more challenging locations where the risk is shared more between service provider and Council. I do really hope that a variable pricing model based on market realities is used rather than Council officers trying to "guess" an appropriate price. I would also have like to see bike share better supported by Council rather than running them out of business whilst I do acknowledge O-bike were very poor operators and in the end were bound to fail.</i></p> <p><i>I would be more than happy to expand on this further given the opportunity as there is much more detail and benefit than I can get across in writing without going to great lengths for you and me.</i></p>
Response 133	<p><i>I believe trying to use a single price for a car share is fraught with problems and will distort the number of spaces provide and their location. I would like to see policy amended so that the car share space is valid for a period that gives the car share operator the opportunity to make it work/viable whilst not giving them "ownership" or similar of the space. A rolling auction of car share spaces should be used to set the price for each space subject to minimums set by Council. Council could consider lowering the minimum in places where it wants to promote more spaces whilst raising the minimum where space is at a premium. The car share operators can then bid on available spaces as they come available. This will not only set the price at which the market will bear but it will also inform Council as to the vitality of the car share service in each and every location. The auctions would be tailored such that every so often (say 6 months) a number of spaces are avail to be bid on. Over a period (say 3 years) all spots will have come up for auction at some point. New spaces can be introduced and others removed depending on performance in meeting Council's objective for allowing Car Share operators the use of valuable public space. Certainly the car share provider should be charged for the set up and possible removal of all supporting infrastructure related to the car share space. The program needs to move to a more mature framework and not be "given away" as was appropriate in the very early stages. I believe it is very important that Council remains in control of what spots are available and no one is "owed" a spot beyond the period they paid for at auction. I see this as much better pricing the valuable spots that will be highly utilised and profitable whilst also allowing/promoting new spots in less dense or more challenging locations where the risk is shared more between service provider and Council. I do really hope that a variable pricing model based on market realities is used rather than Council officers trying to "guess" an appropriate price. I would also have like to see bike share better supported by Council rather than running them out of business whilst I do acknowledge O-bike were very poor operators and in the end were bound to fail. I would be more than happy to expand on this further given the opportunity as there is much more detail and benefit than I can get across in writing without going to great lengths for you and me.</i></p>

Q7 | Are you a member of any car share schemes?

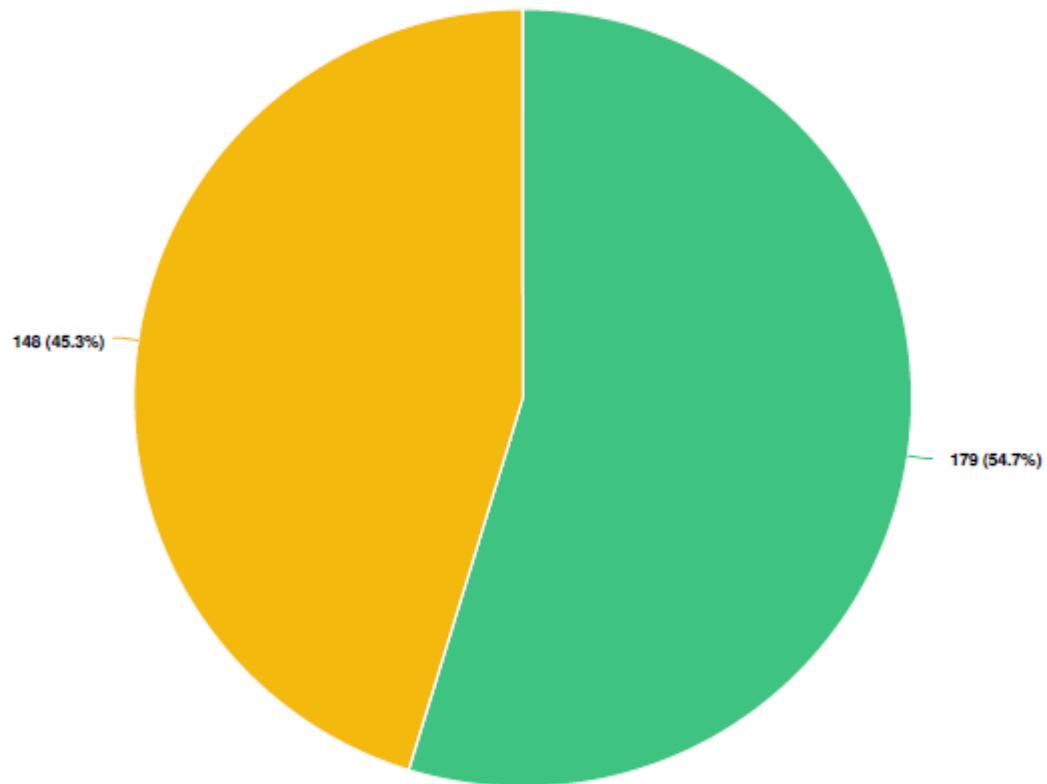


**Question options**

● Yes ● No

(327 responses, 0 skipped)

