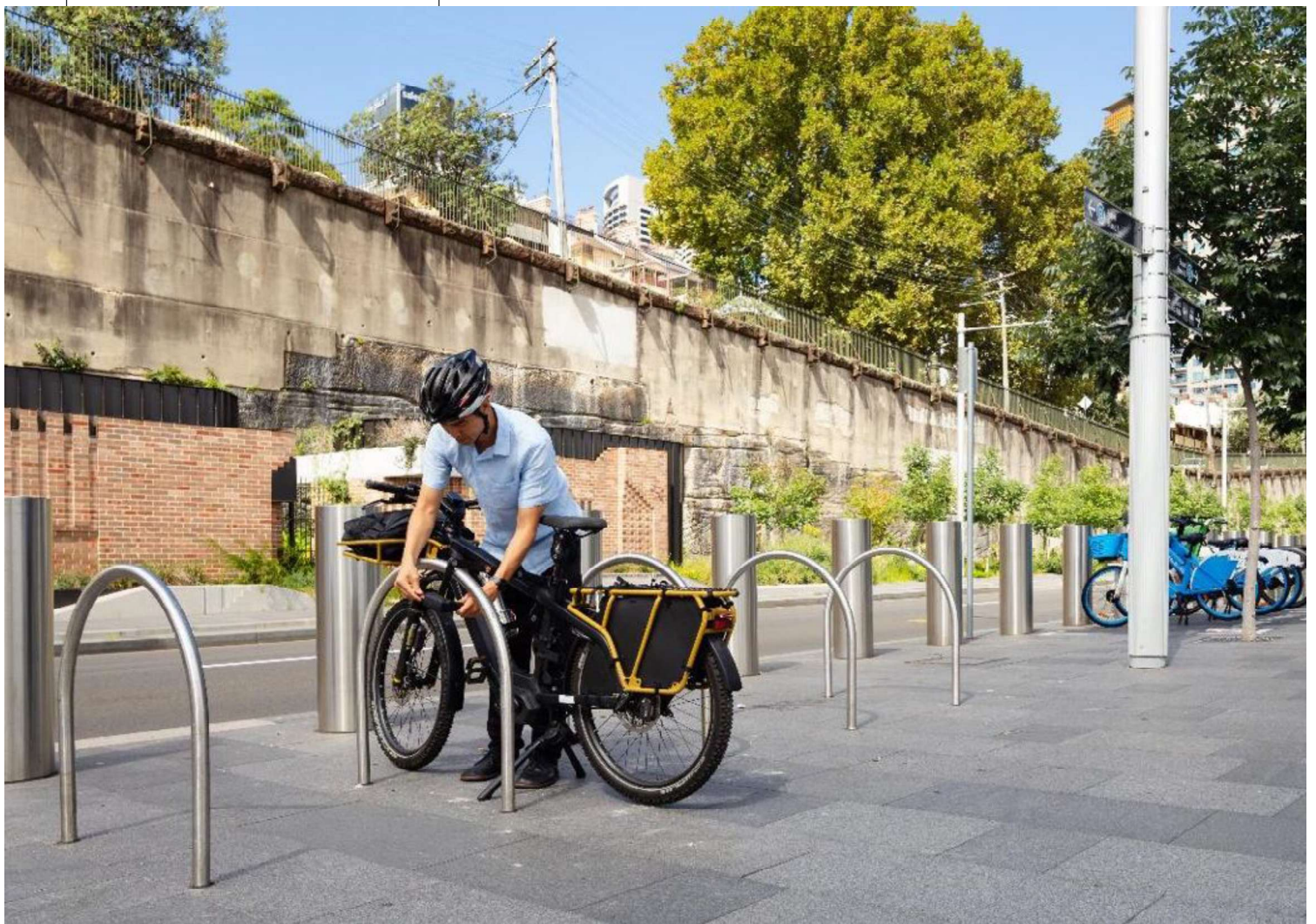


Transport
for NSW

Bike and Micromobility Parking Guidance

July 2026



transport.nsw.gov.au

OFFICIAL

Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.

Table of Contents

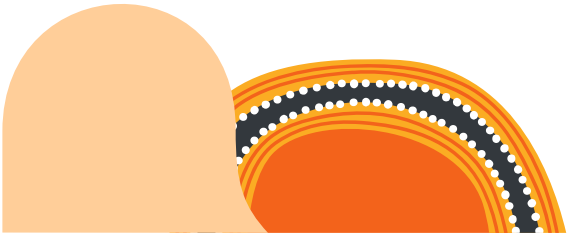
1. Executive summary	5
1.1 Purpose of this guidance	5
1.2 Strategic alignment	5
1.3 Intended users of this document	6
1.4 Status of the guidance	6
2. Definitions	7
3. Guidance context.....	8
4. Introduction	11
4.1 Integrated bike and micromobility device parking.....	11
4.2 Maintain safe access and amenity for pedestrians.....	12
5. Bike parking design principles	13
5.1 Providing public and shared device parking	13
5.2 Bike and micromobility device parking principles	13
6. Types of bike parking	15
6.1 Bike parking for public use (privately owned bikes).....	15
6.2 Shared device parking	17
6.2.1 Dedicated parking.....	18
6.2.2 Free-floating zones	19
6.2.3 Bike racks for shared devices.....	20
6.3 Selecting the appropriate bike parking.....	21
7. Providing public bike parking.....	22
7.1 Transport interchanges	22
7.2 Town centres, high streets and community destinations.....	23
7.3 Green and blue locations	23
7.4 Residential streets.....	24
7.5 Converting car parking spaces.....	24
8. Providing shared device bike parking.....	26
8.1 On-street shared device parking	26
8.1.1 Location selection	27
8.1.2 Parking at intersections.....	28
8.1.3 Physical infrastructure.....	29
8.1.4 Sign posting and road markings.....	29
8.1.5 Approvals.....	29
8.2 Footpath parking	30
8.3 Construction and temporary works management.....	33
9. Special event and temporary bike parking	34
9.1 Special event bike parking	34
9.2 Temporary bike parking.....	35
10. Appendix A: Standard design options for marked parking bays.....	36
10.1 Footpath placement.....	36
10.2 On-street placement.....	37

Versions

Version	Amendment notes
0.1	This document has been updated from the draft February 2026 version following internal and external stakeholder consultation.

Image credits

Credit	Figure
George Weeks, bike parking hub in Utrecht, The Netherlands	Figure 7
Placemaking NSW	Figure 10
Chris Southwood / City of Sydney	Figure 15
<i>BIKESydney.</i>	Figure 19
Transport for NSW	All other images



1. Executive summary

1.1 Purpose of this guidance

The Bike and Micromobility Parking Guidance provides practical planning and design guidance for integrating bike and micromobility parking into streets, transport interchanges and public spaces across New South Wales (NSW). It recognises that parking is an essential component of the active transport network, enabling people to confidently complete journeys by bike, shared devices and other micromobility devices.

Without accessible, secure and well-located parking, investment in cycling and micromobility infrastructure cannot achieve its full potential. The guidance supports the provision of parking for both privately owned bikes and shared devices and promotes consistent, safe and accessible outcomes that balance the needs of riders, pedestrians and the broader community.

The guidance also supports implementation of the [NSW Government's micromobility sharing scheme regulatory framework](#) which establishes responsibilities for authorities and operators to provide and manage appropriate parking arrangements for shared devices.

1.2 Strategic alignment

This guide supports the objectives of the Connecting NSW Strategy: Priorities for Transport 2025, which seeks to make transport across NSW safe, easy and accessible for everyone. By facilitating safe and convenient end-of-trip facilities, the guidance contributes to greater uptake of cycling and micromobility as viable transport choices for short trips and first-and last-mile connections to public transport

The guidance aligns with broader Transport for NSW objectives to increase active transport participation, reduce car dependency, improve access to public transport, support healthier communities, reduce transport emissions and enhance place outcomes. It recognises that cycling and micromobility provide significant environmental, health, economic and social benefits while contributing to more efficient use of public space.

By supporting integrated networks of routes and bike parking facilities, the guidance helps enable mode shift towards more sustainable transport options and supports the creation of connected, people-focused streets and places.

The document also complements existing NSW and national standards and guidance, including the Cycleway Design Toolbox, Walking Space Guide, Design of Roads and Streets Manual, AS 2890.3 Parking facilities, TS 04943 Bicycle Parking at Stations, Mass Transit Stops and Ferry Wharves and Austroads guidance on bicycle parking facilities.

1.3 Intended users of this document

This guidance is intended for practitioners responsible for the planning, design, delivery, operation and management of roads and public spaces throughout NSW. This includes transport planners, urban planners, traffic engineers, road designers, local councils, Transport for NSW staff, state government agencies (authorities) and consultant practitioners.

