

Parking for powered two wheelers

POSITION PAPER 8

INTRODUCTION

Powered two wheelers (PTWs) comprise power-assisted cycles, mopeds, scooters, urban access vehicles and motorcycles of all capacities. They have specific requirements for parking which are often different from cars.

BENEFITS OF POWERED TWO-WHEELERS

Power-assisted cycles can be used by 14 year olds and mopeds by 16 year olds. This means that they can be used for school transport and Wheels 2 Work schemes.

The benefits of PTWs are potentially wide ranging. They are, for example, good for travel in congested traffic conditions and can be used to address the problem of social exclusion as they are relatively cheap and can be used by 16 year olds and above. This means adolescents can use mopeds to travel to work (or school) where distances are too great to walk or cycle and where is no or limited public transport. In London PTWs may enter the Central London Congestion Charging Zone for no charge.

PTWs are also particularly efficient in their use of space. It is possible to park up to 7 PTWs in one car parking space. Fuel consumption and CO₂ emissions (linked to climate change) are also better than for cars, especially in congested conditions.

DRAWBACKS OF PTWs

With regard to air quality, pollutant emissions (NO_x, CO, HC) for PTWs currently tend to be greater than for catalyst-equipped cars. However, PTWs are subject to Euro 2 EC limits which have applied since 2003 with Euro 3 expected in 2006/7 bringing emissions limits down to current catalyst-equipped car limits. Since PTWs can often make better progress in congested traffic conditions than other vehicles, emissions compare more favourably in practice in these conditions.

PTWS are often cited as responsible for noise nuisance but since the mid 1990s all new PTWs have been subject to noise limits which were made more stringent under EC Type-Approval in 1999. There are also regulations applying to replacement exhaust systems which require CE or BSI marking for PTWs in use. Noise nuisance is, predominantly an enforcement issue.

Road safety is a key issue for PTWs. They are one of the more vulnerable road users. but this should be placed in



▶▶ context. Casualty reduction targets for PTWs, for example, do not take into account increased usage and it should be borne in mind that PTW casualty rates are falling. Those who cause collisions rather than suffer them should also be considered.

LIMITATIONS OF PTWs

PTWs can only transport one or two people and have limited luggage capacity. They are unsuitable for the infirm or severely disabled, but can be used by some moderately disabled people. Exposure to weather can be an issue but there is a wide range of waterproof clothing available for riders. Some PTWs are equipped with elementary roofs.

PTW PARKING REQUIREMENTS

The recommendations of the Government Advisory Group on Motorcycling (GAGM) report, which will lead to a National Motorcycle Strategy, include numerous references to parking such as PPG 13. However this only mentions minimum parking standards for disabled drivers with maximum standards for cars and no reference to PTW parking except that it should be considered

PTWs need a flat surface so that parking facilities can be accessed safely and be readily put on their stands. They cannot be parked on a slope easily. PTWs need a stable surface, ideally made of concrete or paving slabs — PTW stands can sink into tarmac when the weather is hot. Dropped kerbs should be provided where necessary to facilitate access.

PTWs also have special security requirements. Bikes need to be secured to a fixed object such as appropriate street furniture so that they cannot be lifted into vans — one of the more common forms of PTW theft.

There is a need for information on where dedicated PTW parking is located. It should

be clearly signed at the point of use and details of PTW parking included in car parking information signs on approaches to towns. PTW parking maps can be useful, particularly for the larger conurbations. A map of PTW parking facilities in London was recently produced by a PTW manufacturer. There is scope for this to be expanded where local authorities are not prepared to produce a map of parking facilities.

In principle parking charges for PTWs should be proportionate to the space occupied and the service offered. Costs of providing parking bays and on-street secure street furniture could be offset by sponsorship. Pay and display is not a suitable method of parking control for PTWs as it is not possible to secure the ticket to the vehicle.

There needs to be adequate on-street parking which is readily accessible. Provision should be flexible so that it can be increased subject to demand with adequate short stay provision and waiting areas for couriers. Clarity and consistency of regulations and common sense enforcement are also essential. The level of penalty levied when PTWs cause less obstruction than other vehicles should be considered.