**Q8** Does your household own a car?

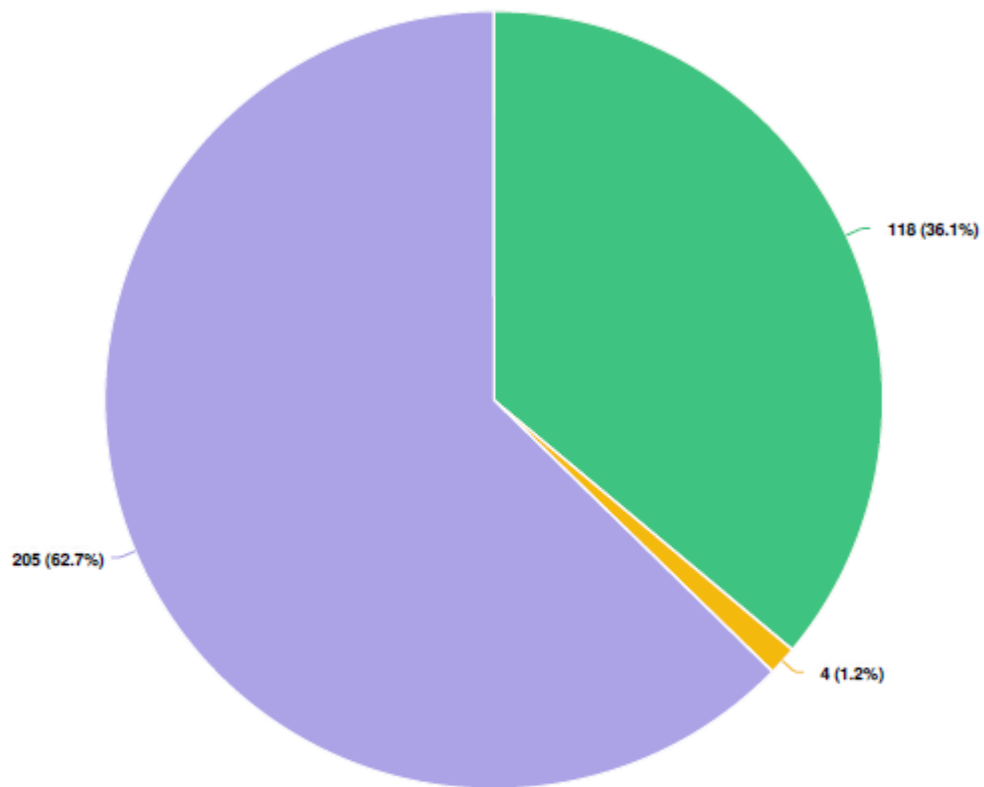


**Question options**

Yes No  
(327 responses, 0 skipped)

Q9: Car ownership level = 1.3 cars per household

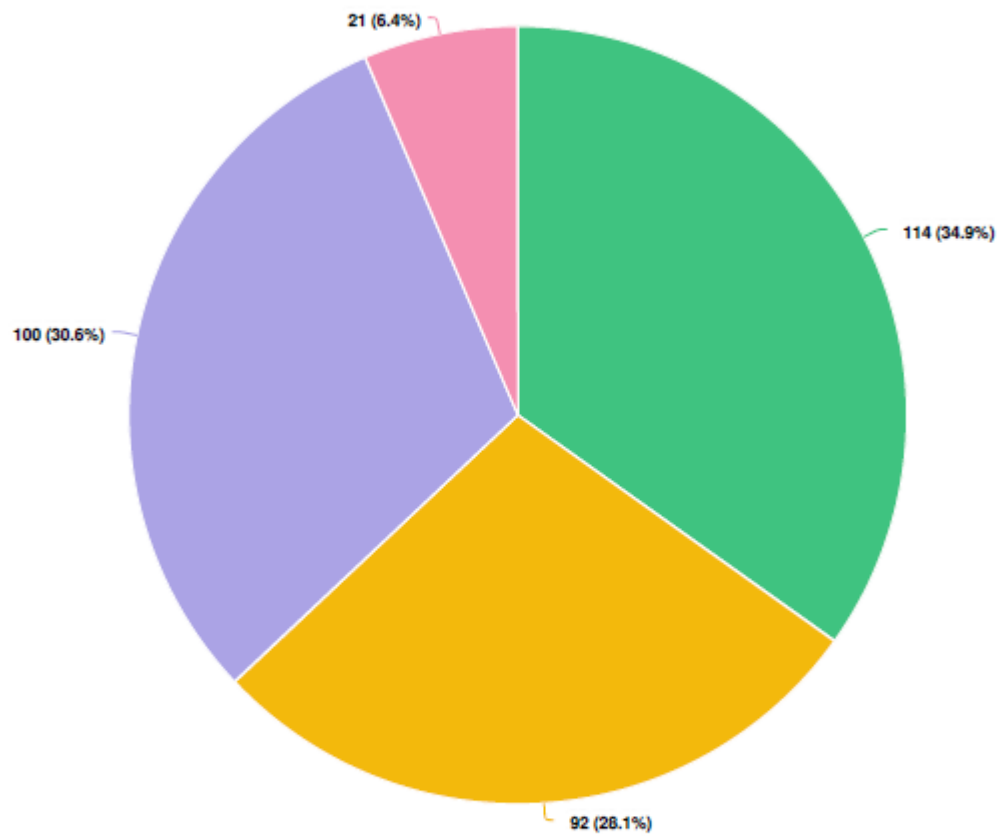
Q10 What is your living situation?



Question options

☒ I rent (private rental) ☐ I rent (public housing) ☐ I own my own home  
(327 responses, 0 skipped)

Q11 | What kind of home do you live in?