It is applicable to the provision of parking for standard bikes, e-bikes, cargo bikes and shared devices operating under approved sharing schemes. The guidance supports decision-making across a range of contexts, including transport interchanges, town centres, residential areas, parks, recreational destinations and major activity centres.

1.4 Status of the guidance

This document is issued as interim guidance to support practitioners and authorities during the implementation of new micromobility sharing scheme regulatory arrangements and the increasing demand for bike parking infrastructure. It has been updated following internal and external stakeholder consultation and supersedes the Draft Bike and Micromobility Device Parking Guidance (February 2026).

The guidance is intended to be temporary and will be superseded when incorporated into the Transport for NSW Cycleway Design Toolbox targeted for August 2026. Once incorporated, the content will form part of the State's active transport design guidance framework. Until that time, this document should be used by practitioners to inform the planning, design and delivery of bike and micromobility parking facilities across NSW.

In NSW, it is legal to ride e-bikes that meet certain criteria on our roads, cycleways and shared paths. Shared e-bikes are currently available in some parts of Sydney. It is currently illegal to ride an e-scooter in public places in NSW, unless in a designated shared e-scooter trial site. The Government has made a commitment to legalise e-scooter riding when they meet specific criteria. There are no plans to make it legal for people in NSW to ride other e-micromobility devices in public places.

2. Definitions

Term	Definition
Approach	that section of road, consisting of one or more lanes, used by vehicles approaching an intersection or mid-block site.
Approved operator	approved operator means a person who holds an operator approval that is in effect under Division 2, Part 5.7 of the <i>Road Transport Act 2013</i> .
Authority	authority means a local council or public authority prescribed by the statutory rules (Schedule 7 of the <i>Road Transport (General) Amendment (Micromobility Shared Arrangements) Regulation 2026</i>) as an authority for a particular place or class of places.
Departure	that section of road, consisting of one or more lanes, used by vehicles departing an intersection or mid-block site.
Local roads	all public roads for which a council is the roads authority other than State or regional roads. They comprise the local access and circulation roads which are managed and funded by councils. These roads have a primary function of providing direct access to abutting properties.
Micromobility	the transport of people or goods by small, lightweight devices operating at speeds typically between 10km/h and 25km/h. Micromobility devices can be personally-owned or shared, and may be human or electric-powered. Examples include conventional bicycles, e-bikes, personal mobility devices, cargo-bikes. It excludes travel by foot and by devices with speeds above 45km/h, or those powered by internal combustion engines (e.g. motor scooters).
Practitioners	professionals involved in designing, delivering and integrating cycleways and bike and micromobility device parking, such as transport planners, urban planners, road designers, traffic engineers at relevant governing bodies (local councils, state government, consultants).
State road	category of roads agreed with Council for administrative purposes. They form the primary arterial network of classified roads in the state and some special purpose classified roads. Transport for NSW manages State roads and accepts responsibility for funding, priorities and outcomes.

3.Guidance context

Road Rules 2014

This Guide uses the definition of bicycle from the NSW *Road Rules* 2014.

Dictionary

bicycle means a vehicle with 2 or more wheels that is built to be propelled by human power through a belt, chain or gears (whether or not it has an auxiliary motor), and includes -

- (a) a pedicab, penny-farthing and tricycle, and
- (b) a power-assisted pedal cycle within the meaning of national road vehicle standards, as amended from time to time, determined under the [Road Vehicle Standards Act 2018](#) of the Commonwealth, section 12 other than one that has an internal combustion engine or engines, and
- (b1) an electrically power-assisted bicycle that has a maximum continued rated power of 500 watts, if the power output-
 - (i) progressively reduces as the bicycle's speed increases above 6 kilometres per hour, and
 - (ii) is cut off when –
 - (A) the bicycle reaches a speed of 25 kilometres per hour, or
 - (B) the rider of the bicycle stops pedalling and the speed is more than 6 kilometres per hour

but does not include

- (c) a wheelchair, wheeled recreational device, wheeled toy, or
- (d) any vehicle with an auxiliary motor capable of generating a power output over 200 watts (whether or not the motor is operating), other than a vehicle referred to in paragraph (b) or (b1), or
- (e) any vehicle that has an internal combustion engine or engines.

Road Transport (General) Amendment (Micromobility Shared Arrangements) Regulation 2026

The NSW Government has introduced changes to regulate the way shared e-bikes (and in future, shared e-scooters) can be provided for use in NSW.

This is being given effect through amendments to the *Road Transport Act 2013*, the development of new regulation and changes to *Code of Practice for Class 2 Items - Shopping Trolleys and other Sharing Service Items*, under the *Public Spaces (Unattended Property) Act 2021* (PSUP Act).

The new arrangements set mandatory minimum requirements for operators and authorities for a consistent, safe and accountable approach to micromobility sharing schemes across NSW.

Under the regulatory arrangements, roads authorities will be accountable for provisioning appropriate parking for shared devices, and sharing scheme operators will be required to adhere to the parking requirements set.

This guidance is designed to support implementation
of the new regulatory arrangements.

Transport Strategy – Connecting NSW Strategy: Priorities for Transport 2025

The [Connecting NSW Strategy](#) outlines Transport’s priorities that will guide future prioritisation and funding decisions, transport planning, policy decisions and reforms to make moving around NSW safe, easy and accessible for all.

Australian and New Zealand Standard – AS/NZS 1158.3 – Lighting for roads and public spaces

This document assigns various levels of required performance based on an assessment of degree of activity, fear of crime and the required aesthetic appeal (i.e. amenity’).

Australian Standard – AS 1742.9 Manual of uniform traffic control devices Part 9: Bicycle Facilities

This document specifies requirements for the signs, footpath markings and other devices to be applied to bicycle facilities, both on the road and on paths separate from the road, either for the exclusive use of bicycles or joint use with other users. The Standard includes recommendations for guide signs and other navigational information for people riding bikes.

Australian Standard – AS 2890.3 Parking facilities Part 3: Bicycle Parking

This document provides a set of minimum requirements for the layout, design and security of bicycle parking facilities for planners and service providers. It is suitable for the design of bicycle parking in all locations, including on the footpath and within buildings.

Transport Standard – Design of Roads and Streets Manual TS 00066

This document is a practical ‘how to’ manual explaining ways in which we can improve the design of roads and streets throughout NSW by better understanding their role and context.

This document sets out the requirements and guiding principles associated with lighting of Transport facilities as related to different transport modes, and includes lighting for streets, roads and tunnels.

Transport Standard – Walking Space Guide TS 01589

This document provides a set of standards and tools to assist those responsible for Walking Spaces on streets to ensure that sufficient space is provided to achieve comfortable environments that encourage people to walk.

Transport Standard – Cycleway Design Toolbox TS 01590

This document is designed for planning cycling and micromobility infrastructure in the context of NSW and Greater Sydney, including public bike parking facilities.

Transport Standard – Traffic Signal Design – TS 02670 - Part 1: Planning and Approvals

This document sets out the requirements for traffic signal planning, warrants and approvals, for both new and modified installations. It aims to provide a guide to best practice and consistency for traffic signal design across various contexts.

Transport Standard – Traffic Signal Design – TS 02670 – Part 2: Design Principles

This document sets out to provide consolidated design guidance and requirements for signalised intersections and mid-block marked foot crossings. It is inclusive of multi-modal transport across active transport and driving, and interfaces with light rail and heavy rail.

Transport Standard – Bicycle Parking at Stations, Mass Transit Stops and Ferry Wharves TS 04943

This document sets the minimum requirements for the planning, delivery and operation of new or upgraded bicycle parking facilities by TfNSW at stations, mass transit stops and ferry wharves.

Transport Standard – Servies, Systems and Equipment – Part 7: Lighting TS 04955

This document sets out the requirements and guiding principles associated with lighting of Transport facilities as related to different transport modes, and includes lighting for streets, roads and tunnels.

Transport Standard - Supplement to AS 1742 Manual of Uniform Traffic Control Devices TS 05384

This document includes TfNSW specific requirements and additional guidelines for the design, implementation and operation of traffic control devices in relation to AS 1742 including Part 9: Bicycle Facilities.

Austroads – Bicycle Parking Facilities: Guidelines for Design and Installation AP-R527-16

This document provides information to assist in the design and installation of bicycle parking and end-of-trip facilities that are fit for purpose. The guidelines provide recommendations, principles and examples of best-practice facility design.

Austroads – Guide to Traffic Management Part 11: Parking

This part of the Austroads Guide to Traffic Management provides guidance for planners and engineers to ensure that bike parking infrastructure is prioritised and provided in convenient locations, such as commercial centres and transport interchanges.



