

Inquiry into e-mobility safety and use in Queensland

Submission No:	1117
Submitted by:	GoGet Carshare
Publication:	Making the submission and your name public
Attachments:	See attachment
Submitter Comments:	

GoGet Submission to Inquiry into e-mobility safety and use in Queensland

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This Submission addresses reference number 8 “Broad stakeholder perspectives, including from community members, road user groups, disability advocates, health and trauma experts, academia, the e-mobility industry, and all levels of government”.

Introduction

GoGet believes that this inquiry is extremely important and timely, considering the over-reliance on private cars in the State. We strongly support the government working towards enabling safe and reliable alternatives to private vehicles. This submission concerns Reference number 8: “Broad stakeholder perspectives, including from community members, road user groups, disability advocates, health and trauma experts, academia, the e-mobility industry, and all levels of government”.

As part of working on sustainable mobility, GoGet encourages the government to implement professional round-trip carshare programs alongside micromobility options, creating integrated mobility hubs that offer flexible, multi-modal transport solutions. Combining Carshare with shared e-scooters/ e-bikes will enable communities to reduce reliance on private vehicles, lower carbon emissions and enhance transport accessibility.

GoGet is Australia’s largest carshare provider, servicing over 280,000 members and operating more than 3,000 vehicles nationally. In Queensland, there are 12,261 members (9,791 personal and 2,470 business members) who rely on 146 shared vehicles, provided by GoGet. 46% of our personal members in Brisbane have deferred car purchase, thanks to having access to GoGet vehicles. More than 22% of these vehicles would have been parked on the street. As such, GoGet has saved around 7.2 km of street parking in Queensland.

We believe we can achieve more for Queensland in collaboration with the Government. The current sustainability results were achieved by providing “free-floating” shared vehicles, i.e. cars without their dedicated parking spots and that are not permanently integrated into the local public transport network. Absence of dedicated parking spots significantly reduces reliability and equitable access of our service for our members, as vehicles do not have reliable dedicated locations. It means that members are less likely to forgo their private cars and we also observe a reduced uptake from more vulnerable user groups. Queensland is the only state we operate in that does not have dedicated carshare bays, which significantly limits the sustainable benefits carshare can achieve.

We believe a strategic carshare integration in Queensland will yield results similar to those in other states (Table 1).

Table 1. GoGet's contribution to sustainability across Australia

State	Members	Driving km avoided	CO2 emissions saved	Parking saved, km	Parking saved, spaces
NSW	182,649	285,772,000	73,729	193.2	35,781
Victoria	79,404	125,874,000	32,475	65.5	12,120
Queensland	16,671	26,196,000	6,759	7.2	1,337

Queensland has a significant opportunity to embrace shared mobility and carshare, following the impressive successes seen in other states.

This submission outlines four recommendations based on our 21 years of experience as a shared transport operator in Australia.

Recommendations

1. Integrating Micromobility with carshare

Proposal:

Establish transport hubs that integrate professional round-trip carshare with other forms of sustainable transport, such as public transport, cycling, shared micromobility and walking. This would include adding dedicated carshare spaces next to public transport in high density areas.

Example Use-Case Scenario:

- **Initial Journey:** A commuter travels by train to a station near their destination. Upon arrival, they can choose between a bus, a shared e-scooter or a carshare vehicle depending on the time, the distance to their final destination or their specific needs (e.g., carrying goods).
 - **Using shared micromobility:** For shorter distances, the commuter may prefer using an e-scooter, which is faster than walking.
 - **Using Carshare:** For longer or more complex trips, they choose a carshare vehicle. This option is particularly useful if they need to make multiple stops, need to carry goods, or if it is dark and there is perceived unsafety.

If not for the availability of carshare and shared micromobility, the commuter would have opted to travel the whole way by car because the “mid-mile” of their travel is not convenient to make by public transport. We have seen a great usage of such integrations in practice with the carshare [light rail integration project with Inner West Council](#) and the [Katoomba/Wollongong Integration Projects with Transport for NSW](#). These projects have been extremely beneficial for the community, with very high uptake of the service and with much of the use being from people and businesses that do not live in the area. These hubs will

support the government's objectives of reducing traffic congestion and emissions while improving urban mobility and accessibility.

2. Create Direction for Transport Hubs

Proposal:

Develop a unified technical framework for Shared Transport Mobility hubs.

Justification:

The state-wide unified framework for Shared Transport Mobility hubs should provide guidance to Local Governments to establish carsharing and shared micromobility hubs at public transport stations and other on-street locations. For example, NSW government provides such guidelines and endorses carshare to reduce emissions and promote sustainability¹.

3. Set a State Mode-Shift Target

Proposal:

Establishing a State mode-shift target with the goal of facilitating the transition of a significant percentage of trips from private vehicle use to more sustainable transport modes such as public transport, cycling, walking, carshare and using shared micromobility.

Justification:

Implementing a mode-shift target would align with the government's environmental and urban planning objectives. It would set a clear direction for local Councils to promote and invest in more sustainable transport options. This target will help reduce traffic congestion, lower greenhouse gas emissions, and improve public health by encouraging more active transport. The state should also have a mechanism to step in and implement changes if Councils are not showing evidence of working towards their mode-share target.

Mode-shift measurement

GoGet proposes using a reduction in car ownership as a criterion of mode shift for the reasons outlined below.

1. Strong Correlation Between Car Ownership and Travel Mode Choices

Car ownership is one of the most powerful predictors of how people travel. Households with a private car are significantly more likely to use it for most trips, often by default, because the sunk costs make each additional trip feel “free.” Once a person gives up owning a car, they are much more likely to substitute their travel with public transport, walking, cycling, and shared mobility.

2. Car Ownership is Quantifiable and Verifiable

¹ Transport For NSW. TTD 2018/001 – 26 October 2018. Guidelines for on-street fixed space car share parking.

Unlike self-reported travel behaviour, which is subject to bias or memory error, car ownership data is quantifiable and it is already included in the Census, which helps with consistency and does not require more resources.

3. Indicates a Long-Term Commitment

Considering that selling a car generally requires significant time and effort, it is not a temporary decision—it's a significant lifestyle change. It signals a long-term commitment to using alternative transport modes. Car ownership is not something that people can easily opt in and out of, so it is a relatively stable indicator.

4. Use Spaces that Carshare Frees Up for Bike Lanes

Proposal:

Repurpose the urban space freed up by carshare programs for the creation of dedicated bike lanes.

Justification:

One carshare vehicle, in an on-street dedicated space, replaces at least 10 privately owned vehicles: this frees up at least 9 vehicles' worth of street space for the local community². These freed-up spaces can be transformed into dedicated bike lanes, promoting cycling as a safe and viable mode of transport. If this freed-up space is not used for active transport, parklets or space for trees, it ultimately gets filled with private cars coming often from other areas due to induced demand. We recommend creating bike lanes coupled with dedicated carshare programs. This change supports the government's goals of reducing carbon emissions, enhancing public health, and creating more livable urban environments. If Councils are obstructing carshare and bike lane initiatives due to perceived parking concerns, the state government should intervene to implement these services.

Conclusion

GoGet thanks the government for considering our submission. We are eager to collaborate with the government to bring these ideas to fruition and create a more connected, sustainable future.



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² Boyle, P. (2016). The impact of car share services in Australia. International Car sharing association.