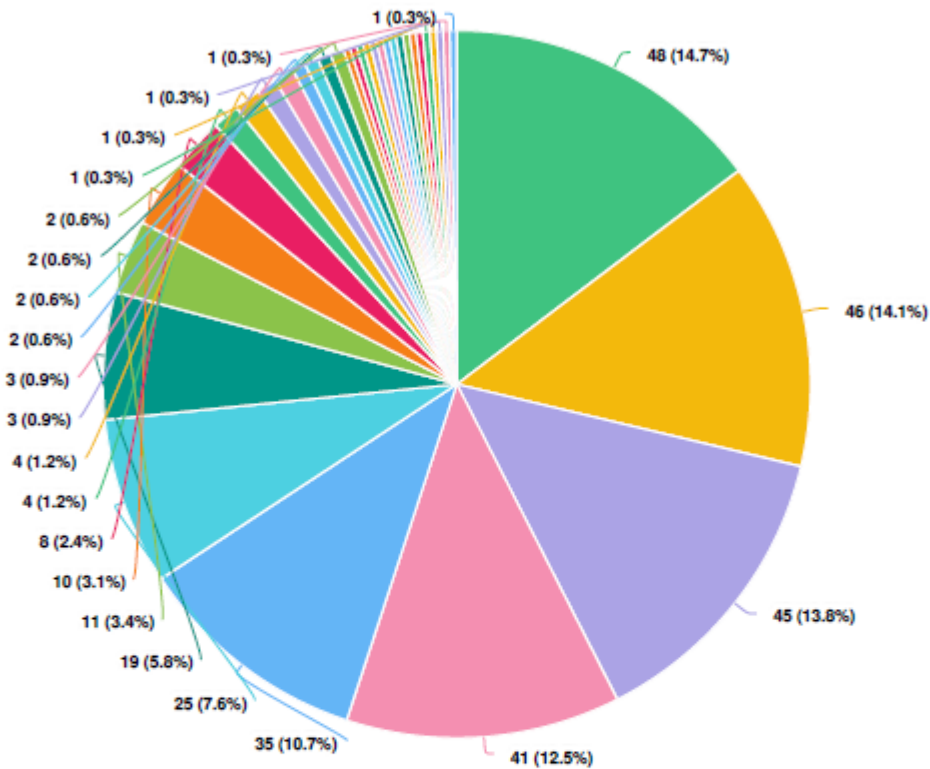


**Question options**

● House ● Semi-attached house ● Apartment ● Unit

(327 responses, 0 skipped)

Q12 What suburb do you live in?



Question options

- ABBOTSFORD, VIC
- FITZROY NORTH, VIC
- RICHMOND, VIC
- FITZROY, VIC
- COLLINGWOOD, VIC
- CLIFTON HILL, VIC
- CARLTON NORTH, VIC
- RICHMOND EAST, VIC
- CREMORNE, VIC
- PRINCES HILL, VIC
- RICHMOND NORTH, VIC
- BRUNSWICK, VIC
- THORNBURY, VIC
- BRUNSWICK EAST, VIC
- SOUTH YARRA, VIC
- BURNLEY, VIC
- EAST MELBOURNE, VIC
- COLLINGWOOD NORTH, VIC
- BRIGHTON EAST, VIC
- RICHMOND SOUTH, VIC
- FAIRFIELD, VIC
- ST KILDA EAST, VIC
- HAWTHORN, VIC
- ASCOT VALE, VIC
- DONCASTER EAST, VIC
- CARLTON, VIC
- NORTHCOTE, VIC
- HAWTHORN EAST, VIC
- WEST FOOTSCRAY, VIC
- COBURG, VIC
- FLEMINGTON, VIC
- ELTHAM, VIC
- KEW, VIC
- CAULFIELD, VIC
- ELSTERNWICK, VIC

(327 responses, 0 skipped)



12 October, 2018

## GoGet Carshare's response to City of Yarra's Car Share Policy

GoGet Carshare would like to thank the City of Yarra for the opportunity to provide a detailed response to the Car Share Policy currently on public exhibition.

GoGet would also like to commend Council again for putting together its first formal car share policy and acknowledge its support of the service for more than a decade - since 2005, when the City of Yarra first engaged GoGet.

In that time and through this collaboration, together we have grown car share and made it available to over 3,500 locals in Yarra; residents and businesses who have been able to forgo private car ownership.

This has had the direct impact of:

- Reducing the total number of vehicles within Yarra's borders
- Saving the community from the hassle and cost of car ownership
- Freeing up valuable on-street parking
- Alleviating traffic congestion and pollution
- Catalysing modal shift

GoGet does have some strong concerns about certain aspects within the policy. We believe the impacts these will have on the community and service provision will damage what has been such a success so far.

We have formulated exact details of these concerns in the table below and provided feedback on reasonable alternatives we would suggest to continue a successful operation in the LGA.

A summary of key issues is outlined below for reference.

### Summary of Key Points:

#### Demand-Responsive Growth

The policy as proposed will limit the growth of car share to prescribed numbers of vehicles for each suburb. This then, does not consider the need to respond to existing and future demand for car share by allowing the service to grow organically. Instead the proposed wording limits the ability of Carshare Service Provider's (CSP's) and Council to target and allocate resources (of both CSP's and Council) to the right regions at the right time in a way that maximises the effect of said resources.

We believe a more appropriate mechanism for growth would be to change the maximum caps to minimum targets. This should be alongside providing new locations across the LGA if and when they are required, based around the concept of *Demand-Responsive Growth*. We propose setting specific metrics around how this approach may be implemented, which are included in the table below.