Figure 1 Shared bikes parked on the footpath at Barangaroo Metro station, Sydney CBD

4. Introduction

4.1 Integrated bike and micromobility device parking

Cycling and micromobility play an important role in the transport network.

These modes are great for short trips and help people access public transport services and local destinations in their community. They provide mode choice, reduce car dependence, enable connected journeys, deliver environmental and health benefits, support placemaking and tourism economies as well as reduce cost of living pressures.

Bike parking is integral to any cycle network and to wider transport systems incorporating public transport. The provision and availability of bike parking at the beginning and end of every journey can have a significant influence on cycle use. Parked bikes provide evidence of demand and patterns of use and can form part of a monitoring method to measure growth and demand in cycling.

In the same way that a bus route would not operate without bus stops or a road network without car parking, bike and micromobility parking should be provided along the cycling network for it to be practical and usable. Investment in new routes and cycling infrastructure may not reach its full potential if appropriate parking is not considered as part of the planning and design stages (and ideally considered as early as possible).

Secure, accessible and well-located bike parking at the start and end of every journey plays a key role in encouraging people to ride. This is particularly the case when riders have confidence that their own devices can be safely and securely parked at key destinations, like transport interchanges, recreational destinations, community facilities, workplaces and urban centres.

Investing in appropriate bike and micromobility parking infrastructure can ensure that shared and private micromobility becomes a practicable, sustainable and user-friendly option for everyone.

The provision of bike parking should accommodate all types of bikes and micromobility devices, and may even help tackle barriers for potential riders, such as:

- insufficient bike parking
- lack of space to store a bike at home
- bike theft and vandalism

Addressing these issues will encourage more people to ride and therefore bring economic benefits to businesses, health benefits to bike riders and improvements to the transport network. It may also contribute to reduced reliance on commercial car parking and enhance placemaking opportunities.

The provision of bike parking facilities should align with the principles outlined in Table 1.

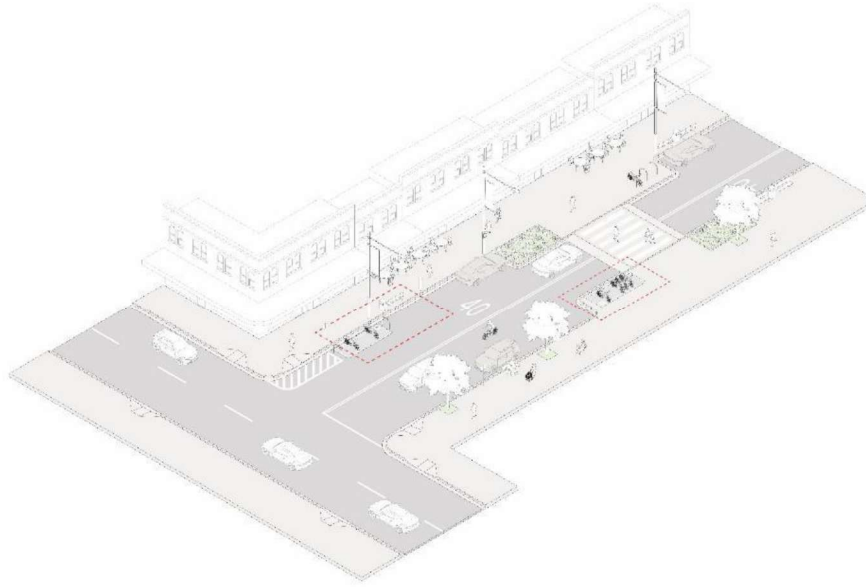


Figure 2 Illustrative examples of integrated on-street and footpath parking bays in a Destination High Street typology

4.2 Maintain safe access and amenity for pedestrians

The provision of well-planned bike and micromobility parking spaces can make it easier for pedestrians to get around safely and comfortably, especially those with disabilities or mobility challenges. This is particularly important in areas of high pedestrian activity such as transport interchanges and urban streets, as well as areas of high uptake of shared devices.

Poorly located or unmanaged bike and micromobility device parking can create obstructions, reduce footpath capacity and increase conflict between pedestrians and riders leading to safety concerns.

Ensuring that parking does not impact on safety and amenity for pedestrians is critical for maintaining safe and accessible walking environments.

This is particularly important for shared micromobility devices where virtual parking bays and free-floating zones can impact accessibility and perceptions of safety.



Figure 3 Parked shared bikes located on the footpath, Castlereagh Street, Sydney CBD

5. Bike parking design principles

5.1 Providing public and shared device parking

Providing public bike and shared device parking within co-located facilities is an effective way to optimise space efficiency and improve user and bike rider convenience.

Well-designed, co-located parking areas should clearly define zones for shared devices and public bike parking by using consistent footpath markings, signage and surface treatments. This helps organise different parking types within a single footprint while minimising conflicts and maintaining a legible, intuitive layout for users and people riding bikes.

Co-located bike and shared device parking should be provided near key trip attractors, like those identified in [section 7](#) as this helps to manage demand and reinforces predictable user and rider behaviour.

Design considerations should also account for differences in use patterns. Shared devices require higher turnover and clear parking compliance, and private bikes often need longer-stay and secure infrastructure. Supporting elements such as passive surveillance, lighting, accessible clearances and wayfinding, further enhance functionality and contribute to a safe, well-integrated parking environment.

See Table 1 below for further guidance on integrating bike parking.

Bike parking is to be provided in accordance with:

- AS 2890.3 Parking facilities -Part 3: Bicycle parking
- TS 04943 Bicycle Parking at Stations, Mass Transit Stops and Ferry Wharves for bike parking delivered by TfNSW at transport interchanges.

5.2 Bike and micromobility device parking principles

Key principles for bike and micromobility device parking are detailed below in Table 1.

Table 1 Bike and micromobility device parking principles

Principle	Description
Accessibility	• Provide accessible and convenient connectivity to cycleway facilities or popular routes • When parking is located on footpaths or on-street, provide a convenient kerb ramp nearby for riders to transition to or from the road • Allocate a minimum 5% of parking for forms of micromobility other than conventional bikes, such as cargo bikes • Provide sufficient capacity to enable growing demand and to support turnover that can accommodate all sizes and bikes and micromobility devices • Seek to provide more than one type of bike parking facility at each destination, to cater for different user and rider needs and preferences in terms of security, convenience and ease of use

Principle	Description
Location	• Target a maximum distance of 50m or 1-minute walk to users and riders ultimate destination and place parking within sightlines of destination entrances where appropriate • Locate facilities at all station entrances accessed by road and cycleway to minimise need to travel through or around the destination to access bike parking • Use a consistent design and placement of parking to support user and rider familiarity and wayfinding, including directional signage from key destinations • Ensure parking does not hinder access to Tactile Ground Surface Indicators and areas adjacent to accessible car parking spaces • Avoid areas with steep slopes, as bikes and shared devices may be more likely to fall over
Security	• Ensure bike parking lockers, sheds and racks at transport interchanges are covered by existing or additional CCTV cameras • Ensure CPTED design principles are applied when selecting locations for bike and micromobility device parking • Provide lighting in accordance with lighting standards • Provide parking facilities in locations visible to passersby or in prominent areas, to support passive surveillance and maintain clear lines of sight
Integration	• Ensure facilities do not obstruct or hinder pedestrian access, fire exits, bus stops, loading zones and parking • Design facilities to be attractive and blend in with the surrounding environment, providing shelter for bikes and their riders, where possible • Provide compliant bike racks that match street furniture, to reinforce the positive image of the bike parking facility • Select materials and design elements that integrate with the surrounding urban context and are cost effective to install and maintain • Accommodate heritage requirements in planning and design • Provide wayfinding to support user and rider familiarity, including directional signage from key destinations
Operations and maintenance	• Ensure facilities are included in asset maintenance registers and plans and that they are regularly tidied, cleaned and maintained • Ensure any damaged bike parking facilities, footpath and road markings, wayfinding signage, structures, electronic access, etc. are repaired immediately • Provide sufficient capacity to enable growing demand

6.Types of bike parking

6.1 Bike parking for public use (privately owned bikes)

Public bike parking supports riders using privately-owned bikes and is generally intended to be distinct from facilities designed for shared micromobility devices.

These facilities should provide varying levels of security and convenience, tailored to meet the needs and preferences of bike riders across a range of locations.

Effective planning of bike parking requires careful consideration of the local context, including the surrounding land use, anticipated types and trip purposes. It is also important to assess both existing and future demand to ensure that facilities are appropriately sized, accessible and secure.

By aligning bike parking provision with user and rider needs and site-specific conditions, infrastructure can better support riders and encourage increased uptake of cycling as a transport option.

