

Item 28.**Bicycle Parking - Orwell Street, Potts Point.**

TRIM Container No.: 2025/220448

Recommendations

It is recommended that the committee endorse the reallocation of parking on the south side of Orwell Street, Potts Point between the points 7 metres and 15.5 metres east of Earl Street 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 – Kings Cross 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.

The City also recognises that making deliveries and travelling by bike are sustainable and low-cost transport options.

With the increase in demand for rapid, low-cost food delivery and popularity of using share bikes, we have seen a significant increase in the number of bikes parked on the footpath and in other areas with high levels of walking activity, and sometimes highly contested public domain.

Recently we have received requests that share bikes and food delivery bikes be parked on the road, to limit their impact on footpath amenity.

To maintain sufficient footpath space for walking, it is preferable to park share bikes and food delivery bikes on the carriageway - by reallocating road space needs to free up space for the parking of bikes.

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 in regard to parking compliance and obstructions. Having parking on the footpath leads to more conflict and increases cycling on the footpath.

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 6,500 share bike trips started or ended on Orwell Street.

Alongside the high number of share bike trips made to and from this location, we have seen a large increase in the amount of private food delivery e-bikes parked on the footpaths, specifically outside the hostels on this stretch of road. Combined, these factors make it a priority to have a bicycle parking area here off the footpath. The installation of on-street bicycle parking will mitigate pedestrian conflicts and improve amenity by reducing congestion in the footpath area.

This section of Orwell Street is one way, has low traffic volumes and speed. Given that the height of parked bikes is approximately 1.2 metres high, sight distance is not expected to be impacted.

The kerb space on the south side of Orwell Street, Potts Point east of Earl Street, where the changes are proposed is currently signposted as "No Stopping". The "No Stopping" distance is 15.5 metres long. It is proposed to reallocate 8.5m of "No Stopping" distance to "P Bicycles Only" to encourage shared bike users and food delivery riders to park their bikes on the road rather than the footpath. This leaves 7m remaining "No Stopping" space east of Earl Street, which mimics the "No Stopping" section on the west side of Earl Street.

The City will install a precast concrete separators (1.5m x 0.8m), 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 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