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#### Required Ratio Between On and Off Street Locations

A car share network works best when a strong on-street network is complemented by a supporting off-street network.

However, the provision of off-street bays can be particularly costly (rented through a private operator), speculative (lead times with developers are very long) and are almost always in locations that have limited visibility and/or difficult to access. Thus, these spaces are more catered to locations where there already exists a strong and healthy network of on-street locations (or where there exists such an abundance of off-street car parks so as to develop an internal level of reliability – i.e: Metropolitan CBD's). Off-street locations should be encouraged and facilitated, but not mandated.

Several locations throughout the policy speaks to the perception that car share negatively impacts the supply of overall on-street car parking, when empirical evidence shows the opposite. We believe the wording of this proposed policy must be amended to avoid such insinuations be formalised in Council Policy. Multiple independent studies have confirmed that each car share vehicle removes 12 private vehicles from local streets. This sits at the core of the policy's own justification for the need of car sharing in the City of Yarra and should be reflected throughout.

#### Operational Requirements:

##### *Maximum Booking Length of Two Days*

Members use car share as an alternative to private vehicle ownership. Many families are attracted to the service as a substitute for a second car.

If car share providers are to ensure that no bay remains empty for more than two days without written permission, there is a loss of amenity for members. Long weekend trips become prohibited for example.

Further, it is impractical, expensive and virtually impossible logistically for a service provider to try and replace any given vehicle once it has gone out on a "long booking." To do so would in essence require a secondary fleet of vehicles that can be deployed on a moments notice to replace vehicles booked for a more than a few days.

We believe this clause is actually meant to ensure CSP's replace vehicles in cases of required maintenance or repairs, in which case most councils provide permit a 1-week timeframe to repair or refill without written notice.

##### *Cleaning of On-street Vehicles*

Prohibiting the cleaning of vehicles on-street is also impractical, expensive and disruptive as it means cars will need to be ferried elsewhere for cleaning, preventing access for members who need them. This also places a unique requirement on car share vehicles that does not apply to local residents.

We believe this clause is intended to prevent pollution and run-off into the local environment. We recommend instead that CSP's provide evidence of their environmentally friendly cleaning procedure to ensure this standard is met.



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### *Emissions requirements*

The proposed emissions requirements, while ambitious, unfortunately do not reflect the reality of predicted emissions efficiencies from manufacturers. CSP's are not able to control what efficiencies manufacturers build vehicles to.

Beyond this the current proposed rates would immediately result in the removal of all SUV's and People Movers from the Council area, vehicle models which we know play a critical role in the 'value proposition' members consider when they join car share as opposed to purchasing a vehicle.

The future reduction in rates would also rapidly remove the vast majority of 'economy' cars from CSP's fleets, resulting in a forced increase to the transport budgets of local Yarra residents. This would have the perverse result of encouraging more residents to purchase vehicles, many of which would likely be older used vehicles with worse emission profiles, on which we note Council currently places no restrictions on the ownership of. Additionally, these residents would likely drive up to 50% more kilometres after buying a car than they would have as car share users, due to car share's modal shift effect.

GoGet encourages Council to instead look to methods of tackling the emissions profile of the wider residential fleet within the City of Yarra, or investigate positive ways to support CSP's in the purchase of higher cost, more fuel-efficient vehicles. This could potentially be achieved through some form of grant or EV-infrastructure installation.

### *Parking Enforcement*

Incidents of third parties parking illegally in dedicated car share spaces are some of the most significant frustrations of members of the community who replace private cars with car share. Not only are they denied one of the core benefits of using car share, but they must then find alternative parking. This also negatively affects the next car share user who may have trouble locating the vehicle.

The currently proposed procedure restricts member's ability to park in timed or permit-only zones. This prevents members from parking vehicles in convenient and close locations. This will require in some cases travelling significant distances to find parking that is permissible. In some suburbs this may be nearly impossible, in which case they risk receiving a parking fine.

This also denies members the ability to park near their own home or business when needed. This is a privilege given to their neighbours who do continue to park privately owned vehicles on council streets. We believe by limiting this, the policy may unintentionally, yet significantly reduce the experience of local residents, thus reducing their willingness to shed private vehicles in lieu of car share.



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## Conclusion

We again thank Council for its works on this policy, and for permitting it to receive wide community consultation. We believe strongly that by listening to local residents, as well as working collaboratively with industry, that Yarra can achieve the best possible policy.

The effective growth of car share is widely proven as an effective tool to decrease car ownership rates, and in the best interest of the community. Yarra's proposed policy includes some truly ambitious goals and draws on progressive aspects of policies from other jurisdictions across Australia in order to achieve these outcomes.

GoGet believes however there are strategic and operational clauses of the policy which are inconsistent with these overarching goals, as well as with other clauses within the policy. These clauses may have unintended consequences, such as curbing the growth of the service, preventing access to those who want it, and adding significant costs to Yarra residents who choose to live without car ownership.

In the spirit of full consultation, we request Council staff keep an open dialog with operators, either as a roundtable or individually, to both work through key sections of the policy, as well as developing an approach to some operational elements still to be determined.

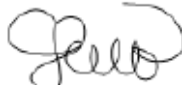
As such we make ourselves available to meet with council members and staff at your convenience, and are available by phone and email as required.

Acting upon the changes outlined here, by those submitted by other CSP's, and those expressed by numerous car share members themselves, Yarra is in a position to cement its reputation as a forward thinking, sustainable Council that is responsive to its community's needs. It can acknowledge car share's important role in the urban transport network and grow the service for the benefit of local residents and businesses.