Future bike parking facilities may incorporate the integration of solar charging infrastructure to support electric bikes and other micromobility devices, enhancing functionality and supporting emerging rider and user needs.

Types of bike parking facilities are shown in the figures below and further described in Table 2.

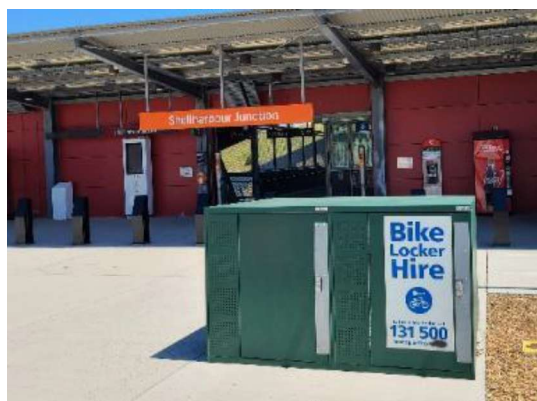


Figure 4 Bike lockers at Shellharbour Station



Figure 5 Bike shed at Redfern Station



Figure 6 Public bike racks

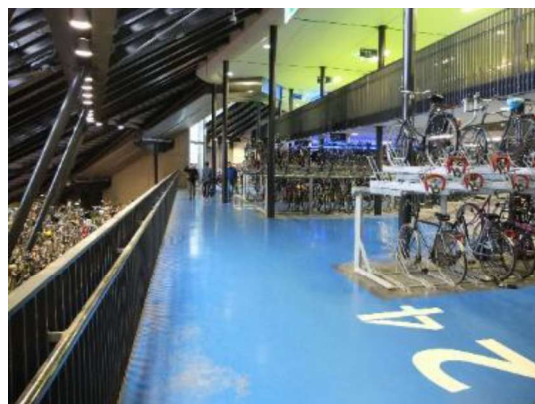


Figure 7 Bike hub at Utrecht, The Netherlands

Table 2 Types of bike parking

Bike parking facility type	Description and key characteristics
Bike lockers	- Secure, individually lockable storage units that provide the highest level of bike parking security - Lockers support multimodal journeys by enabling riders to safely store bikes at transport interchanges - Typically funded by the relevant state or local authority with a small fee payable by hirers.
Bike sheds	- Enclosed, shared shelters that typically accommodate between 20 and 50 bikes - Support multimodal journeys by providing secure parking at transport interchanges such as train stations, ferry wharves, and bus interchanges - Typically funded by the relevant state authority and provided free of charge - Similar facilities at private businesses or residential premises may be referred to as end-of-trip facilities
Bike racks	- Bike parking devices designed for short-term use typically support local trips in areas with high levels of passive surveillance - Bike racks can be integrated into buildings or provided with a dedicated shelter to provide protection from the weather - Bike racks may comprise of hoop or rail configurations
Bike hubs	- Large-scale bicycle bike facilities that can accommodate hundreds to thousands of bicycles, typically located in town centres or at key transport interchanges - Bike hubs may include supporting amenities such as workshops, changing rooms, lockers and showers and should incorporate both active and passive surveillance - Additional facilities such as bike racks or lockers may supplement hubs at surrounding locations

6.2 Shared device parking

Shared devices are provided by private companies who make them available for people to hire in public spaces, often referred to as sharing scheme operators. These services are most common in densely populated centres.

Under new regulatory arrangements for sharing schemes, selected State Government land managers and councils (called authorities under Schedule 7 of the *Road Transport (General) Amendment (Micromobility Shared Arrangements) Regulation 2026*) will have powers to set and enforce restrictions on where shared devices can go and how they should be parked. They will be able to issue penalties to operators for poorly parked devices.

Authorities can nominate appropriate locations for parking shared devices, using data insights and working in collaboration with Transport and approved operators, who can support decision making on locating shared device parking.

In some circumstances, shared device parking may be provided on privately owned land or land owned by other State Government agencies. This could include universities, health care precincts, shopping centres or private businesses. Application of this guidance in these contexts is encouraged to support a consistent, safe and well-managed approach to shared device parking provision.

Shared device parking infrastructure that has been designed in collaboration with approved operators, authorities, practitioners and other stakeholders can help provide parking in locations that will reduce clutter and support compliant parking behaviour.

Geofencing and GPS drift

Global Positioning System (GPS) technology is fitted to every device offered through sharing schemes. This allows operators to set conditions on users based on where they are. This practice is known as geofencing.

Geofencing can be applied to operator systems to limit the places that devices can go (the device will power down when it reaches an area that is geofenced as a no-go zone), limit the speed of devices in specific areas and designate parking for devices.

When parking bays are geofenced, users cannot end their trip and will continue to be charged until the device is within a parking bay/zone. A user not parking in a geofenced bay can also face penalties from the operator.

Buildings and hard surfaces can interfere with the GPS signal from devices. This causes the device's virtual location to be different to its physical location. This is known as GPS drift.

The geofencing radius should be set appropriate to the local context, with suitable allowance for GPS drift. This should be balanced with the need for accurate parking directly on a dedicated parking bay or zone.

Authorities should work with operators to set and adjust the geofencing radius for each parking location.

The main approaches to parking are:

- **Dedicated parking** –with key locations identified for the sole purpose of shared device parking. These can be denoted using decals, footpath markings and/or signage, supported by wayfinding and set in operator systems and user applications using geofencing to support compliance.
- **Free-floating zones** –where riders can elect to park devices in any location and are educated to park considerably without obstructing footpaths, access and egress points and street furniture.
- **Hybrid** –a mix of dedicated and free-floating parking, based on demand and local context.

The approach to parking should consider the likely number of devices deployed and types of trips taken. There is a higher need for dedicated and marked parking bays where there are large numbers of trips ending in common locations, such as around transport interchanges, commercial areas, tourist destinations and beachfronts.

6.2.1 Dedicated parking

Dedicated parking can be either physically marked or defined virtually (with geofencing applied by operators). It typically involves operators defining a 'mandatory parking zone' in their applications (apps) so users know where to park and end their trip.

Any parking for shared devices shall not impact on clearance requirements for pedestrians.

Marked parking bays

Marked parking bays are physically demarcated, accompanied by wayfinding signage when practicable and are supported with geofencing through operator apps. These bays make it easy for users and non-users to know if a device is parked appropriately.

Appendix A provides further guidance on the specifications and technical requirements for [footpath](#) and [on-street](#) marked parking bays, including standard design options.



Figure 8 Dedicated marked parking bay co-located with bike racks at a transport interchange

Virtual parking bays

Virtual parking bays are unmarked and are not typically accompanied by any physical demarcation or other visual cues. They are supported by geofencing through operator apps.

Without visual cues, virtual parking bays can lead to non-compliant parking and users handling their mobile phone during their trip (thereby increasing safety risks). This can also lead to community complaints, as it is not clear to non-users whether a device has been parked in a bay or not.

Virtual parking bays are suitable either in the preliminary stages of establishing sharing schemes in a new area or to transition between marked and free-floating parking.

Shared mobility management platform

Transport operates a shared mobility management platform and provides access to sharing scheme authorities to help them manage sharing schemes in their operating area.

The platform provides a spatial view of trips taken in the local area. This data can be used to identify high-demand routes and areas where trips are commonly starting and ending. It will also support authorities when planning for infrastructure and setting appropriate parking arrangements.

Authorities will also be able to set and enforce parking requirements for all operators using the platform, such as for special events.

Further information on the shared mobility management platform is available in the NSW Micromobility Sharing Schemes Data Guidance document.

6.2.2 Free-floating zones

Free-floating zones allow shared devices to be parked anywhere and considerately within the defined zone, excluding private property or on-street.

Free-floating zones do not require any physical demarcation or other visual cues. To be successful, the use of free-floating zones relies on user behaviour.

As a result, free-floating parking arrangements should always be supported by strong community education efforts to inform people where to park considerately without impeding pedestrians and other road users. Operators are required to verify that devices are parked appropriately.

Free-floating zones are an important part of the parking mix, as it may not be cost-effective, practical or necessary to provide marked or virtual bays in every location across an operating area.

They are most appropriate in low-density residential areas and locations with wide verge space. They are not generally considered appropriate in commercial areas, high traffic areas and densely populated residential areas where public space and footpaths are constrained.



Figure 9 Free floating shared device parking

6.2.3 Bike racks for shared devices

Dedicated shared device parking should be co-located adjacent to existing public bike parking facilities, such as bike sheds and bike racks, where possible.

Bike racks send a strong signal to users where to park – a bike goes in a bike rack.

Authorities are encouraged to work with operators to prevent shared devices being parked in public bike racks. Shared devices include a built-in locking mechanism that prevent them being ridden unless hired, so they do not require dedicated racks for security.

