

MOTORBIKE & SCOOTER PARKING STRATEGY & ACTION PLAN

NORTH SYDNEY COUNCIL



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Contents

Key Objectives.....	2
Motorbike Registrations in the North Sydney LGA.....	3
Journeys to Work by Motorbike & Scooter	5
LATM Consultation 2016.....	6
Existing Motorbike Parking Network.....	7
Motorbike Parking Demand.....	8
Resident Parking Permits	9
Unmetered Parking Areas	10
Metered Parking Areas	11
Footpath Parking.....	12
Off-street Motorbike Parking	13
On-street parking opportunities and considerations.....	14
Existing No Stopping & No Parking Areas	14
Noise.....	15
Action Plan	16
Target Motorbike Parking Network (10 Year)	17
Related Strategies and Policies.....	18

Key Objectives

The North Sydney Council Transport Strategy (2017) aims to reduce the negative social, environmental and economic impacts that private vehicle usage has on the community.

While walking, cycling and public transport trips have a significantly greater benefit for the community, use of motorbikes and scooters by North Sydney residents, commuters and businesses is increasing, and is one alternative to the single occupancy motor vehicle which can help to reduce parking demand and offset some of the negative impacts. This strategy has been developed to review the current motorbike parking network and identify opportunities to continue to support motorbikes and scooters as an alternative form of travel.

The objectives of this strategy are to:

- Offset the number of single occupant car trips to North Sydney with motorbike trips
- Increase opportunities for motorbike parking through more efficient use of the available kerb space
- Increase the quantity of dedicated motorbike parking spaces over the next 10 years, particularly in and around the North Sydney CBD

Motorbike Registrations in the North Sydney LGA

Motorbikes and scooters comprise 4.2% of all vehicles registered in the North Sydney LGA¹. This is comparable to other North Shore and inner Sydney Council areas, and is within the median range (Figure 1).

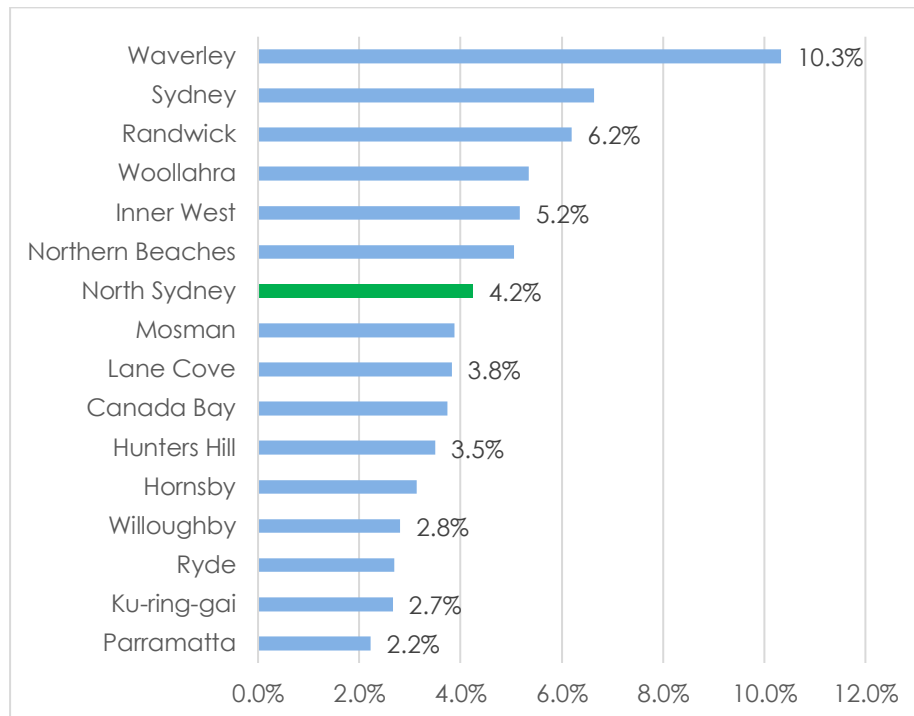


Figure 1 Proportion of motorbikes/scooters to total vehicle registrations based on LGA (2018)

¹ RMS Registration Statistics as at 30 June 2018

There has been a steady yearly increase in the proportion of motorbikes and scooters to total vehicle registrations in the North Sydney LGA since 2000 as shown in Figure 2.

