

Submission form: Victoria's draft 30-year infrastructure strategy

Your details

Name:	Katya Eagles
Organisation (if applicable):	GoGet Carshare
Position (if applicable):	Council Policy Liaison
Email:	
Phone:	Click or tap here to enter text.

About you

Please tell us which best describes you:

☐ Victorian resident
☒ Victorian business owner/operator
☒ Industry professional
☐ Community organisation representative
☐ Local government representative
☐ State government representative
☐ Researcher
☐ Other (please specify): Click or tap here to enter text.

Your focus areas

Select the topics or regions you are providing feedback on (select all that apply):

Topics	Regions
☐ Across sectors	☐ Regional Victoria
☒ Circular economy	☐ Urban growth areas
☐ Cities	☐ Melbourne
☒ Climate change	
☒ Community infrastructure	
☐ Education	
☐ Energy	
☐ Freight	
☐ Health	
☐ Housing	
☐ Infrastructure for Victoria's First Peoples	
☒ Transport	
☐ Water	

Your feedback

Add as many sections as you need to provide all your feedback in this submission.

Topic/area:	Reduced Emissions and Vehicle Manufacturing Impacts
Recommendation name:	“Reduce greenhouse gas emissions from infrastructure”, “better use of government land for open space and greenery”
Recommendation number:	24, 26
1. Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part
2. Tell us why	Carshare directly reduces demand for private car ownership. Each shared vehicle can replace 10-14 private cars, significantly lowering emissions from vehicle manufacturing, storage, and disposal. Carshare can enable buildings to be built with fewer parking spaces reducing embedded missions and increasing housing affordability whilst maintaining residents’ access to vehicles on demand. This directly aligns with Recommendation 24 “Reduce greenhouse gas emissions from infrastructure”, “better use of government land for open space and greenery” (recommendation 26).
3. Share any supporting evidence or examples	Boyle, P. (2016). The impact of car share services in Australia. International Car sharing association.
4. Include proposed changes and improvements	Include carshare explicitly in infrastructure planning frameworks, particularly under sections on “reducing greenhouse gas emissions from infrastructure” (recommendation 24), “better use of government land for open space and greenery” (recommendation 26).

Topic/area:	Housing Affordability and Reduced Parking Needs
Recommendation name:	Rezone locations near existing infrastructure for more home choices”; “Mandate more affordable homes near existing infrastructure” and “reducing greenhouse gas emissions from infrastructure” (recommendation 24).
Recommendation number:	7, 24
5. Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part

6. Tell us why	Carshare reduces the need for how many parking spots need to be built, enabling denser and more affordable housing developments whilst reducing impact on local congestion this added density brings. Building parking, especially underground, produces a lot of emissions. Carshare helps decrease this number of emissions and, as such, carshare helps make developments greener. Carshare should be mentioned as a tool to help achieve recommendation 7: “Rezone locations near existing infrastructure for more home choices” ; “Mandate more affordable homes near existing infrastructure” and “reducing greenhouse gas emissions from infrastructure” (recommendation 24).
7. Share any supporting evidence or examples	Click or tap here to enter text.
8. Include proposed changes and improvements	Recognise carshare as a tool to reduce emissions for developments within the Strategy.

Topic/area:	Public Space Reclamation
Recommendation name:	Better use government land for open space and greenery”
Recommendation number:	26
9. Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part
10. Tell us why	Carshare directly reduces demand for private car ownership. Each shared vehicle can replace 10-14 private cars. Reduced parking demand allows reallocation of land to green infrastructure and public amenities. This supports Recommendation 26: “Better use government land for open space and greenery” . Figure 1 shows a
11. Share any supporting evidence or examples	A real example from the City of Sydney of how carshare helped free up street space for greenery and trees.  
12. Include proposed changes and improvements	Provide planning and funding support for dedicated carshare bays, especially in high-density and underserved areas. This can be done by, for example, establishing a mode shift or transport emission reduction targets for Local Governments.

