



Parking for Motorcycles and Scooters

A RESOURCE GUIDE

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DfT Traffic Advisory Leaflet 2/02 - Motorcycle Parking
Department for Transport, Local Government and the Regions

MCIA Powered Two Wheelers Parking Measures
Motorcycle Industry Association



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The BMF on Parking for Powered Two-Wheelers

Parking is an important issue in any traffic management scheme. Much has been written on the topic with reference to cars. To encourage and better accommodate powered two-wheelers, a change of emphasis is required for both on and off-street parking.

Powered two-wheeler parking should either be free of charge due to the space saving compared with cars, or for a small charge if additional facilities are provided. Should a charging regime be imposed, pay-and-display is impractical and unacceptable for powered two-wheelers since display tickets can easily be stolen. In addition, tickets indicate to potential thieves how long the machine is likely to be left unattended.



Small spaces which cannot be utilized for cars may easily be designated for powered two-wheelers both on street and in car parks. They should be suitably signed to indicate that powered two-wheeler parking is permitted. This has been successfully undertaken in a range of towns across the UK from Ormskirk to Leicester.

More parking spaces should be made available for powered two-wheelers in areas where there are currently parking restrictions. Some car spaces could be readily utilised for this purpose effectively accommodating more vehicles. However, of more immediate concern is the reversal of the recent trend in some districts of eroding the availability of existing powered two-wheeler parking bays.

Similarly, pavement parking where no obstruction is caused and the disabled are neither endangered nor inconvenienced should be permitted for powered two-wheelers. Where appro-



adjacent street furniture should also be permitted and any local regulations forbidding these practices should be amended.

For both on and off-street parking, secure parking for powered two-wheelers is desirable. Street furniture specifically designed for them to be secured to is readily available. Several schemes providing such secure parking have been introduced including Finsbury Circus in central London and in various locations in and around Manchester. Theft is a serious problem affecting powered two-wheeler users which has been responsible for increasing insurance costs and discouraging the use of powered two-wheelers. The provision of such furniture would help to prevent theft and its associated costs, such as Police time and the owners' expense of parking these vehicles. Charging for its use is not necessary since it lends itself to sponsorship by the display of the sponsor's advertising. The problem of educating powered two-wheeler riders, particularly those using small and inexpensive machines, to use these facilities remains.

A combination of secure parking facilities with lockers for the storage of helmets and protective clothing would not only be desirable but would help to encourage powered two-wheeler use since riders would not be burdened by these garments while on foot.

Future requirements for employers in the centres of towns may be to reduce their available parking space to limit the volume of traffic in surrounding areas. By providing powered two-wheeler rather than car parking they can make more





Employers are being called upon to encourage more environmentally friendly modes of transport than solo car use with Travel Plans. These include concessions on the costs of bus and rail passes, providing changing and showering facilities for cyclists and formalising car-sharing arrangements. They could equally be encouraged to provide secure powered two-wheeler parking and facilities for riders to change and store their helmets and protective clothing as part of such schemes.

There should be adequate, dedicated and, preferably, secure parking with clothing storage facilities for motorcyclists at railway, bus and metro stations and at park and ride termini on the outskirts of towns to provide the option of using public transport for some part of their journey.

Dedicated parking

Dedicated parking at transport interchanges, stations and park-and ride facilities should be available. Greater facility for on and off-street parking should also be provided. These designated areas - taking up far less space than they would for a similar number of cars - should also include equipment to which machines can be secured and storage facilities for helmets and protective clothing. Authorities should consider developing bike parks ahead of the more familiar car parks. More space in car parks, particularly those operating ACPO Secure Car Parks schemes, should also provide for the security of users.

Why should a local authority pay for parking spaces so that powered two-wheelers can park for free?