Localities in the North Sydney LGA with the highest proportion of registered motorbikes and scooters are Cremorne, Cremorne Point, Neutral Bay and Kurraba Point, with 5.0% of registered vehicles in these areas being motorbikes or scooters (Figure 3).

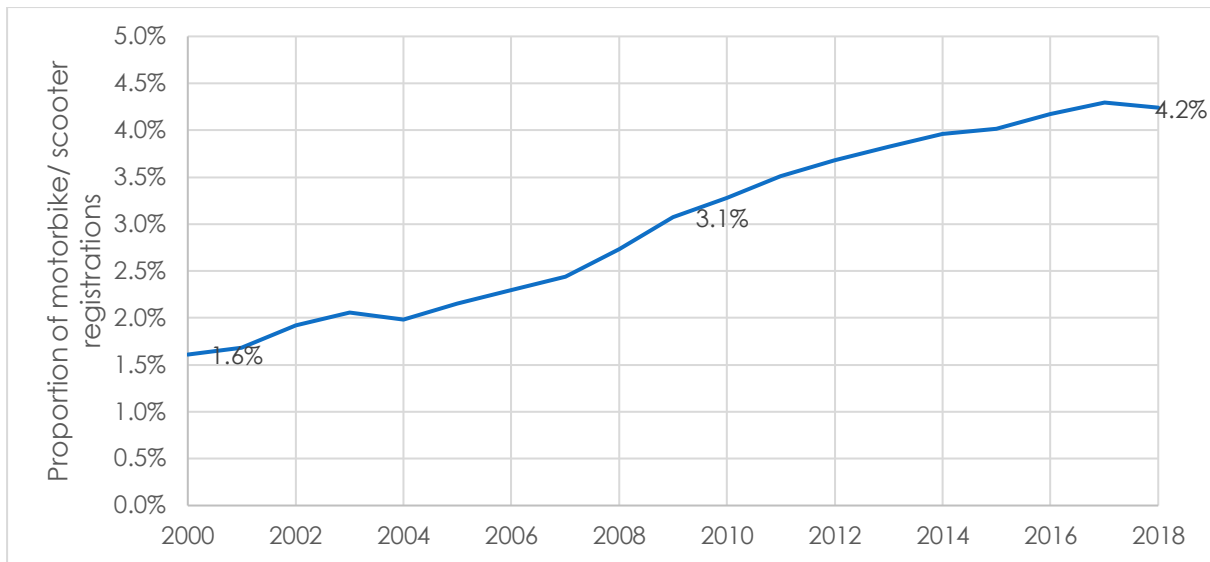


Figure 2 Motorbike/scooter registration trends in North Sydney LGA

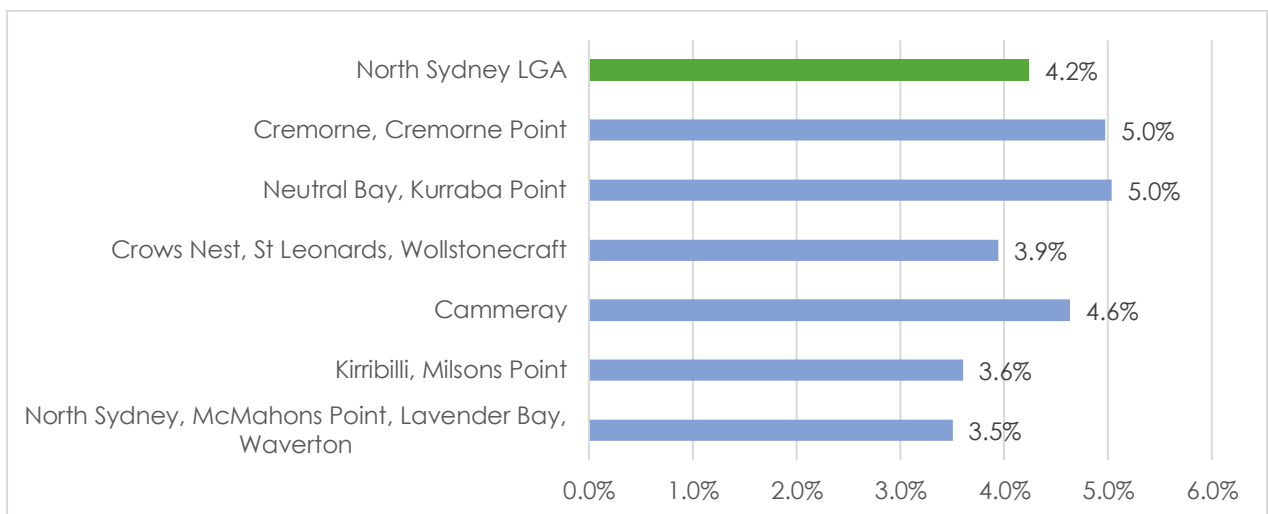


Figure 3 Proportion of motorbikes/scooters to total vehicle registrations based on locality (2018)

