

Motorcycle Parking Provision Policy

A. POLICY OBJECTIVES

- (i) To provide fair and equitable access to parking facilities for motorcyclists and scooters.
- (ii) To improve accessibility to employment, local services and amenities for motorcyclists and scooters.
- (iii) To improve motorcycle parking security.
- (iv) To support journeys made by motorcycles and scooters as an alternative and more sustainable mode of transport than the private car.

B. DEFINITIONS

A motorcycle means any motor vehicle that has 2 wheels or, 3 wheels if a sidecar or side box is attached to it.

C. STATEMENT OF INTENT

Motorcycles and scooters offer a more sustainable way to travel than the private car. They emit lower greenhouse gases and occupy less road space. Consequently, motorcycles and scooters could help support the Council in achieving its environmental and sustainability targets. Currently, less than 1 percent of Willoughby residents use motorcycles or scooters to travel to work (Willoughby .id, 2013).

This policy aims to support growth in journeys by motorcycle and/or scooters by providing fair and equitable access to street parking which reflects the lower environmental impact these vehicles place on Willoughby LGA in comparison to private cars.

D. STRATEGIC ALIGNMENT

Motorcycle and scooter use is supported in section 4.2.1 of the *Willoughby City Strategy* which outlines strategies to increase the use of active and alternative transport. Travel by motorcycle and / or scooter contributes to Council's goal of managing the transport needs of the community in a sustainable manner by reducing car dependency through improving "...local accessibility and transport options between suburbs".

E. PROVISIONS FOR MOTORCYCLE PARKING SPACES

(i) Allocation of Motorcycle / Scooter Parking

Motorcycles and/or scooters require less space than private cars for parking and can therefore make use of "tight" urban spaces which are inaccessible for other motorized vehicles.

- Motorcyclists can submit proposals to the Traffic and Transport Management Group, to transform ineffectively used urban spaces for the provision of dedicated motorcycle parking.
- Council will review existing street areas that have been deemed inappropriate for parking cars for the use of motorcycle parking provision.
- Council to consider the provision of dedicated motorcycle parking within the entire road reserve including Council owned and managed land, without compromising access, or the primary activities in the immediate vicinity.

Approximately five to seven motorcycles or scooters can occupy a single car parking space. The provision of street parking for motorcyclists will therefore increase kerbside parking capacity.

- Council provides free dedicated on-street and off-street parking for motorcyclists and scooters.
- Council will provide additional streetmotorcycle parking space as demand for parking at a motorcycle facility reaches 85 percent occupancy.
- At the time when demand for motorcycle parking reaches a level requiring the conversion of existing ticket parking bays into dedicated motorcycle parking spaces; existing ticket bays will be converted into six "pay by bay" dedicated motorcycle spaces. Parking rates will be set at 1/6th that of a car parking space.

(ii) Motorcycle Parking in Ticket Parking Bays

- Motorcyclist are not eligible to access Ticket Parking Bays

Motorcyclists find it difficult to comply with the Road Transport (Safety and Traffic Management) (Road Rules) Regulation 199 to securely display a pay-parking ticket to legally use a ticket parking bay.

The above regulation requires vehicles to securely display the pay-parking ticket. Motorcyclist or scooters find this difficult due to the risk of the ticket being stolen, blown away or destroyed by rain. This means motorcyclists cannot enjoy the same level of accessibility to lengths of kerbside space that other motor vehicles enjoy.

As set out in Clause 2.3.3 E (i) Council will improve accessibility to parking facilities for motorcyclists and scooters through the provision of dedicated motorcycle parking facilities in line with demand.

(iii) Motorcycle Parking in Resident Permit Parking Areas and Bays

Similar to Clause 2.3.3 E (ii), a resident parking permit or visitor permit cannot be securely displayed on a motorcycle or scooter and therefore cannot comply with regulations associated with displaying a valid permit.

To reflect the lower demand for road space imposed by a motorcycle or scooter, the following exemptions will apply:

- Motorcycles and scooters are permitted to access unrestricted parking in Residents' Permit Parking Areas.
- Motorcycles and scooters are permitted to access and share designated Resident Permit Parking Bays, but must comply with the signed time-limit.

(iv) Security

Council acknowledges that motorcycles and scooters like bicycles benefit from the availability of anchor points. Anchor points will reduce the risk of theft and / or damage to motorcycles and scooters by enabling vehicles to be securely locked in place. Similarly, the provision of formal facilities will lessen the need for motorcyclists to secure vehicles to council assets such as fences and sign posts that increases risk of damage to our assets.

- Council will improve access to secure parking facilities for motorcycles and scooters.

F. RESPONSIBILITY / ACCOUNTABILITY

Council's Traffic and Transport Group is responsible for monitoring and managing the provision for motorcycle parking facilities.

Council's Rangers are responsible for enforcing parking regulations related to the operation and use of motorcycle parking facilities.

Motorcyclists are responsible to park considerately and in accordance with parking regulations.