Opportunities to repurpose racks for use by sharing schemes, or to expand and add new bike racks to accommodate demand for shared devices should only be considered when:

- those racks are demonstrably underutilised
- use of shared devices is (or is predicted to be) high
- there are limited options for dedicated shared device parking bays in other locations in the area.

Usage and demand of racks and other parking facilities by private and shared devices will require regular monitoring to ensure both groups of riders have sufficient parking provided.



Figure 10 Bike racks provided for shared devices

6.3 Selecting the appropriate bike parking

The location, type and capacity of bike and shared device parking should reflect the destination, likely trip purpose and align with the surrounding street environment and place context as described in the [Design of Roads and Streets Manual](#).

To support parking compliance and to ensure bikes and micromobility devices remain convenient and accessible, parking should be readily available in areas where trips are likely to start or end while being designed to prioritise pedestrian safety, accessibility and amenity.

Practitioners should regularly review bike and micromobility device parking requirements outlined in local plans and strategies and leverage the shared mobility management platform to identify high-demand areas and routes. Bike and micromobility device parking supply should be adjusted to meet the needs of all riders and device types.



Figure 11 Bike racks located in a park, to the side of a shared path to ensure pedestrian access is maintained

7. Providing public bike parking

Public bike parking facilities should be considered at:

- transport interchanges –where they are vital to maximising the uptake of public transport and supporting sustainable first-and last mile journeys.
- town centres, high streets and community destinations –to support people to take short daily trips by bike or micromobility device within their local community.
- parks –where parking can support people to reach and participate in other recreational activities.
- residential streets –particularly areas that are medium-and high-rise typologies. Residents in units and townhouses may not have the space to park a privately owned device within their home, driving higher demand.

Refer to AS 2890.3 for information relating to the provision of bike racks for privately owned bikes in the public domain and TS 04943 for information relating to the provision of bike racks at transport interchanges as part of Transport projects.

7.1 Transport interchanges

Cycling increases the catchment of public transport services and enables people to take longer journeys, that would not be practical by cycling alone. Cycling also provides reliable journey times between transport services and people's origin or destination.

When providing public bike parking at transport interchanges, practitioners should:

- design facilities to provide space for mode share of a minimum of 2%, with an additional capacity of at least 20% to support future growth and operational flexibility.
- locate bike parking within 50m of station entrances.
- place bike parking closer to station entrance than commuter car parking.
- consider providing a bike hub for large-scale bike parking, which may include complementary facilities such as showers, changing facilities, tools and pumps.

Access to lockable bike parking facilities, bike hubs, sheds and lockers, should be integrated with public transport ticketing systems (i.e. using registered Opal cards without a user pays element) to support seamless 'Bike+Ride' transfer between cycling and public transport modes.



Figure 12 Bike racks located under a dedicated shelter at Maitland Station

7.2 Town centres, high streets and community destinations

Unplanned or poorly planned bike parking has the potential to distract from visual amenity and present an obstruction for pedestrians.

When providing public bike parking at town centres, high streets and community destinations, practitioners should:

- disperse bike parking facilities throughout the commercial centre to support access and convenience for bike riders.
- provide conveniently located bike parking near retail frontages and commercial destinations, as it can support local businesses by improving access and encouraging customer visits.
- prioritise the reallocation of existing car parking and road space to bike parking over the use of footpath space to avoid creating obstructions along the footpath. This can be achieved by converting parking spaces, closing side streets to through traffic, or creating new public spaces for walking and bike parking.
- position bike parking in locations that do not impinge on key pedestrian desire lines and use bespoke or high-quality designs to minimise the visual impact.
- provide special bike parking zones for short-term bike parking where needed – to help support delivery riders and bike couriers.

7.3 Green and blue locations

Journeys to and within parks and waterways are often coupled with recreational purposes and therefore have unique public bike parking requirements.

When providing public bike parking in these locations, practitioners should:

- provide bike parking facilities at or near entrances and exits to the public space
- provide off-path parking along shared paths in key locations where people might dwell or participate in other activities.



Figure 13 Bike racks, Cottage Creek, Honeysuckle, Newcastle

7.4 Residential streets

In areas with high-and medium-density housing, demand for public bike parking may be higher due to limited private storage opportunities.

To support riding in these areas, suitable long-term public bike parking facilities should be considered.

Visitors also require appropriate facilities for short-term parking.

In residential areas, practitioners should:

- consider providing a mix of bike parking types, including potential long-term storage solutions such as bike sheds and short-term solutions such as bike racks,
- ensure chosen locations are well lit, with active and passive surveillance for people and property.

7.5 Converting car parking spaces

Converting existing car parking bays into bike parking is an effective way to increase parking capacity for bikes in high-demand areas while minimising impacts on pedestrian space.

These facilities are particularly suited to locations with constrained footpaths, high cycling demand and close to destinations like high streets, schools, hospitality areas and transport interchanges.

Converted bays should be in areas with good passive surveillance and should avoid conflicts with loading zones, accessible parking and high-turnover vehicle areas. Drainage, street sweeping and maintenance access should be maintained, and designs should avoid creating debris traps.

For guidance on how to provide on-street public bike parking for privately owned bikes see [section 8.1](#).



Figure 14 Converting existing car parking bays into bike parking is an effective way to increase parking capacity for bikes in high-demand areas while minimising impacts on pedestrian space

8. Providing shared device bike parking

8.1 On-street shared device parking

Where footpaths are busy or narrow and traffic speeds are low, on-street parking of bikes and micromobility devices should be given priority over parking on the footpath. This can include converting existing car parking spaces or No Stopping zones into appropriate parking bays.

On-street parking keeps footpaths clear of shared devices and may reduce the likelihood of illegal footpath riding. It is important that this option is carefully sited and designed to maintain safety for all users, with a road safety assessment completed.

Site context for on-street shared device parking is further described in Table 3.



Figure 15 Dedicated on-street shared bike parking located in Ultimo Street, Haymarket. Note the white edge line to delineate the parking area. As the adjacent kerb build-out encourages perpendicular orientation of parked bikes, no racks are provided

Table 3 Application of on-street parking bays aligned to Design of Roads and Streets typologies

Local streets		Main streets	
Residential lane	●	Destination high street	●
Residential way	●	Transit street	●
Yield street	●	Connector avenue	●
Neighbourhood street	●	Arterial high street	●
Connector street	●	Transit arterial	●
Urban centre street	●		
Enterprise street	●		
Main roads		Civic spaces	
Transit only corridor	●	Civic high street	●
Rural link	●	Transit mail	●
Rural highway	●	Civic lane	●
Secondary arterial	●	Service lane	●
Principal arterial	●		
Motorway	●		

● Appropriate treatment

● Use with caution

● Inappropriate treatment

8.1.1 Location selection

Sections of No Stopping zones can be repurposed for on-street bike and micromobility device parking in sites that have been carefully assessed and deemed suitable and safe.

On-street bike and micromobility device parking should be prioritised:

- in lower speed urban environments
- where widths allow kerbside vehicle parking
- where no part of the proposed parking is within the travel lane(s)
- at locations without frequent bus and heavy vehicle usage
- where existing kerb buildouts can be utilised.

This corresponds to the typologies detailed in the Design of Roads and Streets Manual as shown in Table 3 above, noting roads authorities should:

- seek consent from Transport for any location proposed on a State road and/or classified road
- engage with Transport –either directly or via the Local Transport Forum –in advance of undertaking any works that are likely to affect the operation of a traffic signal
- complete a road safety assessment to confirm each location is safe for implementation.

On-street parking may be delivered on lower speed, lower volume State/classified roads with a high place function. These are subject to a detailed risk assessment and consent from Transport.

Locating on street bike and micromobility device parking at the ends of parking bays is preferred to minimise conflicts with manoeuvring vehicles.

No Stopping zones on the departure side of pedestrian crossings and refuges may be suitable locations for bike parking after a road safety assessment. However, children's crossings and pedestrian crossings at schools are generally not considered suitable on either side because even the low height of bikes may obscure younger children. Eye height assessments should also consider wheelchair users.

Crossing sight distances between drivers and pedestrians shall be maintained.

8.1.2 Parking at intersections

Unsignalised intersections

Under Rule 170(3) of the *Road Rules 2014* (NSW), motor vehicles must not stop within 10 m of the nearest point of an intersecting road at an intersection without traffic lights (unless permitted by regulatory signage).

This protects sightlines between vehicles and between vehicles and pedestrians. Replacing some of the length of No Stopping with bike parking at carriageway level may be used to deter illegal parking near intersections, provided that sight distances are maintained, regulatory signage is updated as required by the road rules, and safety is not compromised.

