

10.8. Bike-Share Parking Trial

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ATTACHMENTS	1. Dimensions and specifications [10.8.1 - 1 page]
CSP LINK	2. Our Built Infrastructure 2.3 Prioritise sustainable and active transport 2.4 Efficient traffic mobility and parking

PURPOSE:

The purpose of this report is to provide an overview of a proposed dedicated parking trial for bike share in the North Sydney Local Government Area (LGA).

EXECUTIVE SUMMARY:

- Bike-share services expanded into the North Sydney LGA in November 2024, providing an additional transport option, however the expansion has highlighted challenges including footpath obstructions and inefficient bike distribution.
- Transport for NSW (TfNSW) have approached North Sydney Council to implement a 12-month trial of dedicated parking for bike share.
- The trial includes geofencing around specific locations and line marking to visually identify locations.
- North Sydney Council is proposing approximately 50 locations across Crows Nest / St Leonards, North Sydney CBD, and Milsons Point. The trial 50 locations are proposed on footpaths where there is adequate space for pedestrians, or in No Stopping areas so as to not result in the removal of parking.

RECOMMENDATION:

- 1. THAT** Council note the proposed locations for dedicated bike-share parking and the implementation timeline.
- 2. THAT** Council endorse proceeding with the 12-month dedicated bike-share parking trial.
- 3. THAT** Council note that the funds will be allocated from the Active Transport Facilities Budget.

Background

Bike-share has the potential to bridge gaps in our transport network by improving connections to transport hubs and reducing dependence on private vehicles. In November 2024, privately operated bike-share services were launched in North Sydney LGA. These offer more transport options in the area. However, this expansion has also raised challenges, including footpath obstructions and inefficient bike distribution, highlighting the need for dedicated parking solutions.

To address these issues, TfNSW is trialling geofencing and line marking to manage bike share in the City of Sydney, and has approached North Sydney Council to expand the trial. In response to both TfNSW and community requests, it is proposed to extend the trial into high-activity areas, aligning with best practices for bike-share operations.

Report

This report details a proposal to trial dedicated parking for bike share in St Leonards/Crows Nest, North Sydney CBD and Milsons Point. The locations are outlined in Figure 1, 2 and 3 below. The trial will operate for 12 months. After completion of the trial, the impacts would be reported at a Council meeting.

