Car Share Policy

This policy outlines the Council's approach to managing car share operations operating from Council land.

1. Introduction

Previous wording:
Car sharing is succeeding in many cities around the world in lowering the number of vehicles per household as well as reducing private vehicle volumes and vehicle (local NO2, PM10 etc and greenhouse gas) emissions. Research has shown that households with low car ownership are more likely to rely on Public Transport (PT) and active modes for day-to-day mobility.

The Christchurch Transport Strategic Plan encourages people to use a wider range of travel options including walking, cycling, public transport and car sharing. In order for a car sharing scheme to be effective it is acknowledged that vehicles must be located throughout the city, readily accessible to users.

To realise all potential benefits from publicly available car sharing, it is important that the Council has clear and supportive policy direction for car share organisations to operate throughout Christchurch.

1.1. Car sharing is a membership-based service where people can rent cars for a specific period of time, ranging from short trips to longer multi-day use. Car share schemes allow people to pick up and drop off vehicles at locations convenient to them.

1.2. Car sharing is succeeding in many cities around the world in lowering the number of vehicles per household as well as reducing private vehicle volumes and vehicle emissions (local NO2, PM10 etc and greenhouse gas). Research shows that car sharing can complement the transport network and enhance transport options for people who do not have access to a private vehicle.

1.3. The Ōtautahi Christchurch Future Transport Strategy encourages people to use a wider range of travel options including walking, cycling, public transport and car sharing, to support reduced transport emissions.

1.4. For car sharing to be effective, schemes must be reliable, have vehicles located throughout the city and be readily accessible to users. To realise all the benefits from publicly available car share schemes, it is important that Christchurch City Council (the Council) has clear and supportive policy direction.

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2. Purpose and Scope

Previous wording:
The purpose of this policy is to provide clarity regarding matters relating to the use of all roads and land under the care, control and management of the Council in relation to car sharing operations. This policy aims to set high-level direction to clarify car sharing within the Christchurch context and create an attractive and workable environment for car sharing organisations to operate.

2.1. The purpose of this policy is to provide clarity regarding matters relating to car share schemes that have vehicles located in designated areas on Council land.

2.2. This policy aims to set high-level direction to clarify car sharing operations within the Christchurch context and create an attractive and workable environment for car sharing organisations to operate.

2.3. This policy excludes car sharing parking spaces on private property.

3. Policy Statement

Changes to this section have been indicated in underline.

3.1. The Council adopts the position that car sharing should be encouraged throughout Christchurch as a complement to public and active modes of transportation. The Council will consider car sharing operations within the context of the Council's broader outcomes and objectives.

3.2. The Council's strong preference is for car sharing parking bays, and pickup and drop-off locations, to be located off-street.

3.3. Where an area has been identified as a location for car sharing, and there are no suitable off-street spaces on Council land to park a car share vehicle, ~~the Council may allow car share vehicles to be parked on Council property and on city streets.~~ the Council may at its discretion allow car share vehicles to be parked on the roadside.

3.4. Council may enter into agreements with car sharing organisations for the use of parking spaces on Council land, provided they meet and comply with Council requirements for an approved scheme.

3.5. An approved scheme should be viewed as an integral part of a broader transport ecosystem much the same as taxis, ~~and~~ shuttles and ride share and not unreasonably restrict access to members of the public.

3.6. Where car sharing vehicles are accessed from Council land, they should not be considered a commercial activity under the Trading and Events in Public Places Policy 2018.

3.7. Any car share organisation wishing to locate vehicles on any Council land must apply to Council with a detailed proposal outlining specific parking location requests or operational zones.

3.8. The car sharing organisation is responsible for installing any Electric Vehicle (EV) charging infrastructure required for car share vehicles and consistent with the Council's policies on EV charging.

3.9. The Council supports a level playing field for car share organisations in the District.

3.10. Any car share organisation should comply with all relevant legislation, regulations and standards, as well as health and safety requirements.

3.11. Approval for car share organisations to locate vehicles on Council land, may be granted by Council on a case-by-case basis, provided the proposal is not inconsistent with this policy and other Council planning and policy documents.

3.12. The Council may accept or decline requests to be an approved car sharing organisation, and may impose any conditions it thinks fit, at its discretion.

4. Approved Car Share schemes that can locate vehicles on Council land

This section has been renamed from "Definitions" to "Approved Car Share schemes that can locate vehicles on Council land" to better reflect the purpose of this section. Proposed changes are underlined.

4.1. Car sharing can exist in a number of different business and operational models. Council will exercise discretion in determining an approved scheme based on the following criteria guidelines:

- An approved scheme should have a defined and straightforward membership process allowing members ongoing access to the organisation's vehicles.
- Having on-demand readily accessible vehicles available at all hours of the day, seven days a week through a formalised booking system (e.g. access cards, online, mobile etc).
- Simple and easy to understand rates for vehicle use that include fuel/energy, maintenance and insurance for the user.
- The scheme should have multiple vehicles comprising a fleet that can be accessed by any member at convenient and accessible locations.
- ~~The vehicles must belong to, or be affiliated with an organisation such as a Limited Company, Incorporated Society, co-operative, body corporate etc.~~
- The vehicles must belong to a car share organisation.
- The organisation's fleet of vehicles must clearly be identified as belonging to an approved car sharing organisation and vehicles be regularly maintained to an acceptable standard (e.g. current Certificate of Fitness (CoF) or warrant of fitness (WoF).
- The car share organisation must comply with the Land Transport Rule: Operator Licensing 2017.