There should be an examination of the wider picture. Parking meters were introduced with the intention of regulating

on-street parking but quickly became a source of revenue for local authorities. Parking revenues should not be regarded as an unlimited source of income. Some local authorities' charges for on-street car parking are so high that spaces are hardly used and little revenue is raised. Therefore, conversion to powered two-wheeler parking would not result in significant financial losses. Congestion results in a high cost to communities and ultimately to local authorities in lost time, collateral effects of pollution and increased stress to those experience it. Encouragement to travel by powered two-wheeler through the availability of free parking will partially address the problem of congestion and help to reduce the increased mileage of cars that are driven around while drivers search for parking spaces. Some revenue will initially be lost, but the overall prosperity of the area will be increased.



Local Authorities can facilitate powered two-wheeler usage by:-

- **Providing sufficient dedicated parking which is free of charge and secure.**
- **Ensuring fairness in the enforcement of parking in which levels of penalties are related to the degree of obstruction and ensuring that PTWs are not penalised for parking in places not specifically authorised but where no obstruction is caused.**
- **Providing better access to and facilities for PTW parking and storage of protective clothing at transport interchanges and Park and Ride termini.**
- **Instigating planning criteria to include minimum PTW parking standards and recommended levels on a par with pedal cycles.**

Briefing on Street Furniture for Secure Motorcycle and Scooter Parking

The following is intended to provide some notes for guidance on design criteria etc in regard to secure parking for motorcycles and scooters.

DESIGN CONSIDERATIONS

Such furniture is recommended to have the following characteristics:-

- **Acceptable locations, such as city centres, inter-modal etc.** Secure furniture should not be installed where there are uneven cambers or on steep hills where motorcycles can only be parked with difficulty. They should also satisfy legal requirements particularly when installed on public roads, which includes pavements. There should be nothing that a pedestrian can readily walk into or a vehicle drive into save a purpose built road restraint.
- **User friendly.** The feature to which a bike is to be secured must be placed high enough above the ground (about a 300mm) so that any lock, chain or loop passed around it cannot be attacked with bolt croppers rested against the ground for better leverage and to prevent the lock from being placed on the ground to facilitate striking with a hammer. The attachment points must admit commonly used bike locking devices. This means that when a U-padlock is used, then it must be possible to get the U of the lock into and through the attachment.
- **Unbeatable by hand/portable powered tools.**
- **Well-illuminated locations/CCTV surveillance.**
- **Suitable surrounding surfacing.** It should be ensured that the surface adjacent to the secure furniture should be hard enough to prevent centre or side stands from sinking into the road.
- **Weatherproof.**
- **Free from sharp corners.**
- **Low maintenance or maintenance free.**
- **Visually acceptable.**
- **Tall enough to be readily visible/location signage.**
- **Provision for sponsorship.** If the practicalities and legalities of sponsorship advertising on the furniture are observed, this can usefully offset the costs of installation.



Extract from The Sandwell Strategy for Powered Two-Wheelers (Parking)



Parking

Shared objective: To provide powered two-wheeler riders with an adequate supply of safe and secure parking.

Issues

Powered two wheelers are no different to cars in that they need somewhere to park once they have arrived at their destination. Motorcyclists consider that they are not catered for in this respect - there is an inadequate supply of dedicated and secure parking spaces. It is in the interests of the Council and local businesses to provide quality parking for PTWs in Sandwell's town centres. Powered two wheeler riders are also shoppers and the availability of parking influences where they choose to spend their money.

National Campaigns such as 'are you doing your bit?' and TravelWise are encouraging the public to travel by more sustainable modes of transport including bus and rail. To enable the motorist to travel by these modes, park and ride car parks are built at railway stations and sometimes on the edge of town centres. If PTW users are also to be encouraged to travel by bus or train, these park and ride sites must also include quality PTW parking. The White Paper 'A New Deal For Transport: Better For Everyone - DETR 1998' states that local authorities should address PTW parking in their Local Transport Plans. It requires that Councils should 'consider specific measures to assist motorcyclists such as secure parking at public transport interchange sites'.

Actions and Policy

The Council will increase the supply of PTW parking to meet demand by adopting parking standards. Developers will be required to provide parking for powered two wheelers, the number of spaces needed would depend on the size and type of the development. The amount of PTW parking will be equal to 5 per cent of the number of publicly accessible car spaces normally provided. Powered two wheelers spaces are in addition to those required for pedal cycles.