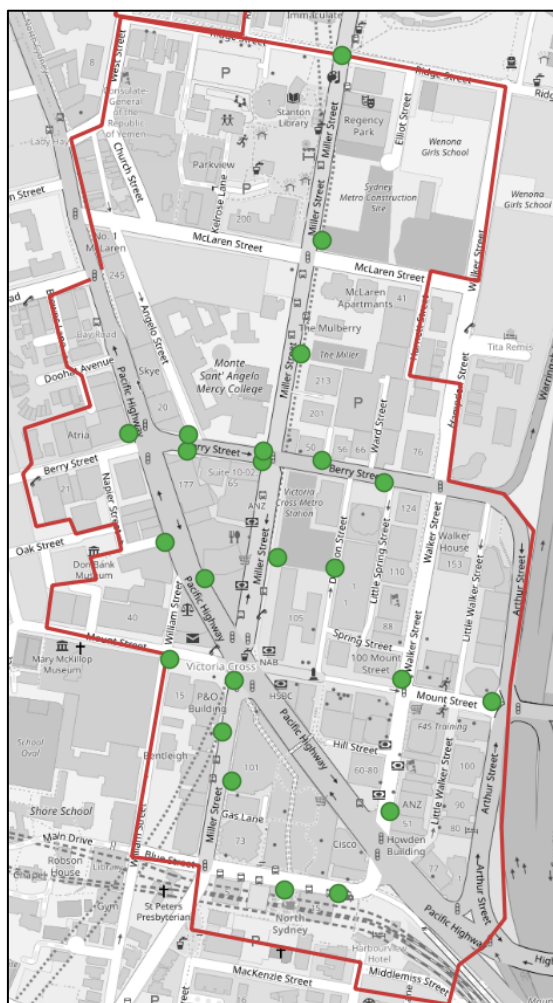


Figure 1. North Sydney CBD - proposed locations for dedicated bike-share parking

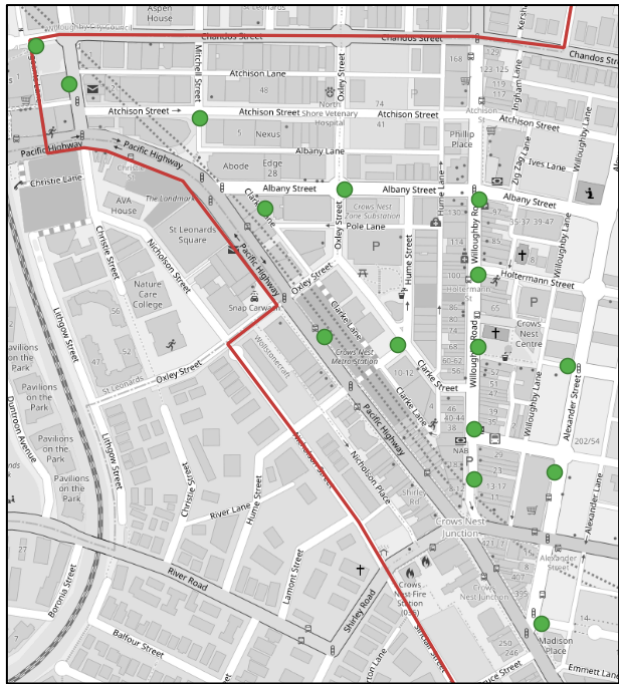


Figure 2. St Leonards/Crows Nest - proposed locations for dedicated bike share parking

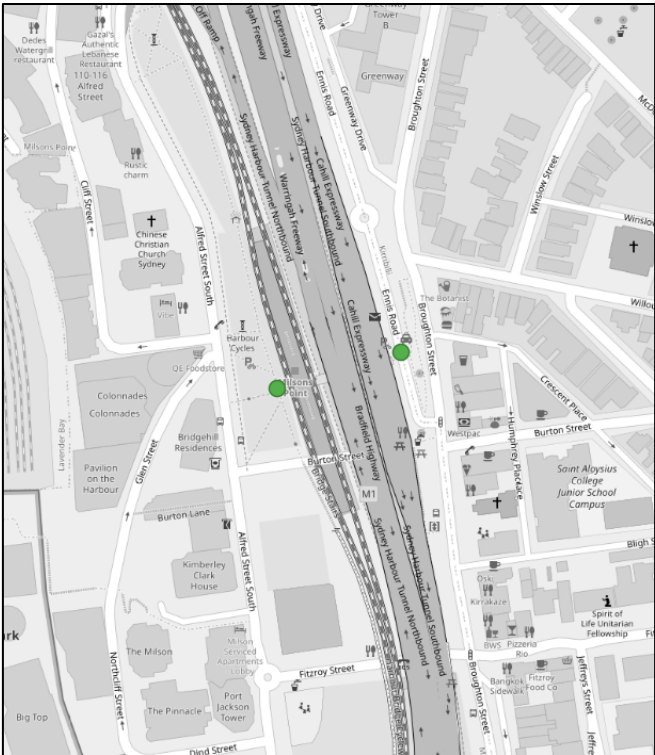


Figure 3. Milsons Point proposed locations for dedicated bike share parking

1. Trial Program

The trial will introduce dedicated bike-share parking areas in key locations across St Leonards/Crows Nest, North Sydney CBD, and Milsons Point. These areas will be marked with clear line-markings to indicate where bikes should be parked. Bike-share operators, such as Lime Pty Ltd, will geofence these zones, ensuring that customers park bikes only in the designated locations.

The primary goal of the trial is to enhance safety and public amenity while reducing Council's resource costs associated with bike-share operations in high-activity areas.

The success of the trial will be measured based on the following objectives:

- high compliance with bike-share bikes being parked in designated areas;
- reduced obstructions caused by shared bikes in trial locations; and
- improved user satisfaction with the bike-share service in the trial area.

1.1 Parking Location Criteria

Dedicated bike-share parking areas are chosen based on the following factors:

- high-activity areas: locations with frequent bike-share use, such as transport hubs, retail precincts, and business districts;
- pedestrian access: spaces positioned to avoid obstructing footpaths and ensure smooth pedestrian flow;
- proximity: parking zones placed 50 - 100 metres apart, following international best practices to maximise accessibility and convenience; and
- no-stopping zones: where possible, bike share parking areas to be located in No Stopping zones (if safe and appropriate) to reduce pedestrian impacts.

1.2 Dimensions and Designs

The trial will incorporate simple, cost-effective design elements to ensure parking areas are functional and easily recognisable:

- line-marking: clearly defined markings to outline parking areas, providing a low-cost solution;
- clear identification: labels such as *"Shared Bike Parking Zone"* will be added to ensure users understand the purpose of the spaces;
- guideposts: on-road parking spaces to include flexible, surface-mounted guideposts to improve visibility and separate bikes from parked cars. These posts bend on impact, preventing damage to vehicles or creating physical barriers;
- standard dimensions:
 - where possible, parking areas to be 1.8 metres deep to accommodate multiple bikes.
 - in narrower footpath spaces, a 1.3-metre depth with 45-degree angled markings will maximise efficiency while maintaining order.

Specific dimensions are provided in Attachment 1 to this report.