The Association of Chief Police Officers (ACPO) Safer Parking Scheme (administered by the British Parking Association) includes PTW parking within its assessment criteria — the previous Secured Car Parks Scheme did not take this into account. For off-street parking, staff should be adequately trained and the access, security and means of payment need to be appropriate. Clearly the provision of parking for PTWs is still largely in its infancy. Much remains to be done.

Powered Two Wheelers can play a significant role in any Travel Plans to/from places of employment, leisure facilities etc. providing adequate parking is provided for them and their users at places of work etc. Similar consideration should also be given to controlled parking zones in which adequate, secure and accessible PTW parking for

residents is provided. Consideration should be given to PTW parking provision at transport interchanges to better facilitate journeys by integrated transport.

RECOMMENDATIONS

A number of initiatives can be taken forward that would improve parking facilities for PTW riders and their vehicles. The following are, therefore, recommended:

- A Motorcyclists Forum should be established in every local authority area to determine PTW users needs including parking. Local motorcyclists should be consulted about any proposal to provide new parking facilities for PTWs.
- Given the tendency towards increased PTW ownership, the need to provide an increasing number of PTW parking bays should be incorporated into the planning process. PTW parking provision should, therefore, become an integral part of any transport planning process. New PTW parking often generates increased demand for more spaces as more and more riders become aware of it. Given this tendency, flexibility to increase the number of PTW bays should be included in the planning process.
- Planning guidance should include reference to minimum standards for PTW parking (these are only enjoyed by disabled drivers at present).
- Local Authorities should accept informal parking such as behind the building line, unused areas, irregular areas unsuitable for cars, provided there is no obstruction.
- Audits of the current and anticipated demand for parking spaces should be undertaken regularly.
- PTWs should be given parity with pedal cycles. At present this is simply not the case. It seems that while LAs and others will provide bicycle storage they are more reluctant to treat PTWs in the same way.
- Publicity is an important factor. PTW parking should be publicised when it is installed. Some local authorities fail in this respect and as a result any new facility is often underused.
- Parking authorities should be prepared to adapt car bays to PTW bays if demand requires it.
- Parking fees should be proportionate to the space occupied and service offered and should ideally be kept at a reasonable level.
- Car park staff should be aware of and trained about PTW users needs.
- PTW riders have difficulty walking any distance in their protective clothing. Changing facilities should, therefore, be provided at transport interchanges to encourage multi-modal journeys.
- Parking authorities should provide more short stay and flexible waiting regulations for PTW couriers making collections and deliveries.
- On-street parking bays should be located where they are needed. These bays should be clearly signed to indicate that they are solo motorcycle bays. Information panels indicating the location of the bays should also be placed on the outskirts of urban areas.
- Parking penalties should be in proportion to the degree of obstruction caused. As PTWs cause less of an obstruction than cars any penalty imposed should be in proportion to the size of the physical obstruction caused.
- The costs of providing secure furniture could be recouped by sponsorship from local traders, especially street furniture.



- ▶▶ ● The European Parking Association (or other representative body) should lobby the European Commission to ensure that there is consistency throughout member states on the issue of the provision of adequate secure parking facilities for powered two wheelers.
- PTW parking should be user friendly. It should, therefore, be easy to pull bikes in and out of spaces. Powered Two Wheelers are flexible and manoeuvrable, but their limitations should be taken into account in designing dedicated parking bays.

' Parking Forum

The Parking Forum is an initiative of the British Parking Association and its current members are:

Automobile Association;
Association of Chief Police Officers;
Association of British Drivers
Association of London Government;
Association of Town Centre Managers
Association of Train Operating Companies;
Bike Parking Security Association;
British Parking Association;
British Motorcyclists Federation;
Confederation of Passenger Transport;
Department for Transport;
Disabled Drivers' Association
Disabled Persons Transport Advisory Committee
Highways Agency;
Institution of Highways & Transportation;
London Transport Users Committee;
National Federation of Bus Users;
RAC Foundation;
Rail Passengers Council;
Royal Town Planners Institute;
Road Haulage Association;
Strategic Rail Authority;
Transport Research Laboratory.

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