Regards,



Christopher Vanneste  
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GoGet Carshare  
[Chris@goget.com.au](mailto:Chris@goget.com.au)



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## Other separate submissions

Resident correspondence 1

### **1 Review of overall Parking Strategy for Yarra is a greater priority**

*Whilst acknowledging Council's need to respond to requests from commercial Car Share providers for additional designated parking spaces within Yarra, I believe that the issue of parking for Car Share vehicles should be considered in the context of the broader issue of all aspects of parking, rather than creating yet another policy document.*

*Yarra's Parking Strategy is dated 2013 - 2015, and states that "the Parking Strategy is reviewed and updated every 4 years".*

*This Parking Strategy appears to be well overdue for a review, and I believe that this should be Council's immediate priority. The issue of Car Share parking could be incorporated within this strategy and considered at the same time.*

*We have been "sharing" our car through Car Next Door ( "peer-to-peer" car sharing) service for over two years. Around 200 vehicles in Yarra are part of this scheme and I've been quite impressed with their business model.*

*I endorse Council's support for Car Sharing, and its appropriate inclusion in Yarra's transport, environment and parking strategies, but it should also include Peer to Peer car share schemes as well as commercial schemes.*

*We have a designated car space on our property but many of the Car Next Door vehicles only have street parking. I feel that Car Next Door vehicles should be included in considerations about parking priority - perhaps in the form of a designated space (if possible) or a car share Permit (with appropriate fee) to assist hirers to locate and return the vehicle to a convenient location.*

### **2 Parking management is a major issue in the municipality**

*a. The increasing population density in Yarra has resulted in more and more empty vehicles lining our streets. Visitor and worker parking is also at a premium, with empty cars crammed into many areas.*

*b. Increased on-street parking is reducing local amenity.*

*c. It significantly reduces the width of road space and impedes the access of delivery drivers and garbage trucks.*

*d. Some residents with no off-street parking are finding it increasingly difficult to find any parking near where they live*

*e. It affects bicycle safety as some streets have enough width for only one vehicle, and cyclists are forced off the road into gaps between parked cars or to use the footpath when vehicles move into the bike lane to allow an upcoming vehicle to pass*

*f. Larger vehicles that exceed the marked width of a parking space intrude onto bike lanes and there is the constant risk of colliding with an opening car door.*

*g. On most roads with tram tracks, empty cars lining the streets force all the through-traffic onto the tram tracks, which has a massive effect on the speed and efficiency of this form of public transport.*

*h. As well as cars, some residents expect to park caravans, trailers and even boats on the street.*

### **3 Planning permits and parking requirements for new developments**

*a. It seems that too many developments in Yarra have minimal and impractical parking arrangements- possibly due to VCAT rather than the Council. The spaces might comply with the technical specifications for a parking space, but in reality, these spaces are not easily accessed and therefore, are unlikely to be used for parking.*

*b. Some garages and designated spaces are too narrow for the growing numbers of larger vehicles such as SUVs.*

*c. Some laneways are too narrow or cluttered to accommodate turning and reversing movements to access the designated garage /off-street park.*

*d. Parking arrangements requiring tandem parking or car stackers are similarly impractical and most car owners will decide to use on-street parking instead, if it is available.*

*e. So these cars are parked on the street instead and the garage is used for storage or other purposes.*

*f. Whilst I understand that allowing parking dispensations may discourage car ownership, is there any evidence to support this?*

*g. Wherever cars are parking on the street, rather than in their designated off-street spaces, the responsibility and costs of parking management is shifted from private land owners and developers to local government*

### **4 Street-parking availability is inconsistent across Yarra and is seriously under-valued in dollar terms.**

*a. Of course, some amount of street parking is essential, but how much?*

*b. According to my rates notice, Clifton Hill land values are around \$3000 per square metre. If an on-street car park is, say, 18 square metres, that equates to a land value of more than \$50,000.*

*c. Road space is public space. Even if land values differ across the municipality, the Council is receiving a negligible financial return on the many acres of road space that are used for parking empty vehicles.*

*d. User charges for parking vary enormously across Yarra, and are inequitable. Some residents have to pay for a permit to park on the street, whilst others have free and unrestricted parking close to their property, even if they have also off-street parking available.*

*e. As well as having a monetary value, every on-street park is using space that could equally be used for shady street trees, bin storage on garbage days, improving pedestrian and traffic visibility on corners etc.*

*f. And residential off-street parking is now a saleable commodity*

### **5 Renting out of private parking spaces**

<https://www.parkhound.com.au/parking-clifton-hill-noone-st-vic-9070>

*This website advertises private parking spaces for rent. For example, a private space in my street, Noone St, is advertised for \$9 per day or \$172 per month....*

*"Parking Description*

*Moved into a new apt , includes secure parking space. Unfortunately the parking space does not fit either my partners or my vehicle. The space is located on the bottom floor of the apartment complex and is less than 500 away from Hoddle Street access. Access close to Hoddle street and Eastern HWY"*

*Presumably these two vehicles now park in Noone St, where there are few permit zones or time restrictions....and then hire out their off-street car space for a fee.*

*It would be worth investigating these websites to establish whether they are undermining Council's Planning laws.*