Topic/area:	Resilience and Emergency Response
Recommendation name:	Victoria is resilient to climate change and other future risks” section
Recommendation number:	Click or tap here to enter text.
13. Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part

14. Tell us why	Carshare contributes to urban resilience by providing accessible mobility during and after extreme weather events. People's mobility needs and access to their private vehicles often change because of the extreme weather events, as they might lose access to their personal vehicle or they might need a bigger vehicle to clean up the aftermath. For example, GoGet saw an increase in demand after Cyclone Alfred in Queensland, hail in Sydney, bushfires in 2019–2020 and during other extreme events. Our members get access to a variety of vehicles that are distributed across the network, providing flexible transport alternatives during emergencies. Carshare has also been integrated with Public transport networks, enabling multimodal journeys and added resilience to the public transport network. As such, carshare can play a key role in making cities more resilient, which aligns with recommendations under the “Victoria is resilient to climate change and other future risks” section.
15. Share any supporting evidence or examples	Click or tap here to enter text.
16. Include proposed changes and improvements	Encourage Local Governments and transport agencies to create connected carshare networks Connected carshare networks are a direct investment in making cities and communities more resilient. They ensure a distributed, flexible, and inclusive transport resource that supports emergency response, accelerates recovery, and sustains urban functionality during crises. However, as currently every dedicated carshare space goes through Local government approval, the growth of the carshare network can be quite delayed and it does not meet demand of the communities, especially during emergency events. As such, we recommend encouraging Local Governments and transport agencies to create connected carshare networks. For example, the State Government can create targets for uptake and usage of shared mobility, shared mobility network growth or use other incentives.
Topic/area:	Circular Economy in Transport
Recommendation name:	circular economy section
Recommendation number:	e.g. Recommendations 35, 38, 39
17. Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part
18. Tell us why	19. Carshare aligns with circular economy principles by maximising the usage of fewer vehicles, reducing waste, reducing the number of vehicles that need to be produced, imported and destroyed at the end of their usage time. Shared transport should become one of the key strategies in reducing transport

	emissions. Carshare and other shared mobility options should be recognised in the circular economy section (e.g. Recommendations 35, 38, 39).
20. Share any supporting evidence or examples	Click or tap here to enter text.
21. Include proposed changes and improvements	Encourage Local Governments and transport agencies to create connected carshare networks Connected carshare networks are a direct investment in making cities and communities more resilient. They ensure a distributed, flexible, and inclusive transport resource that supports emergency response, accelerates recovery, and sustains urban functionality during crises. However, as currently every dedicated carshare space goes through Local government approval, the growth of the carshare network can be quite delayed and it does not meet demand of the communities, especially during emergency events. As such, we recommend encouraging Local Governments and transport agencies to create connected carshare networks. For example, the State Government can create targets for uptake and usage of shared mobility, shared mobility network growth or use other incentives.
Topic/area:	Road usage charge
Recommendation name:	Charge people fairly to use roads
Recommendation number:	Click or tap here to enter text.
22. Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part
23. Tell us why	Carshare users pay for each km and hour they travel. As such, carshare has an inbuilt fee for using the roads. This system aligns user costs with actual road usage, unlike private car ownership. This pay-as-you-go model can contribute to more efficient travel decisions and potentially reduce unnecessary trips, further alleviating congestion and emissions. Moreover, this fee structure can provide valuable data on road usage patterns, which can inform future infrastructure planning and investment.
24. Share any supporting evidence or examples	
25. Include proposed changes and improvements	Ensure that any future congestion or road pricing schemes treat carshare fairly, recognising its role in reducing overall car usage.

More feedback (optional)

Tell us about infrastructure challenges, gaps or opportunities not covered by the draft strategy. This can include things you think we should add to an existing recommendation, or suggestions for a new recommendation.

Please provide evidence for your suggestions. This can include data, specific examples, cost benefit analyses, surveys, or program evaluations. Also, explain how your suggestions align with the objectives of our draft strategy (see page 11 of the draft strategy).

Suggestions for new recommendations should point towards infrastructure opportunities that can deliver long-term benefits for Victorians. They should also be areas where the Victorian Government has a leading role.

Equity and Accessibility

Carshare helps close gender and socio-economic mobility gaps. Providing well-lit, accessible, and conveniently located bays enhances inclusivity for women, families, and older residents. Additionally, if people need cars for infrequent use, carshare is much cheaper than car ownership, which makes mobility more accessible.

Recommendation. Integration with Public Transport Hubs

Develop multimodal mobility hubs at train, metro, bus and light rail stations with carshare dedicated bays as a key component.