Parking at unsignalised intersections may include the approach or departure side to intersections or adjoining driveways. Locating parking here can reduce impacts on existing vehicle parking or loading space, particularly in busy urban centres.

Signalised intersections

Signalised intersections may be suitable locations for bike and micromobility device parking when protected by existing or new kerb build outs, indented parking bay, or an equivalent physical intervention. Departure side locations are likely to be a lower risk as they are less likely to affect sight distances between road users.

Where a No Stopping length has been identified as a location for parking and installing it is likely to affect the operation of a traffic signal, roads authorities should engage with Transport –either directly or via the Local Transport Forum –in advance of undertaking any works.

Prior engagement with Transport will ensure that unintended negative consequences for traffic signal operations are avoided. Roads authorities may choose to follow the same process they currently follow when proposing changes that are likely to impact traffic signal plans, and should allow sufficient time for this engagement with Transport.

8.1.3 Physical infrastructure

The extent and nature of physical infrastructure at bike and micromobility device parking bays will vary by site. When protected by a kerb build-out or island, no other infrastructure may be required (as shown in Figure 15).

In other cases, practitioners can consider providing protection or delineation using road safety barriers, kerbing, separators and flexible bollards. For all on-street parking bays, a white edge line should be used to delineate the parking bay.

The risk of parallel parked bikes or micromobility devices falling into travel lanes should be managed through appropriate design and infrastructure treatments. Bike racks are recommended to encourage perpendicular (or angled) parking and may be placed at either end of the bay or regularly spaced in longer parking bays.

Bike racks are vulnerable to low-speed impacts from vehicle manoeuvring in adjacent parking spaces, and may need additional protection, such as wheel stops or road safety barriers.

All holding rails (with target board) and bike racks shall be core drilled to the road surface and reflective tape band shall be centrally fixed to the top rail of all bike racks. Practitioners should factor in the need for maintenance of these assets.

8.1.4 Sign posting and road markings

On-street bike and micromobility parking should be signposted with the bicycle parking sign in accordance with AS 1742.11. Rule 201 of the *Road Rules 2014* (NSW) sets out the legal requirements associated with a bicycle parking sign.

In some circumstances, where only a small number of bikes are to be accommodated, roads authorities may locate bike racks at locations with No Stopping restrictions. Under NSW Road Rule 166, bikes can lawfully park at these bike racks.

Wayfinding signs or markings on a path are recommended to improve navigation by pedestrians to on-street parking bays. This is particularly important where shared device parking is restricted using geofencing.

[Section 10.2](#) contains standard design options for on-street marked shared device parking bays.

Edge lines may be used to demarcate the travel lane and improve awareness for turning motorists and prevent vehicles parking between the intersection and the bike parking area.



Figure 16 Bike parking sign

8.1.5 Approvals

Roads authorities may install on-street bike parking and associated prescribed traffic control devices on roads using the [Authorisation and Delegation Instrument](#), subject to its conditions.

Under section 87 of the *Roads Act 1993*, the construction, erection, installation, maintenance, repair, removal, or replacement of a traffic control light may not be carried out otherwise than by or with the consent of Transport.

When using the Instrument, roads authorities should engage with Transport –either directly or via the Local Transport Forum –in advance of undertaking any works that are likely to affect the operation of a traffic signal. Prior engagement with Transport will ensure that unintended negative consequences for traffic signal operations are avoided.

Relevant State Government land managers may use their statutory roads authority powers.

8.2 Footpath bike parking

Footpaths are primarily for pedestrians – shared device parking should not impact on a safe, continuous and accessible path of travel, remembering the needs of people with disabilities, older people and those using prams.

This is particularly important in high-density areas and streets with narrow footpaths.

Transport's [Walking Space Guide](#) provides guidance on footpath type classification and minimum clearance width requirements (see Table 4).

Shared device parking on footpaths should not obstruct a fire exit¹, a bus zone, bus stop, taxi zone or a footpath ramp or driveway². Authorities can set 'no parking' zones for operators to adhere to in these locations as conditions of their operating authorisation, to protect access.

Locations with known constraints are to be proactively managed through coordination with operators and geofencing controls to prevent obstruction.



Figure 17 Dedicated shared device parking located on the footpath

If not already in place, consideration should be given to constructing dedicated kerb ramps to allow direct rider access to bike parking located on the footpath from the road.

Pedestrian clearances can vary depending on the place context and level of pedestrian activity. See Table 4 for specific requirements to apply when providing bike and shared device parking on the footpath.

[Section 10.1](#) contains standard design options for marked shared device parking bays located on the footpath.

¹ Rule 109 of the *Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021*

² Rule 183, 195, 182 and 198 respectively of the *NSW Road Rules 2014*

Table 4 Bike parking footpath placement principles

Place context/Typology	Expected pedestrian activity	Parking guidance/considerations
Destination High Street/ Civic Space Very high intensity mixed use, employment, retail, transport or entertainment areas, significant public places or buildings with very large numbers of people	Very high	• Prioritise on-street dedicated parking, where feasible • This may include the conversion of car parking spaces or sections of No Stopping zones • Dedicated marked or virtual shared device parking on footpaths may be considered adjacent to street furniture where at least 4 m of unobstructed walking space is maintained • Limit virtual and free-floating zones • Space bays based on demand, generally at intervals of 100 m where suitable
Destination High Street / Local Street Streets with more than 200 metres of shops, food and drink premises, entertainment uses or services, late night trading areas, and mixed use or employment areas	High	• Prioritise on-street dedicated parking, where feasible • This may include the conversion of car parking spaces or sections of No Stopping zones • Dedicated marked or virtual shared device parking on footpaths may be considered adjacent to street furniture where at least 3 m of unobstructed walking space is maintained • Limit virtual and free-floating zones • Space bays based on demand, generally at intervals of 150 m where suitable
Local Street / Civic Space Streets with shops, food and drink premises, entertainment uses or services, residential areas that include residential flat buildings/mixed use residential buildings greater than 3 storeys or medium employment industrial areas	High / medium	• Prioritise on-street dedicated parking, where feasible • This may include the conversion of car parking spaces or sections No Stopping zones • Dedicated marked or virtual shared device parking on footpaths may be considered adjacent to street furniture, where at least 2.5 m of unobstructed walking space is maintained • Limit virtual and free-floating zones • Space bays based on demand, generally at intervals of 200 m where suitable
Local Street	Medium	• Consider shared device virtual parking or free-floating zone

Place context/Typology	Expected pedestrian activity	Parking guidance/considerations
Residential areas that include row or town houses or up to 3 storey residential flat buildings/mixed use residential buildings, medium intensity, employment areas (up to 3 storey campus model, business parks), hotel, one or two shops		Footpath parking suitable adjacent to street furniture where at least 2 m of walking space is maintained
Local Street / Movement Corridor Residential areas with detached housing, or low intensity employment areas (i.e. industrial land), isolated 3 storey flat building	Low	- Flexible approach, including free floating shared device parking - Courteous parking on verge or adjacent to street furniture - Ensure clear pedestrian path maintained at all times

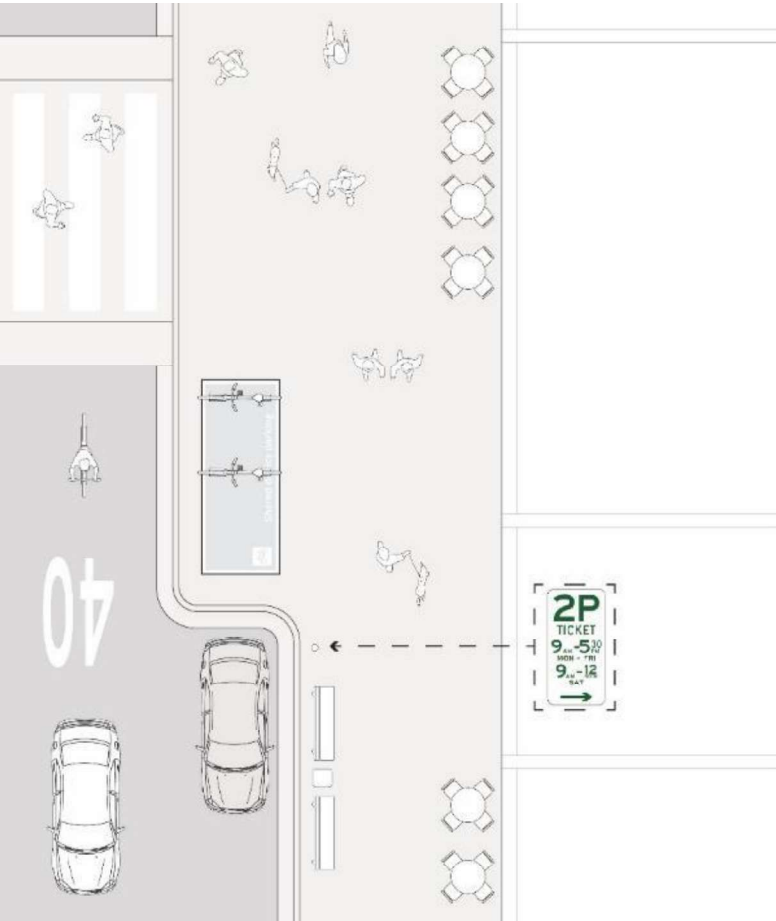


Figure 18 Aerial plan of kerbside footpath parking bay for shared devices in a Destination High Street typology

8.3 Construction and temporary works management

Construction works can temporarily affect the availability and accessibility of bike and micromobility parking facilities.