## **6 What is The Vision? Political realities**

*Whilst many residents feel entitled to park for free outside the front of their dwelling and close to other Yarra destinations, this is completely unrealistic and unsustainable, particularly given the increasing population density of Yarra.*

*Similarly, many business owners expect Councils to allocate one entire traffic lane on each side of commercial streets for storing empty cars, for the alleged convenience of their customers, despite the competing needs of public transport and through traffic.*

*Council will need to provide leadership and promote a vision of a more sustainable use of our streets.*

*Perhaps Yarra needs a formal Community Workshop to thrash out the parking issue, based on a comprehensive set of technical data, usage statistics, surveys, evidence and costings with a view to achieving a Parking strategy that has Community ownership, rather than being seen as exclusively a Council responsibility.*

*Perhaps every resident wishing to park their vehicle in their own street should be issued with a Parking Permit - with variable fees, including zero, based on parking demand and their access to off-street parking. This would provide useful demand data. As a sweetener, and subject to technology, the permit could entitle residents to free short term parking in local shopping streets!*

## **8 A few specific comments about the draft Care Share Policy**

*(i) Para 11 Peer to Peer car sharing is excluded from policy*

*Disagree. The Car Share section of a Parking policy should include Peer-to-Peer car sharing schemes in the municipality, where they are run on sound business principles.*

*(ii) Para 13, 14 Peer to Peer car share members not able to apply for dedicated on street car space.*

*Disagree*

*We hire out our car through Car Next Door, and there are approx. 200 vehicles in Yarra that are also part of this scheme. We have a designated car space on our property but many of the Car Next Door vehicles park out on the street wherever they can.*

*Car Share car owners should have the option to apply for a designated space or special Peer to Peer car share Permit (with appropriate fee) to assist hirers to locate and return the vehicle. All Car Share schemes keep usage records for each vehicle on their books.*

*(iii) Para 14 Regarding the statement to justify this .... "Council has no regulatory role in specifying .... standards for vehicles used in Peer-to-Peer car share schemes".*

*So why should Council have a role in specifying safety or environmental standards for such vehicles, and why this is relevant to the issue of street parking for Car Next Door vehicles.*

*(iv) Para 38, 39, 40, 41 Electric vehicles*

*Disagree. The type of vehicle should not be relevant to this parking issue.*

*(v) Para 35*

*Para 29 Commercial Car share vehicles required to have minimum utilisation rates*

*An average usage of 5% over a month seems very low. Even 15%, being an average of 3.6 hours a day is still pretty minimal usage.*

*Why not link it to GoGet's threshold usage average of 5 hours/day over 3 months?*

*(vi) Para 43 Inclusion of car share provisions in new major developments*

*Agree. Such spaces should not be negotiable as dispensation for general car parking spaces.*

*(vii) Para 49 No Commercial Car Share bays in paid parking bays*

*Why not? Having Hire Cars parked in strip shopping streets would be an ideal location. It might even reduce the incidence of abandoned shopping trolleys around the area!*

*(viii) Para 50-55 Charges and annual permit fees for Car share- commercial or peer-to-peer*

*Road space is public space. I support having some degree of user fee for parking spaces used by car share vehicles*

## **Resident correspondence 2**

*Obviously, I'm receiving communications from my CSP, GoGet. I support their proposed amendments, although I did query their assertion that both scenarios would mean 0 new Fixed Bays for BOTH Fitzroy and Collingwood (I live in Fitzroy). As I read it, it is only Fitzroy that has no new proposed allocation.*

*On the issue of the number of bays: I think the number should be aligned with demand. My CSP is proposing a dynamic system of assessing the need and then trial allocations of Fixed Bays. This seems like a more 'scientific' approach rather than a cap, which may seem appropriate in 2018 but is inflexible to react to growth. The number of high density units with reduced*

*residential carparks under construction in my neighbourhood is astounding. Ensuring a responsive CSP system is crucial.*

*Also, I don't understand the proposal for the 2-day vacancy limit. That would prevent, for example, hiring the car for a long weekend. The CSP's financial model surely motivates them to have cars allotted to every pod.*

### **Resident correspondence 3**

*Dear Council,*

*Thanks for releasing the draft policy on car share schemes for Yarra.*

*I do not own a car and therefore rely on car sharing for out-of-Melbourne trips and for when a using a car is the only option. As such, I am concerned by section 1.1.12 of the draft policy, which states that car share companies "must ensure that no on-street space remains empty for a period greater than two consecutive days, unless by prior written agreement." My concern is that this potentially limits the duration of my use of a share car to 2 days. I often need a car for longer than this, so if this clause in the policy is supposed to limit the duration of car use, it would mean I would use car sharing less and may mean I have to purchase a car. I do not live very near a car rental company and, anyway, believe that I should be able to choose to use a car share company instead.*

*The above clause is not very clear in its intention. It may instead refer to how long a car space can be left vacant by the car share company for the purpose of, for example, maintaining the car. In that case, I would have thought a longer duration would be necessary and would suggest consultation with the relevant companies on this.*

# Car Sharing Policy



More car sharing, less congestion



Prepared by: Streets Alive Yarra  
[www.streets-alive-yarra.org](http://www.streets-alive-yarra.org)  
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## Foreward

Streets Alive Yarra is a community group who advocate for:

- shopping streets that build wealth for traders by attracting regular business from local residents;
- a network of safe streets that enable those who wish to use active transport to do so, thus freeing up space on the streets for those who prefer to drive; and
- evidence based and economically rational investment in transport infrastructure.