4.2. The Council may also consider any other matters as relevant, including but limited to:

- Location of proposed car share schemes.
- The safety rating of the car share vehicles.
- How the scheme can support access to transport and the Council's strategic objectives.
- The emissions profile of the organisation's car share fleet.

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5. Designated Car Share Parking Spaces

Previous wording:
The Council may, by resolution, set aside any road, or part of any road, or any other area controlled by the Council, restricted parking or stopping or standing restrictions. The spaces may be designated for a specified class or description of vehicle (for example a car sharing vehicle) or for a specified activity (for example car sharing).

5.1. The Council may designate parking spaces for the purpose of car share parking. For a parking space (or multiple parking spaces) to be limited to car share parking, it must be resolved as a car share parking space under the Council's Traffic and Parking Bylaw 2017 and requires the approval of the relevant Community Board, and in some cases, the Council.

5.2. Consultation with affected parties may be required depending on the location of the proposed car share parking bays.

5.3. Criteria that the Council may consider include, but are not limited to:

- Location of the parking bays and other nearby services and amenities.
- Safety and accessibility of the proposed parking bay.
- Impact on parking on nearby households and businesses.
- Integration with public transport networks.

5.4. The design and location of parking bays must be consistent with the relevant regulations and guidelines, which can be found in the References and Related Documents section (Section 11).

5.5. When a car share parking space replaces a paid parking space, the loss of parking revenue will be considered through the licensing agreement. In considering this, Council reserves the right to seek a registered valuation.

6. Free-Floating Car Share Schemes

Previous wording:
The Council may consider allowing car share organisations to locate car share vehicles on council controlled land or streets without fixed points of departure.

Decisions to approve and endorse a scheme of this nature will be dealt with on a case by case basis and subject to approval from Council.

Approval will be subject to an agreement entered into with the approved operator and subject to conditions specific conditions outlined within the agreement.

6.1. The Council may consider allowing car share organisations to operate car share schemes on Council land without fixed points of departure (free-floating schemes). Instead of designated parking spaces, a

free-floating scheme would enable vehicles to park in any approved parking space within a specific zone.

6.2. Free-floating schemes must be approved by the Council for the approved car share organisation to receive potential parking benefits on Council land, such as specified exemptions from parking restrictions, which would be set out in the conditions associated with any approval.

6.3. Decisions to approve and endorse a scheme of this nature will be dealt with on a case-by-case basis and subject to approval from Council and relevant criteria and guidelines set out in this policy. The Council may also consider matters such as the number of vehicles and potential zonal fleet caps, location and size of zones, any required car share parking and parking conditions, and how the approved car share organisation will manage car relocations.

6.4. Approval for a free-floating scheme will be subject to an agreement entered into with the approved car share organisation and subject to specific conditions outlined within the agreement.

7. Fees and Charges

This is a new section.

7.1. The agreement between Council and the approved car share organisation may include a financial return to Council to recognise the value of public space being used.

8. Monitoring

This is a new section.

8.1. The Council expects approved car share organisations to make available to the Council any requested data on car sharing, including but not limited to data such as trips per user per vehicle, registered users, trip distance and start and end dates and times of trips.

9. Enforcement

This is a new section.

9.1. It is an offence for a non-car share vehicle to use a car share parking space that has been legally resolved. The Council will not give preferential treatment to approved car share organisations when responding to enforcement matters.

9.2. The approved car share organisation must fully co-operate with Council to resolve issues relating to the operation of the scheme.

9.3. Council may revoke any licence or agreement between the approved car share organisation and Council for breach of this policy and any conditions contained in the licence or other agreements.

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10. Definitions

TERM	DEFINITION
Car Share	means a scheme whereby vehicles can be booked by registered users for a period.
Council	means the Christchurch City Council (or any other equivalent territorial or unitary authority that supersedes it).
Council land	means land that is owned, vested in, or under the management of the Council. This includes the road reserve, Council Recreation, Sports and Event facilities, Council buildings and Council parks and reserves.
Electric Vehicles	is defined in the Land Transport (Road User) Rules as a motor vehicle with motive power wholly or partly derived from an external source of battery (or whichever definition supersedes this).
Free floating scheme	means a car sharing scheme where there are no fixed points of pick-up, departure or drop-off for the vehicle.

11. References and related documents

Document	Link
Land Transport Rule: Organisation Licensing 2017	https://www.nzta.govt.nz/resources/rules/land-transport-rule-organisation-licensing-2017
Land Transport Rule: Traffic Control Devices 2004	https://www.nzta.govt.nz/resources/rules/traffic-control-devices-index
Christchurch City District Plan	https://districtplan.ccc.govt.nz/
Public Places Bylaw 2018	https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/bylaws/public-places-bylaw-2018
Traffic and Parking Bylaw 2017	https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/bylaws/traffic-and-parking-bylaw-2017
Electric Vehicle (and Other) Charging Infrastructure	https://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/policies/transport-parking-and-drones-policies/electric-vehicle-policy
Trading and Events in Public Places Policy 2018	https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/policies/licensing-and-commercial-activities-policies/trading-and-events-in-public-places-policy-2018
Christchurch Central City and Suburban Parking Policies	https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/policies/transport-parking-and-drones-policies/christchurch-parking-policies

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