Riders need somewhere to store their helmets and protective clothing upon arrival at their destination. In some circumstances lockers should be provided. The provision of lockers shall be an integral part of new developments and a condition of planning approval. Alternatively, secure PTW parking with lockers could be funded by sponsorship, an obvious example is local PTW dealers.

When PTW parking is provided it should be properly designed so that riders have the confidence to use it. If there is a risk of theft it will not be used, riders will park instead at safer locations not originally intended for PTWs. Some riders choose to travel by PTW because they value the accessibility they afford. To ensure PTW parking is used it should be located as near as possible to the riders' final destination.

The Council will promote good PTW parking design. The site chosen for PTW parking should not be prone to flooding, falling tree sap, bird droppings. They should not be placed over drain gratings where, if dropped, keys would be lost. Some PTWs can be quite heavy and they need a good level surface to be parked upon. Poor quality black top that becomes soft in hot weather is unsuitable as the bike stand will sink into the surface and the bike will eventually topple over. The size of off street PTW parking bays is crucial to good design. They should all have bollards to prevent cars from parking or obstructing them and have anchor points. Whenever on-street parking bays are provided it will be located in positions where the rider can park, dismount and secure the bike without road safety being compromised.

To ensure that riders will use the parking facilities provided, they would need to be directed there by road signs. The parking also needs to be signed again in the car park, not only so that the rider can find it, but also to let other motorists know it is for PTW use only. These signs should also carry a reminder for the rider to leave their powered two wheeler securely parked. 'Lock it or lose it' is a good message. The cost of these could be met through sponsorship.

Powered two wheeler users have no objection to paying a reasonable charge for secure parking with facilities such as lockers for the storage of protective gear. The revenue generated could be used for their upkeep. However PTWs will be exempt from parking charges where no special measures have been taken to properly accommodate them. In streets where residents parking schemes are in operation, PTWs will be exempt.

Extract from DfT Travel Plans Motorcycles / Mopeds

Motorcycles/Mopeds

Small motorcycles and mopeds are quicker in congestion, have lower running costs and may be more environmentally friendly than private cars. They create less congestion and take up less parking space. However, you should also consider safety-training programmes for the riders.

Motorcycles and mopeds can offer a more environmentally friendly alternative to travel by private car and are more space efficient than other vehicles, particularly in terms of parking and congestion.

The benefits to the environment in terms of emissions and fuel consumption will vary according to the engine size of the motorcycle/moped. Mopeds, scooters and small motorcycles can produce significant benefits compared to the car. Benefits to your organisation's employees could include lower running costs, and travel by motorcycle/moped can be quicker than travel by car e.g. some local authorities allow motorcycles/mopeds to have preferential use of bus lanes.

Use of motorcycles/mopeds can be encouraged through:

- **Provision of safe and secure parking.**
- **Provision of changing facilities/storage for equipment e.g. motorcycle helmets.**
- **Provision of interest free loans.**
- **Motorcycle User Groups.**

You may like to consider provision of safety training for employees who currently travel by motorcycle and/or for potential employees.

Parking for Motorcycles/Mopeds

Parking for motorcycles/mopeds should be well lit and covered. Sturdy stands to which motorcycle/mopeds can be secured should be provided if possible. As with bicycle parking, parking for motorcycles and mopeds is no longer a taxable benefit.

Changing facilities

Consider provision of changing and shower facilities and provision of lockers for the storage of helmets and other equipment.



Interest free loans

You could consider provision of interest free loans for people wishing to travel by motorcycle/moped for commuting or work based trips - you should encourage purchase of small motorcycles/mopeds. Loans can be provided tax-free up to a value of £5,000.

Case Study - Aberdeen City Council

Aberdeen City Council provides loans for motorbike purchase. The Council is also formalising parking for motorbikes as part of the Council's Travel Plan.