Bike parking infrastructure, such as bike racks and marked and virtual shared device parking, may be displaced by works zones, utility works, road reconstruction, building developments, streetscape upgrades or major transport projects.

The removal of bike and micromobility parking without appropriate replacement can disrupt journeys, reduce network usability and discourage riding. Where practical, bike and micromobility parking should continue to be provided throughout construction activities to maintain access to destinations and transport interchanges.

Practitioners should seek to minimise impacts on riders and maintain continuity of parking supply wherever possible.

Removal or relocation of shared device parking can be managed through the Shared Mobility Management Platform.

9. Special event and temporary bike parking

9.1 Special event bike parking

Special event bike and shared device parking can be implemented to support all classes of events described in the [NSW Guide to Traffic and Transport Management for Special Events](#).

Provision of special event bike parking can enable flexible reallocation of space and parking supply to respond to fluctuating demand and support increased bike riding access while maintaining efficient operation of public spaces.

Special event bike parking should be planned in a manner that is scalable and adaptable relative to the occasion, ensuring it can respond effectively to both planned events and unplanned disruptions. Bike parking should be located and designed to maximise usability, safety and operational efficiency, while minimising impacts on pedestrian movement and the surrounding environment.

Locate bike parking in highly visible areas near event entrances or site boundaries. Facilities should enable efficient parking and retrieval, maintain clear pedestrian paths and, where shared micromobility devices are permitted, be supported by designated parking zones and operator app notifications. Temporary no-parking or no-go zones may also be used to support event operations and pedestrian movement.

Existing marked, virtual and free-floating shared device parking may be temporarily unavailable or reconfigured, with time-of-day or day-of-week restrictions applied to accommodate event-specific operational requirements.



Figure 19 Example of free valet bike parking at Tropfest held in Centennial Parklands.

9.2 Temporary bike parking

In addition to being a solution for events, temporary bike parking can support short-term, flexible and seasonal demand where permanent bike parking is not feasible, cost-effective or required for long durations.

It enables rapid deployment to accommodate peaks in riding trips, construction impacts, pilot projects and special events.

When planning temporary bike parking, refer to Table 1 for guidance on key principles relating to location, accessibility, security, integration and operations and maintenance.

Type of bike parking suitable for temporary bike parking can consist of:

Portable racks – freestanding or weighted racks that can be relocated easily without ground fixing. These are suitable for short-term deployments, such as single day events.

Modular systems – interlocking or connected units forming larger parking areas and may include anchoring for stability.

Event based compounds – managed bike parking areas using temporary fencing that may include supervision.

Where temporary bike parking is provided as part of a pilot or trial, it should be regularly monitored and evaluated throughout. This evaluation should consider demand, occupancy, user and rider behaviour and site conditions. This information can determine whether the location is appropriate for permanent bike parking infrastructure, such as bike racks.

Implementing the changes

For shared devices, authorities can place time-bound requirements on operators to geofence temporary parking zones and make them visible through their rider apps – effectively implementing them as temporary virtual parking bays. Changes can be managed through the Shared Mobility Management Platform to ensure consistency and coordination with sharing scheme operators.

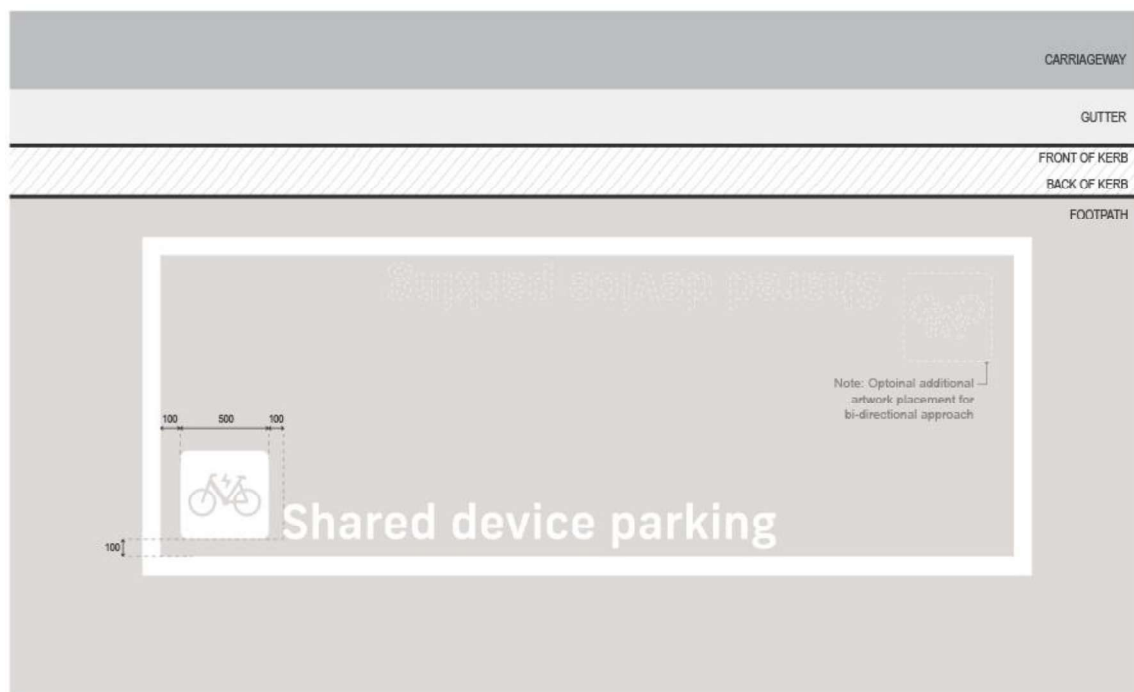
Consideration should be given to signage, barricades or tape as visual cues for riders and to support compliance.

10. Appendix A: Standard design options for marked parking bays

Below are a set of design illustrations to support authorities in the visual approach to shared parking bays.

These illustrations are indicative only and can be used to support applicants for the NSW Sharing Scheme Grant Program in identifying the treatment specifications for footpath and on-street parking bays. Funding allocations have been provided in Appendix 1 – Grant Rate Card in the NSW Sharing Scheme Grant Program funding guidelines for each design specification shown below.

