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Bicycle NSW feedback - neighbourhood on-street parking policy

1 message

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18 February 2025 at 17:00

To: sydneyyoursay@cityofsydney.nsw.gov.au, Peter McLean <peter.mclean@bicyclensw.org.au>

Dear City of Sydney,

Thank you for the opportunity to comment on the updated [policy for on-street parking](#) in the City of Sydney neighbourhoods (the 'Policy').

Bicycle NSW is a non-profit membership organisation operating in NSW that represents the interests of people who ride bikes. Bicycle NSW has been promoting bicycle use, behaviour change and effective bicycle user environments since it was established in 1976. Bicycle NSW has been responsible for many active transport infrastructure outcomes and positively supports thousands of people of all ages to safely utilise bicycles for transport and recreational purposes.

Bicycle NSW supports the intent and future outcomes of the Policy.

The Policy clearly recognises the role of the provision and cost of parking in shaping travel choices, and that kerbside space has many possible uses. Vehicle parking must be balanced carefully with higher-value uses such as loading, pick-up-drop-off, bus stops, bike parking, outdoor dining, tree planting and cycleways.

We accept that the updated Policy makes few changes to the settings. In general, the City of Sydney has led the way in balancing the needs of residents and the wider community, while reallocating road space for the public good, prioritising space for sitting, walking, cycling and landscaping. Although Bicycle NSW would always support more reallocation of public space away from private vehicles to accelerate the roll out of cycling and walking infrastructure, the existing settings are clearly providing a workable framework for managing the kerb.

However, Bicycle NSW does want to highlight and champion one very significant change - the addition of the new **Section 7. Bicycle parking – to reduce footpath clutter.**

This formalises the ability of the City of Sydney to provide on-street space for share bikes, so they do not need to be parked in pedestrian spaces. It is sensible to allow the use of 'No Stopping' zones at the departure side of intersections. Bikes are small, and have limited impact on sightlines. In addition, existing car parking spaces can be repurposed where appropriate.

Bicycle NSW wants share bike operations to succeed and thrive, and we **strongly support** this City of Sydney initiative. Section 7 **aligns with our advocacy** over many years (as an example, see Recommendation 12 of our submission to the [2024 Parliamentary Inquiry into the use of e-scooters, e-bikes and related mobility options](#)).

The findings of the Parliamentary Inquiry were handed down on 13th February. Bicycle NSW was delighted to see several recommendations that aim to overhaul share bike operations. This includes Recommendation 14, which urges the NSW Government to use 'No Stopping' areas next to intersections and reallocate car parking spaces to create parking corrals for bikes and scooters.

Recommendation 14

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That the NSW Government develop a plan for the provision of parking infrastructure for shared e-bikes and e-scooters in cities and key regional centres, in collaboration with local councils and in consultation with shared scheme operators and disability community representatives and that this plan includes:

- e-mobility vehicle parking on all resurfacing or other road construction projects
- dedicated parking locations, ideally no more than 200 m apart in high-density areas
- exploring the feasibility of designated e-mobility parking in areas next to intersections where car parking is prohibited due to sightlines
- designated parking at all public transport stations
- allocating existing car spaces for e-mobility parking, where practicable.

With both levels of government on the same page, Bicycle NSW is very hopeful that one of the main issues impacting the social license for all e-mobility can be addressed.

Ideally, the words 'a small number of' should be removed from the last paragraph of Section 7: 'Where required, the City may supplement these storage areas with a small number of dedicated on-street bicycle parking spaces'. So much of the public realm is given over to car storage and the allocation of space should be significantly rebalanced!

We look forward to reading the adopted policy, and seeing parking areas for share bikes installed in many locations over the coming years.

Many thanks and kind regards,



Sarah Bickford

Bike Planner

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