

# Submission to the Christchurch City Council Community Plan.

## Who we are

**Transport Matters** is a new group in the process of becoming a trust with the aim of offering new transport choices to the community that reflect current concerns for economic, environmental and social sustainability. We wish to advocate strongly on behalf of Christchurch having a Car Share Scheme.

We would like to present our submission at the hearings.






## **Suggestion: That the Christchurch City Council support the establishment of a carshare system in Christchurch.**

This relates to Streets and Transport (on p18 summary version) however we believe it will also enhance community support (on p10 summary version) by providing access to personal transport to people hitherto unable to afford it.

Terminology. The term "car share" here refers to the shared ownership of cars through a membership organisation and NOT to the concept of ride sharing or car - pooling.








Transport Matters is seeking to set up a Car Share Organisation (CSO). Further information about how these operate is detailed below.

## **We would like the council to:**




-  Provide designated car parking spaces (pods) at significant locations.
-  Provide seed funding, grants and loans.
-  Promote the scheme in public authority publications and libraries.
-  Provide discounts for car share users.
-  Perhaps replace elements of fleet use with car share use for their staff.

We think the council should do this because of because of the following advantages to the community and for individuals.

## **The advantages to the community are**

-  Reduced car ownership
-  Reduced emissions
-  Increased use of public transport
-  Less congestion on the roads
-  Less need for parking spaces
-  Opportunities for inclusion of those who cannot afford/choose not to have private cars
-  It creates a culture shift away from dependence upon private car ownership.

## **Benefits to the individual are:**

-  Fixed costs of owning a car are avoided.
-  Maintenance and repair costs are avoided.
-  A suitable car is available when needed.

- 🚗 People have a way to take positive action to address global warming.
- 🚗 People become fitter as they start to use other transport means as well as cars – walking – cycling - public transport.

Car share schemes have been extensively by public authorities overseas motivated by similar social, environmental and economic goals as the Christchurch City Council.

### **About Car Sharing Organisations (CSO)**

Car sharing began in Europe in the late 80s, often as fairly low key co-operatives and has since spread around the world. This now includes commercial organisations with tens of thousands of members, hundreds of cars and multiple city coverage.

CSO operate in over 600 cities world-wide<sup>1</sup>, mainly in Europe and the Northern America but also in Asia and Australia. In Italy the national government has allocated €9 million to supporting the formation and operation of CSO that fulfill government criteria. Generally public authorities have facilitated car sharing by making available designated parking spaces to CSO.

### **How Car Share systems operate.**

Typically CSO have a member base with members paying a modest joining fee and a monthly service charge in addition to a per kilometer and per hour charge which includes petrol and insurance. In return members have the right to book a car, by phone, text or on-line, for use as needed.

Cars are available at multiple locations around the city, in designated parking spaces. On-line booking sheets will show where a car is available, offering options if all vehicles at the preferred location are already booked. Virtually all larger systems now use smart card systems for members to access the cars, and many use sophisticated tracking and billing systems.

Unlike commercial rental cars there is no minimum hire period so cars may be accessed by the hour. Studies overseas show that with CSO membership car use tends to decrease over time. From an establishment base of approximately 10 members per car, some larger CSOs have expanded to a ratio of 25 members per car.

Many CSO actively foster commercial involvement, encouraging small and large businesses or public authorities to become members and replace at least part of their fleet with CSO vehicle use, in return siting some vehicles (sites are called "pods") in places easily accessible to these organisations during business hours. This increases use and the CSO fleet size, and creates more vehicles for after-hours recreational use.

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<sup>1</sup> "Car Share Wear and Tear". Dr J Murray. The Brisbane Institute.  
[http://www.brisinst.org.au/resources/murray\\_jacqui\\_car\\_share.html](http://www.brisinst.org.au/resources/murray_jacqui_car_share.html)

Typically CSO have several membership plans, for high, low and moderate use, with an option to pay higher service charges and lower usage charges (attractive to those seeking to spread costs in a predictable manner) or lower service charges and higher pay-as-you-go charges. Larger CSO typically have a range of vehicles (vans, light trucks, 4WD and sports car) as well as smaller city run-abouts.

The great benefit to users is the freeing of capital normally tied up in vehicle, the benefit to society the drastic reduction in car use that usually accompanies the shift from private car ownership to CSO membership.

More information about CSO systems (including samples of overseas public authority involvement) is available on request.

### **A Car Share System for Christchurch**

With the cost of petrol rising and people becoming increasingly concerned about the environment. We believe it is the ideal time for Christchurch to develop a local Car Share Project.

We would like to see pods sited at major traffic conjunction areas, points that can be arrived at by bike or by multiple bus routes such as the major shopping malls that ring the city. We hope that the council will either initiate work on this or react positively to any other organisation that approaches it for support with such a venture.

Generally some form of grant or seed funding is necessary for CSO's to flourish, overseas CSO have emerged as viable commercial operations where effectively managed. Public authorities have worked sympathetically with the providing organisation/s to achieve this as rapidly as possible. In the event of major oil prices increases, it is perceived having a CSO infrastructure already in place (and easily able to expand) could play major role in modifying the social effects of these price rises.

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