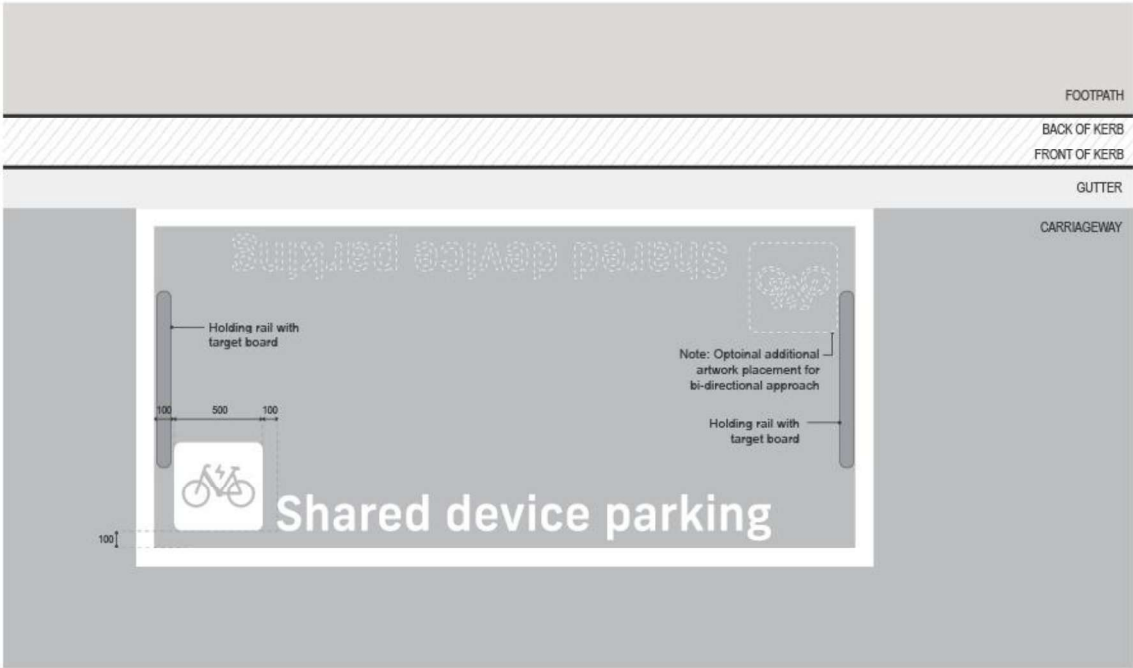
10.1 Footpath placement



Design Specification FP1
5000MM x 1800MM Bay Config
NTS

Footpath specifications FP1-5000mm x 1800mm

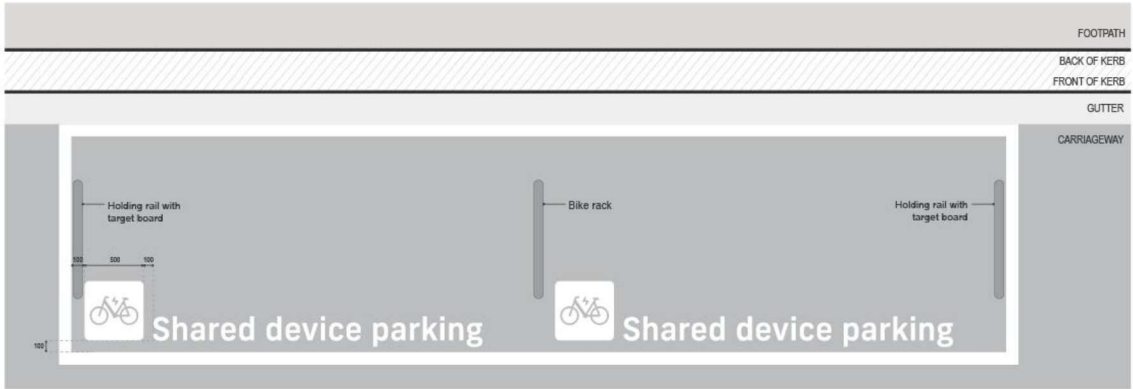
10.2 On-street placement



Design Specification S1
4000MM x 2000MM Bay Config
NTS

NOTES:
1. BIKE RACKS / HOLDING RAILS WITH TARGET BOARD TO BE CORE DRILLED INTO THE ROAD SURFACE, NOT SURFACE-BOLTED.
2. REFLECTIVE TAPE BAND TO BE CENTRALLY FIXED TO THE TOP RAIL OF ALL BIKE RACKS

On-street specification S1-4000mm x 2000mm



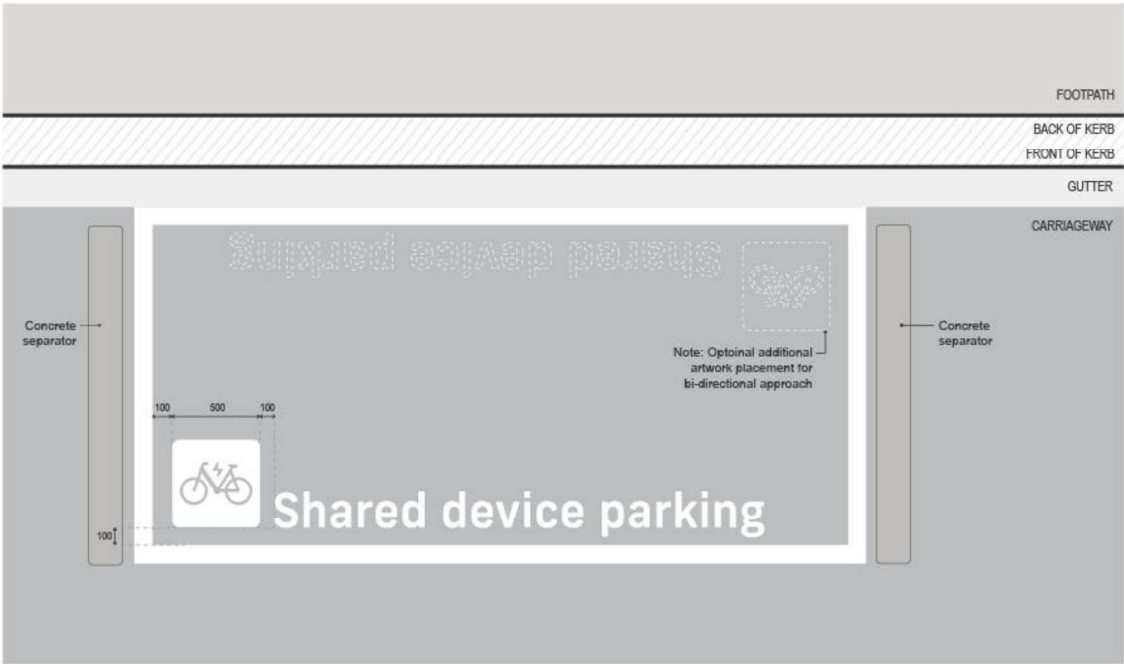
Design Specification S2
6000MM x 2000MM Bay Config
NTS

Design Specification S3
8000MM x 2000MM Bay Config
NTS

Design Specification S4
10000MM x 2000MM Bay Config
NTS

NOTES:
1. BIKE RACKS / HOLDING RAILS WITH TARGET BOARD TO BE CORE DRILLED INTO THE ROAD SURFACE, NOT SURFACE-BOLTED.
2. REFLECTIVE TAPE BAND TO BE CENTRALLY FIXED TO THE TOP RAIL OF ALL BIKE RACKS

On-street specification S2-6000mm x 2000mm, S3-8000mm x 2000mm and S4-10000mm x 2000mm

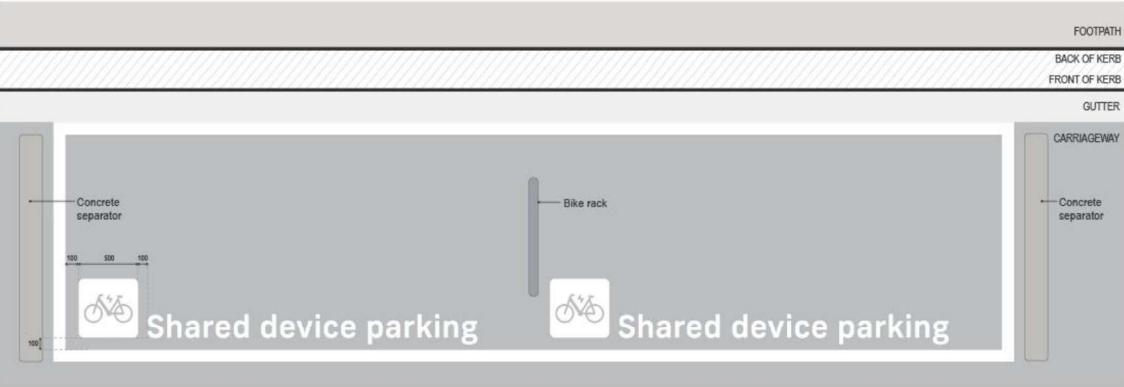


Design Specification S5
4000MM x 2000MM Bay Config
NTS

Design Specification S6
6000MM x 2000MM Bay Config
NTS

NOTES:
1. BIKE RACKS / HOLDING RAILS WITH TARGET BOARD TO BE CORE DRILLED INTO THE ROAD SURFACE, NOT SURFACE-BOLTED.
2. REFLECTIVE TAPE BAND TO BE CENTRALLY FIXED TO THE TOP RAIL OF ALL BIKE RACKS

On-street specification S5 -4000mm x 2000mm and S6 –6000mm x 2000mm



Design Specification S7
8000MM x 2000MM Bay Config
NTS

Design Specification S8
10000MM x 2000MM Bay Config
NTS

NOTES:
1. BIKE RACKS / HOLDING RAILS WITH TARGET BOARD TO BE CORE DRILLED INTO THE ROAD SURFACE, NOT SURFACE-BOLTED.
2. REFLECTIVE TAPE BAND TO BE CENTRALLY FIXED TO THE TOP RAIL OF ALL BIKE RACKS

On-street specification S7 -8000mm x 2000mm and S8 –10000mm x 2000mm

© Transport for New South Wales

Users are welcome to copy, reproduce and distribute the information contained in this report for non-commercial purposes only, provided acknowledgement is given to Transport for NSW as the source.