

Item 25.**Bicycle Parking - Argyle Street, Millers Point.**

TRIM Container No.: 2025/203675

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the northern side of Argyle Street between the point 7.7 metres and 12.7 metres east of Argyle Place as "P Bicycles Only".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The City supports the use of share bikes as part of a safe, sustainable and efficient urban transport system. They provide a useful opportunity for people to try riding in our area and to incorporate riding into their daily travel.

In 2024 there were over 1,940,000 share bike trips in the city, averaging over 160,000 trips per month – or 5,339 trips a day.

Reallocation of road space for the parking of shared micromobility vehicles has been widely adopted in leading cities around the world. Most notably in London, UK where they have found that locating share bike parking in the road has led to less issues regarding parking compliance and obstructions. Having parking on the footpath leads to more conflict and increases cycling on the footpath.

In August 2024, Car Next Door (CND, branded as Uber Carshare) ceased all car sharing operations. CND had 100 car share bays across the City of Sydney. These spaces are now vacant. Being signposted “No Parking, Authorised Car Share Vehicle excepted”, the spaces are currently available to all drivers for pick up and drop off.

The City investigated the usage patterns of these spaces (based on monthly reporting provided by CND) to inform a decision on the future best use of each space. Traffic Operations provided input on options for any spaces considered for potential conversion to other high value kerbside uses.

Several spaces were identified, based on usage and location, as highly suitable for on-street bike parking, to help address footpath clutter caused by high level of share bike use.

Share bike users will be directed to park appropriately through targeted share bike operator education. Share bike operators will be monitoring their bikes within the City of Sydney area. If bikes are in a dangerous place, the operators will make arrangements to move them.

Operators provide clear contact details on each share bike so that members of the public or motorists can contact them to move the bicycles out of the traffic lane or when their vehicles are damaged.

Share bike operators have 3rd party insurance and in the instance that a share bike causes damage to a parked car, the operators insurance covers these costs (on a case-by-case basis).

Comments

In 2024 over 5,500 share bike trips started or ended on this section of Argyle Street. An additional 4,000 trips began on nearby streets.

The high number of share bike trips made to and from this location make it a priority to have a bicycle parking area off the footpath. The installation of on-street bicycle parking will mitigate pedestrian conflicts and improve amenity by reducing congestion in the footpath area.

The City will install a precast concrete separator (1.5m x 0.8m) on each side of the proposed station, line marking and appropriate signage to clearly delineate and safely protect bike riders and the bikes in the bicycle parking area.

We will request for the City Rangers to monitor the spaces regularly and contact bike share operators to move the bicycles when required. If endorsed, we will review the space 6 months after implementation to determine how effective it is.

Consultation

The City will notify the local residents and businesses before implementing the parking changes.

Financial

Funds are available in the current budget.

SAM DICKINSON - PROJECT OFFICER