Our vision is for vibrant and profitable local businesses, owing to increased patronage, and traffic that still flows freely. Parking near shopping streets is easy to find because the first 5-10 spots on each side street are allocated for visitors and deliveries, with drivers guided to vacant bays by using sensors. We see our streets being safely, comfortably, and conveniently used by people from 8 to 80 years old, irrespective of whether they choose to walk, cycle, use public transport or drive.



*Image credit: OCULUS Landscape Architecture and Urban Design*

Streets Alive Yarra was founded in 2017 and now has over 1,200 likes on Facebook, increasing by ~ 20 per week. A network of local champions develop concepts and proposals for how to improve their local street or precinct. Streets Alive Yarra is also Yarra's Walkability Action Group (WAG) representative for Victoria Walks.

Further information is available at:

- [www.streets-alive-yarra.org](http://www.streets-alive-yarra.org)
- [facebook.com/streetsaliveyarra/](https://facebook.com/streetsaliveyarra/)

## Summary

The draft Car Sharing Policy should not be approved in its current form. It needs to be drastically redrafted before being sent out again for another round of public consultation.

The draft Car Sharing Policy fails to be internally consistent. For example, if the policy objective is to reduce the need for car ownership, then the policy should not create barriers to the introduction of more car sharing vehicles, either via an artificial cap on the number of vehicles, or irrational limits on the siting of vehicles.

Specifically, the policy should recommend placement of car sharing vehicles directly on residential streets. It should be just as easy to use a car sharing vehicle as it is to use a private vehicle, and this includes proximity to homes.

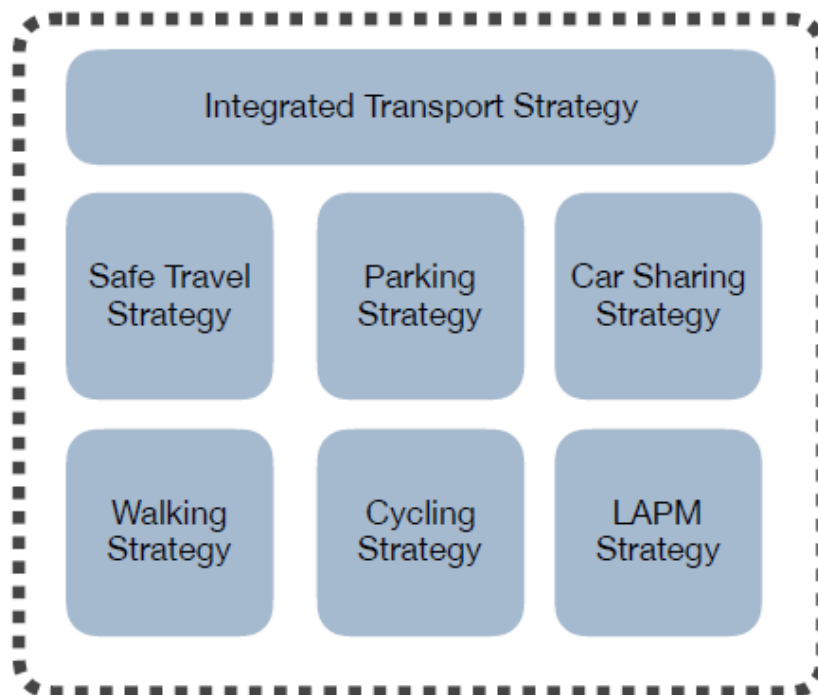
Similarly, the policy should eliminate the artificial cap on the number of car sharing vehicles and allow service providers to fully supply market demand. To be an attractive alternative to the private vehicle, car sharing services providers need to be able to offer sufficient quantity and range of vehicles near each group of customers; such as multiple small vehicles, a large vehicle and a van. This requires a much larger total number of car sharing vehicles in Yarra.

## Introduction

Streets Alive Yarra welcomes the opportunity to offer feedback on the draft Car Sharing Policy.

The primary deficiency with the draft policy is that it does not exist within the framework of an Integrated Transport Strategy. Without a holistic, internally consistent set of transport strategies, stand-alone strategies such as the existing Parking Strategy or the draft Car Sharing Policy can be criticised for lacking adequate justification for ambitious, yet rational policies or targets.

The solution is for the City of Yarra to develop a cohesive, consistent set of strategies, that clearly state the public benefits of reserving public land for car sharing:



The second deficiency is that the draft policy does not comply with the goals of the City of Yarra Parking Management Strategy Action Plan.

### 3.2 Goals

The overall goals of the City of Yarra Parking Strategy are to:

1. *Reduce the number of cars needing to park in residential streets;*
2. *Enable a reduction in the road pavement space used for parking where a community benefit can be achieved particularly where pedestrians, cyclists, public transport and persons waiting for public transport will benefit; and*
3. *Plan and manage transport and urban development to minimise the need for people to have to drive cars so that the demand for parking is contained and managed effectively.*

