



Motorcycle Notes

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Provision for On Road Motorcycle Parking

This is the seventh in a series of VicRoads MOTORCYCLE NOTES. The purpose of MOTORCYCLE NOTES is to provide regular practical advice on motorcycle-specific aspects of road design, maintenance and safety for VicRoads, Local Government, Government Agency and Consultant engineers and planners. MOTORCYCLE NOTES should be read in conjunction with: 'Guide to Traffic Engineering Practice Part 15 - Motorcycle Safety', (GTEP Part 15) Austroads, Sydney 1999.

The need

Motorcycles require less road space than most other vehicles when parked. Although the space required is small, attention is required to ensure that the machine is stable, does not cause obstruction and can be secured. The security of motorcycles and scooters is an increasing problem in many countries.

Theft is a real and continuing concern, and the ability to secure a motorcycle to a solid object is important. Solid attachment points of various types are now becoming available. The photographs included below and opposite show a purpose-designed motorcycle parking facility taking account of these requirements, which is currently under evaluation in Russell St, Melbourne. This facility has been developed by the City of Melbourne in consultation with motorcyclists.



The experimental site shown below left illustrates motorcyclist concern about exposure to moving traffic, as all the machines are parked over the forward line and well within the rear of the marked parking spaces. The heavy posts in this trial are there to protect the machines from cars leaving an adjacent car parking space, and are not yet in the most secure location in this ongoing trial site.

Significance of the issue

The cost of road and parking space is substantial but the ability to easily negotiate traffic and park near a destination is valued by motorcyclists. This has recently been confirmed by studies of Melbourne motorcyclists.

Motorcyclists have a real concern that their machines should be publicly visible when parked, and would like to be able to lock them to a solid anchoring point for security.

Many carry suitable locks even if they hold comprehensive insurance against damage and theft.

Many motorcycles have only a side stand. The foot of the side stand needs to be on a firm footing, as the pressure on the road surface can be very high. A small solid area is all that is required. In soft grass, a small (20 cm by 20 cm) wood block is usually sufficient to keep the machine stable.



If a parked motorcycle falls over, the costs of the damage to control levers, brake reservoirs and bodywork can be very substantial. Motorcyclists take considerable care to park so that this does not occur. Consequently such falls are very rare. Small but clearly identifiable areas of paving within a bitumen area can therefore be very effective.

Design of motorcycle parking

Secure parking is a recognised need. Low access hoops can be used to provide both physical protection and a securing point for motorcycles (see the photograph below from within a central Melbourne commercial car park).



Concerns over motorcycle security in some countries have led to signs which warn riders to secure their machines (see the diagram opposite from the UK).



The UK photograph above shows one of the many different possible forms of solid security point in a motorcycle parking area. Others include better protection for pedestrians with a waist high slatted fence erected at the loop to ensure that it does not present a hazard.

Using the available space

Central road parking on a divided road layout is available in the Melbourne CBD. This creates two available motorcycle parking spaces beside every tree in the area. These locations are well protected from traffic flow.



Footpath parking is permitted in Victoria but, just as for bicycles parked on the footpath, this must not lead to obstruction.

Footpath parking can be prohibited by specific signs, but is otherwise permitted. On road parking in controlled areas is subject to the same regulations and types of signs as for cars.



Not all areas are suitable for motorcycle parking. Sloping areas can make it difficult to manoeuvre machines in and out. If motorcycles are parked on a slope using their centre stands, they can topple over on a hot day when the bitumen becomes soft.

Consultation

Motorcycling organisations actively respond to consultation on parking location and design. Designers of on road parking areas are encouraged to consult with motorcycling organisations.

Information resources:

Standards Australia (1986) *AS 1742, Manual of uniform traffic control devices*. Sydney.
 Wigan, M.R. et al (2000). *Motorcycle transport*.
 VMAC Report 2000-1 (2 Volumes) Oxford Systematics for the Victorian Motorcycle Advisory Council. VicRoads, Kew.
 VicRoads (1999). *Road Rules - Victoria*
http://www.vicroads.vic.gov.au/randl/national_rules

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