

**Notice of Motion, Cr Mayne: Further amendments to car share policy**

28 July 2015

**Motion**

That council requests management to:

1. Implement the following changes to Council's car share policy in addition to the recommendations from the Future Melbourne Committee being considered at the July 28 council meeting:
  - A. Ensure no single car share operator is assigned more than 60% of the on-street car share parking bays controlled by council.
  - B. Publish on the car share page on council's website an up-to-date map showing which on-street bays have been allocated to which companies and on what terms.
  - C. Better promote car share as a service in *Melbourne News*, on council's website and by any other means identified by management as appropriate, including spending from the existing 2015-16 advertising budget;
  - D. Prepare a briefing note for councillors addressing the question of how much subsidised street space council is providing to the taxi industry, including a map of the existing 270 parking bays in the City of Melbourne which are reserved exclusively for taxis and for which council receives no revenue.
  - E. Prepare a presentation for a future Councillor Forum outlining the number of residential parking permits issued by the City of Melbourne, the breakdown by suburb, the revenue this raises and equity arrangements between car share providers, long-time permit holders and new residents moving into the municipality at a time of record population growth.
2. Over-ride the recommendation from the Future Melbourne Committee, even if adopted by Council at the June 28 meeting, and make the following changes to Council's car share policy;
  - A. Where car share spaces are offered in streets which are un-metered or have residential parking permits, council is to charge an annual fee equal to the applicable residential parking permit fee for one car as well as a fee which covers the cost of installation/administration and the cost of removing the bay if the car share company subsequently surrenders the spot;
  - B. On-street car share bays in the Hoddle Grid are to be expanded from 21 to 39 by June 30, 2016, with each bay to be levied at \$300 per month (ie \$3600 per year) from September 1, 2015 with the additional spaces to be at first offered on an equitable basis to the three existing operators.
  - C. The pricing for parking bays in the CBD but outside the Hoddle Grid is to be set at \$100 per month from September 1, 2015 for both existing free bays and any newly issued bays;
  - D. The number of spots available for car share at Council's City Square car park is to be expanded to a maximum of 5 for each of the existing operators at a cost of \$400 per space per month (ie \$4800 pa), commencing on September 1, 2015.
  - E. The proposed 1-for-2 public to private ratio of on-street to off-street parking bays proposed in the officer report an recommended by committee is not to be implemented, with council policy to focus on growing on-street car-sharing bays by 60 per year to reach 600 by 2021;

## **Background**

Cr Mayne acknowledges that it is highly unusual for a motion to be submitted on a topic that is the subject of a report from committee which is being recommended to council for adoption.

However, Council's car share policy is complex and highly contested, with more than 30 submissions so far opposing the proposed changes to the policy. The proposed policy would also be a substantially different from the much more widely adopted model that applies in the City of Sydney.

Rather than engaging privately with car service providers and individual submitters and having confidential negotiations with councillors, it is more transparent to give formal notice of proposed changes to the recommendations made by the Future Melbourne Committee on July 14. This will allow more informed stakeholder input in terms of any potential amendments to be adopted.

It is most likely that this motion will lapse on the night, as if a majority of councillors support any of these proposed amendments, they would logically be adopted during the initial substantive debate on the car share policy recommended by The Future Melbourne Committee.

Here is a summary of the impact or rationale of each proposed amendment:

1A. Aims to maintain competition and avoid the emergence of a dominant operator.

1B. A transparency measure by the council which aims to be Australia's most open and accountable local government.

1C. Given the sustainability benefits from car sharing, council needs to get out there and promote the service.

1D. There has been a strong argument that council should not subsidise private businesses, when the likes of Cabcharge receive much larger subsidies from council.

1E. No other council has priced car share bays above residential parking permits where these apply. These permits only cost \$25 for the first car in certain non-CBD City of Melbourne suburbs so councillors need more information to ensure there is equity in the application of these policies.

2A. Avoids charging car share providers a premium to what residents pay for parking permits for cars under their personal control (whether by lease, loan or outright ownership).

2B. Hoddle Grid spots have been a success for car share providers and the businesses who use them, so we should promptly add more for a successful service whilst reducing the subsidy on each allocated spot through a one-off 20% price rise.

2C. The biggest current subsidy comes from the provision of free bays in the CBD area outside the Hoddle Grid. A modest price of \$100 per month for new and existing bays will reduce this subsidy but not to the extent which would make the business unviable;

2D. This element of the proposed policy is unprecedented in Australia and will be more effectively achieved through the planning scheme with new developments, rather than through the proposed 1-for-2 model.

**Moved: Cr Mayne**