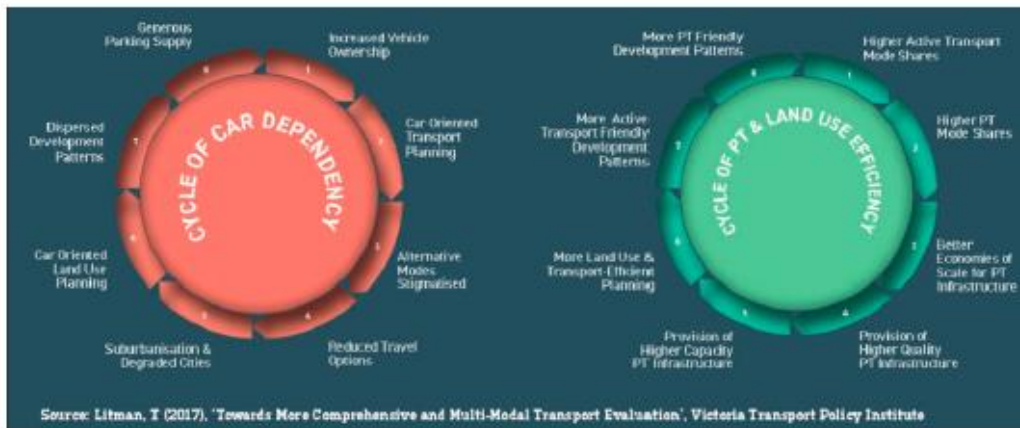
Source: <https://www.yarracity.vic.gov.au/-/media/files/services/parking/parking-management-strategy.pdf>

To comply, the draft policy needs to enable car sharing service providers to offer an attractive service. In other words, the draft policy needs to propose far higher quantities of car sharing vehicles and much better locations for car sharing vehicles, at the expense of parking for private vehicles. Specifically, the policy should publish a clear parking hierarchy, consistent with the overall land use hierarchy or road user hierarchy.



Source: Moreland draft transport strategy, modified by Streets Alive Yarra

The policy would be strengthened if it followed the lead of the City of Moreland and clearly stated that it aims to help break the “cycle of car dependency”:



Source: City of Moreland draft parking strategy

The draft strategy also appears to be internally inconsistent because it refers to Council's “Parking Management Strategy (2013-2017)” whereas the Council website:

<https://www.yarracity.vic.gov.au/services/parking>

only publishes the “Parking Management Strategy Action Plan 2013 – 2015”:

<https://www.yarracity.vic.gov.au/-/media/files/services/parking/parking-management-strategy.pdf>

## Cap on numbers

The draft targets of 231 or 283 vehicles by 2023 proposed in section 7.2 are far too low. It is irrationally inconsistent with the stated target of enabling ratepayers to transition away from private vehicles.

For example, If each car sharing vehicle can replace ~ 5 private vehicles, then the policy should target a total quantity of car sharing vehicles roughly equivalent to 1/5 of the present number of private vehicles. For example, if Yarra has ~ 90,000 residents and ~ 40,000 vehicles, then 20% is ~ 8,000 car sharing vehicles. This should be the target and, if necessary, can also be a cap.

## Car sharing has a positive impact

Clause 7.3 should be deleted. It is completely unsubstantiated and contradicts the introductory statement of “reducing the need for car ownership”. Car sharing does not have a negative impact, it has a positive impact.

## Siting of parking

Section 9 needs to be completely re-worked.

To comply with Safe Systems principles, Council Parking Hierarchy requires a complete overhaul. A Safe System assessment would clearly identify that on-street parking on shopping strips creates hazards that impose significant risks on road users, such as dooring, and would recommend the relocation of parking away from shopping strips and toward the first 5-10 spots on each side street. Specifically, the first spot on each side street should be for loading and deliveries, the next few spots should be metered to support shoppers, and the last couple should be for car sharing. The remaining spots on the side street can then be used by private vehicles.

Clause 9.2 (i) needs to be completely re-worked. Demand for metered spaces is only high because the price is too low. Pricing can be used to balance supply and demand. If the City of Yarra implemented demand responsive pricing for all metered parking bays, then 85% occupancy could be maintained even if the number of parking bays changed.

Section 9.3 (Other Streets) needs to be completely re-worked. Again, demand is a function of pricing. Demand is only high because the price is artificially low. The charge for annual residential parking permits is well below the market rate. Any service that is offered below market rate is subsidised. Council should not be subsidising the parking of private vehicles. Pricing is a tool that is available to Council. If Council controls demand by using pricing then it is easy to re-allocate some spots for car sharing, especially as adding car sharing will actually reduce demand in the medium term.

Consider the alternative scenario. If Council was presently charging the market rate for on-street parking, e.g. \$1,000 per year for 30,000 permits, it would have an annual revenue of \$30m. If Council had an extra available budget of \$30m, it is difficult to believe that Councillors would vote to spend this money to subsidise private parking, instead of spending it on other Council services.

## Unjustified burdens on private enterprise

In Attachment 1, clauses 1.1.3., 1.1.5., 1.1.6., 1.1.8., 1.1.10., 1.1.11., 1.1.12. and 1.1.13. should be deleted. These clauses are unjustifiable burdens on private enterprise. How are the metrics meant to be quantified? How are the service providers meant to comply? Council should allow business and competition in the free market to respond to market demand. For example, in Clause 1.1.12., Customers should have the right to hire a car for > 2 days.

In Attachment 2, Clause 2.2 should be voluntary. Council should not create unnecessary barriers to the uptake of car sharing vehicles. If retained, any data supplied to Council should be openly accessible to ratepayers.

In Attachment 2, Clause 2.4.1 needs to be re-worded. The statement 'demand for on-street parking is high' is not accurate without the proper context, i.e. 'demand for on-street parking is high if it is priced 98% lower than market rates'. Even, better, all parking spots in Yarra should have restrictions, requiring some form of payment for use, either via meters or via paid parking permits..