

**ITEM 25. PARKING – REALLOCATION OF CAR SHARING BAYS – VARIOUS
LOCATIONS**

TRIM RECORD NO: 2015/596613

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the following car share spaces from GreenShareCar to Hertz 24/7:

- (A) The eastern side of Mountain Street, Ultimo between a point 26 metres and 35.9 metres north of Broadway (1 car space).
- (B) The southern side of Erskine Street, Sydney between a point 24.7 metres and 29.6 metres west of Shelley Street (2 car spaces).
- (C) The western side of Macleay Street, Potts Point between a point 7.5 metres and 21 metres south of McDonald Street (1 car space).
- (D) The eastern side of Riley Street, Darlinghurst between a point 3.7 metres and 9 metres north of Chapel Street (1 car space).
- (E) The western side of Darlinghurst Road, Darlinghurst between a point 25 metres and 35 metres south of Farrell Avenue (1 car space).
- (F) The south western side of Foveaux Street, Surry Hills between a point 9.4 metres and 16.8 metres west of Mary Street (1 car space).
- (G) The northern side of Campbell Street, Surry Hills between a point 8.1 metres and 13.5 metres east of Denham Street (1 car space).

It is recommended that the Committee endorse the reallocation of the following car share spaces from GreenShareCar to GoGet:

- (A) The southern side of Nicholson Street, Woolloomooloo between a point 0.5 metres and 7 metres west of Forbes Street (1 x 60° angled car space).
- (B) The western side of Crown Street, Woolloomooloo, between the points 10.3 metres and 15.3 metres north of Kennedy Street (1 car space).
- (C) The western side of Macleay Street, Potts Point between a point 44 metres and 54 metres south of Orwell Street (1 car space).
- (D) The northern side of Liverpool Street, Darlinghurst between a point 7.9 metres and 13.5 metres west of Hargrave Street (1 car space).
- (E) The north western side of Boundary Street, Darlinghurst between a point 14.1 metres and 20.4 metres south west of Liverpool Street (1 car space).
- (F) The northern side of Union Street, Pyrmont, between a point 63.5 metres and 69.5 metres east of Edward Street (1 car space).
- (G) The south eastern side of Derby Place, Glebe between a point 4.5 metres and 11.5 metres west of Glebe Point Road (1 x 45° angled car space).

- (H) The eastern side of Kent Street, Millers Point between a point 100.5 metres and 111.5 metres north of Gas Lane (2 car spaces).
- (I) The northern side of Argyle Street, Millers Point between a point 44 metres and 50.5 metres east of Kent Street (1 car space).
- (J) The northern side of Windmill Street, Millers Point between a point 50.5 metres and 61 metres east of Dalgety Road (2 car spaces).
- (K) The northern side of Windmill Street, Millers Point between a point 20.5 metres and 26 metres west of Pottinger Street (1 car space).
- (L) The western side of Oatley Road, Paddington between a point 75.5 metres and 81.3 metres south of Oxford Street (1 car space).
- (M) The south western side of Gordon Street, Paddington between a point 8.3 metres and 14.4 metres south east of Leinster Street (1 car space).
- (N) The southern side of Burton Street, Darlinghurst between a point 18.9 metres and 24.4 metres west of Darley Street (1 car space).

DECISION

BACKGROUND

The City strongly supports car sharing, and has provided dedicated on-street spaces since 2007. Among the three car share companies operating within the City, there are approximately 21,400 resident members, and 7,600 employee or business members sharing approximately 670 on-street spaces.

The objectives of the policy are to use limited on-street parking more efficiently, provide alternatives to private vehicle ownership, reduce traffic congestion and lower greenhouse gas emissions. These objectives, particularly the efficient use of street parking, can only be achieved when shared vehicles are used regularly by the local community.

To establish usage, the City requests that car share operators provide monthly data on the vehicles in spaces provided by the City.

The City has reviewed the data provided by GreenShareCar on the usage of public spaces. Over a twelve month period, spaces allocated to GreenShareCar have been only infrequently booked, with average usage of six bookings per month. In one case, a space was used only four times in three months. A number of spaces have been left empty for long periods. By comparison, in August 2015 GoGet vehicles were used 31 times per month on average, while Hertz 24/7 vehicles were used 23 times per month.

At this level of usage, it is unlikely that GreenShareCar spaces are contributing to any reduction in demand for on-street parking, or sustainable changes to travel behaviour.

CONSULTATION

The City wrote to GreenShareCar in April 2015 highlighting its concern about very low levels of usage, and asking the company to show cause as to why the bays should not be withdrawn or reallocated. Subsequently, City staff met with GreenShareCar to discuss the company's response, and offered to retain a small number of better used spaces.

GreenShareCar declined the City's offer, and has refused to display current Authorised Car Share Vehicle permits. Consequently, the City advised GreenShareCar on 13 January 2016 that it should vacate City-owned spaces. The company has confirmed spaces would be vacated by the end of January 2016.

The City has formally offered the vacated spaces to the two remaining car sharing operators, Hertz 24/7 and GoGet. Both companies have offered to accept GreenShareCar members with no joining fee and free driving credit. Any spaces that are reallocated will be reported to the Committee for information.

Should any spaces not be reallocated, a report will be prepared to the Committee seeking to return the spaces to general parking.

FINANCIAL

Funds are available in the current budget.

ATTACHMENTS

Nil

Kate Sayeg, Transport Policy Officer