Case Study - Gatwick Airport

As part of Gatwick Airport's Travel Plan, a Working Group was set up to look at safety issues. This included a survey of those who travelled by motorcycle, to identify their main concerns. Gatwick Airport has linked together with a local rider-training organisation, which will provide safety training for anyone who would like it. Training will be provided for both 'new' motorcyclists and for more experienced motorcyclists, who will be offered an 'advanced' training course.

Should Motorcyclists Have To Pay For Parking? – *Parking News March 2002*



**NO says Trevor Magner,
Government Relations
Executive of the British
Motorcyclists Federation**

Free parking can help to encourage travel by motorcycles and scooters as an efficient transport which reduces

congestion, limits land take-up and addresses social exclusion, solving many local transport problems and bringing trade to the communities where they park.

On-street car parking charges were introduced as a regulatory measure to reduce parking needs, rather than to raise revenue. Motorcycles' efficient use of space, in occupying less than a fifth of that of a car, achieves this objective. Charges are seen by some as a means of discouraging motorcyclists as vulnerable road users, but do not consider them for cyclists who have comparable risks and parking needs.

Charging for motorcycles is complicated by the impracticality of pay and display and the cost of meters cutting into the revenue stream. With a perception of exploitation from tariffs out of proportion to the space used, few riders will use pay bays. There is also an anomaly where some local authorities consider it appropriate to pass on costs of secure parking to motorcyclists but not to cyclists. Yet, appropriate street furniture can be funded by anti-crime initiatives as in Islington or by sponsorship as in Swindon.

Parking providers should consider the bigger picture where the benefits to the community from increased motorcycle and scooter use outweigh the costs of providing parking for them.

**NO says Craig Carey-Clinch,
Director of Public Affairs,
Motorcycle Industry
Association.**



It's been acknowledged that the integrated transport policy is in disarray and the problem is not just about public transport, walking and cycling.

The use of Powered Two Wheelers (PTWs) has increased dramatically. PTW use can cut congestion, pollution and journey times, while at the same time providing door-to-door convenience and independence. People are voting with their wheels and switching to motorcycling. After decades of mobility freedom of choice it is not the role of transport planners to put this back in the box by starting to charge for PTW parking. Measures need to be provided for PTW users in order to improve their safety, access and security. The provision of free secure parking is part of this process, which sends out a clear message to car drivers that a better and more convenient option exists, this frees up valuable public transport capacity, that can be taken by car users who may never wish to use PTWs.

In brief, PTW use is good for the environment, the integrated transport policy and for those who use them. The provision of free secure parking makes it a viable option for users who want to avoid long congested and polluted commuter journeys, and MCI calls on all local authorities to consider this point carefully before opting to introduce what is in effect a PTW parking tax.

The BMF View On Minimum Motorcycle Parking Standards

Facilitating the use of powered two-wheelers (PTWs) for short regular journeys creates significant benefits, most notably in the form of reduced congestion and reduced land use for parking.

Parking standards for PTWs are represented in this guide as the minimum provision required, which reflects the advantages they have over the car and single occupancy vehicles in particular. As well as the provision of secure parking, consideration should be given to the additional needs of PTW users, such as lockers, changing and shower facilities.

Government transport statistics show that the ratio between car and motorcycle ownership is 1:35. However, with regard to the congestion benefits that the motorcycle provides, a parking standard of one space, plus an additional space for every 10 car parking spaces, should be applied as a minimum.

Local conditions will vary, so it is recommended that local authorities and other providers assess demand and consult with users, prior to the provision of new parking or the upgrading of existing facilities.

Description of Land Use	Minimum Powered Two Wheeler Parking Standard
Camping Sites	1 / 4 Staff 1 / 10 Pitches
Marinas	1 / 4 Moorings
Car Parks	1 / 10 parking spaces
Park and Ride Sites	1 / 10 parking spaces
Rail Stations	10 / Morning peak service
Bus Stations	4 / 1 bus bay
Key Bus stops	4 / stop
Hospitals	1 / 4 staff 1 / 20 beds



Secure Motorcycle/Scooter Street Furniture Manufactures & Suppliers

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