2. Implementation Plan

2.2 Rollout Timeline

The rollout of the dedicated bike share parking trial would commence in April 2025, with implementation proceeding in two phases:

- North Sydney CBD & Milsons Point: installation of dedicated bike-share parking spaces will begin in early April.
- Crows Nest/St Leonards Centre: the second phase will roll out in late April.

2.2 Monitoring and Stakeholder Engagement

To ensure the success of the trial, regular meetings with bike-share providers will be held throughout the trial period. These meetings will:

- assess the performance and usage of designated parking areas;
- address operational challenges such as geofencing accuracy and parking compliance; and
- gather provider feedback on user behaviour and operational impacts.

Continuous collaboration with bike-share operators will be essential for refining the trial and quickly resolving any emerging issues.

2.3 Measuring Success

To measure the effectiveness of the trial and ensure it meets its objectives, the following metrics will be used:

- parking compliance: percentage of bikes parked within designated areas;
- operational impact: effect on bike distribution efficiency, such as reduced time spent relocating improperly parked bike; and
- safety considerations: monitoring incident reports related to bike-share parking or usage in trial locations.

The data will be collected by Bike Share Operators. Lime Pty Ltd have agreed to collect data and report the outcomes to Council and TfNSW. This information will help assess the success of the trial and inform recommendations, which will be reported to the Council at the end of the 12-month trial.

Consultation requirements

Community feedback will inform the 12-month trial and evaluation, and be reported back to Council.

Financial/Resource Implications

It is expected that the cost of the trial, including installation and removal of the bike share parking would cost \$22,500.

Funding is proposed to be allocated from the existing Active Transport Facilities Budget which is an appropriate fund for encouraging improvements to Active Transport practices.

Relevant Legislation

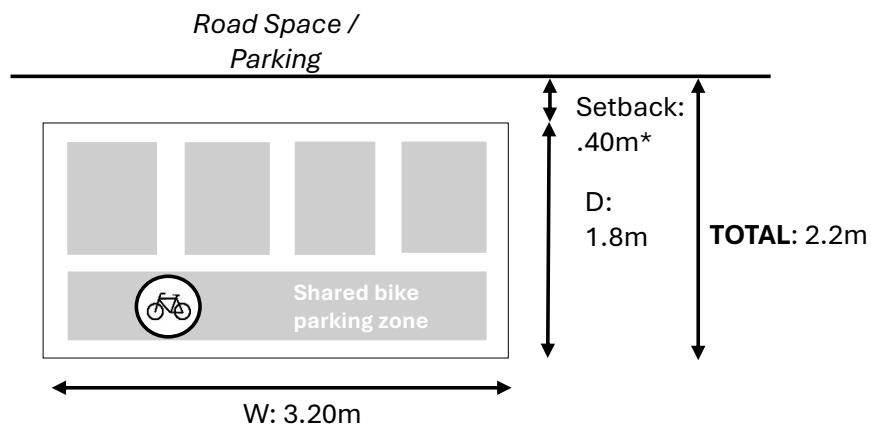
NSW Road Rules 2014

NSW Roads Act 1993

INFRASTRUCTURE DIMENSIONS & DESIGN

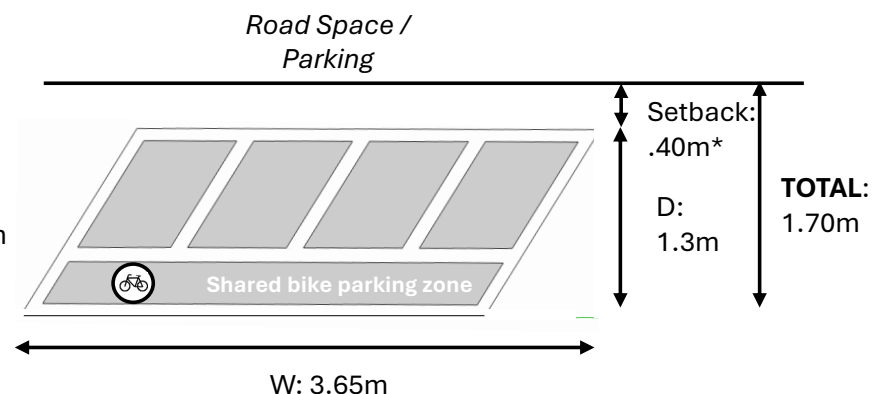
Unconstrained Site

The standard dimensions for dedicated bike share parking is 1.8 metres deep and 3.2 metres in wide.



Constrained Site

Narrower bike share parking will be installed where a minimum footpath width of 2 metres cannot be maintained. The standard depth is 1.3 metres deep and 3.65 metres wide



* line marking will be set-back from the kerb by .40 metres to accommodate exiting parked cars and minimise conflicts with traffic.