Journeys to Work by Motorbike & Scooter

Motorbikes and scooter journeys make up 1.0% of all transport modes for journeys to workplaces in the North Sydney LGA, and 0.6% of all journeys to a workplace within the North Sydney LGA that originate from within the LGA are made by motorbike or scooter. While 14% of all journeys to workplaces within North Sydney LGA (all transport modes) originate from within the North Sydney LGA, only 8% of all motorbike and scooter journeys to a workplace within the North Sydney LGA originate from within the North Sydney LGA. The remaining 92% of motorbike/ scooter journeys originate from outside the LGA, with the majority of journeys originating from the North Shore (25%); Northern Beaches (17%) and East Sydney (14%) (Figure 4).²

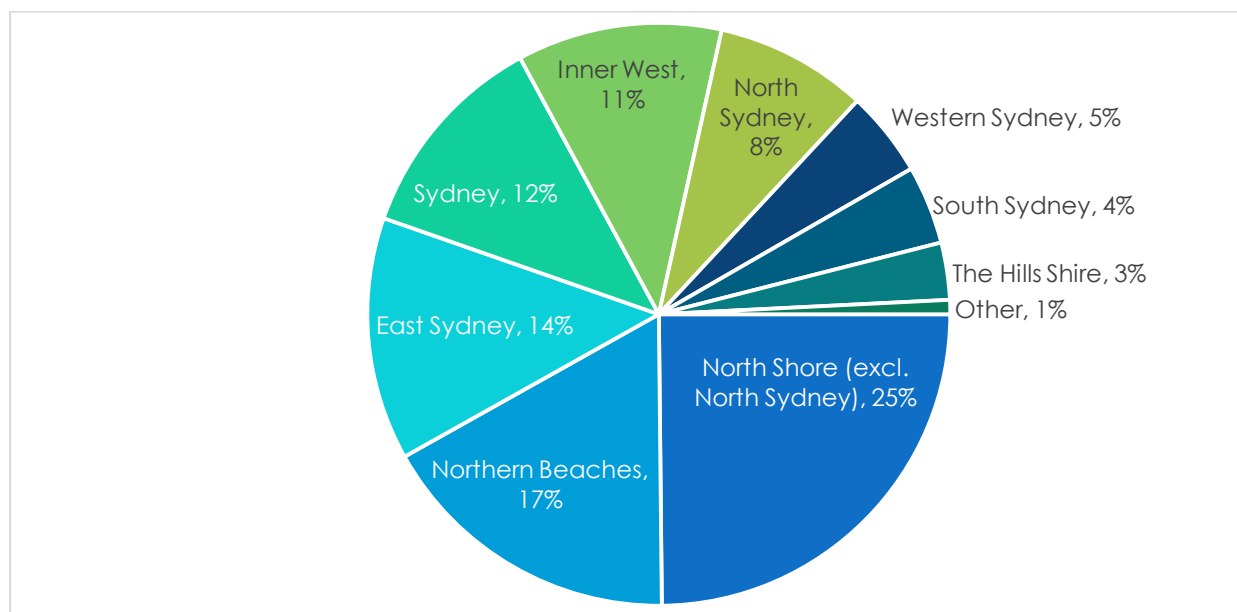


Figure 4 Origins of motorbike/scooter journeys to North Sydney LGA (2011)

² Transport for NSW Journey to Work Data (2011)

Each day, this equates to approximately 757 commuters travelling by motorbike or scooter to the North Sydney Council area, including 693 travelling from outside the LGA. As shown in Figure 5, the vast majority of motorbike and scooter commuters travel to destinations near the North Sydney CBD. Elsewhere, there is a moderate concentration of motorbike and scooter users in Milsons Point, Crows Nest/ St Leonards, Waverton and Neutral Bay/ Cremorne.

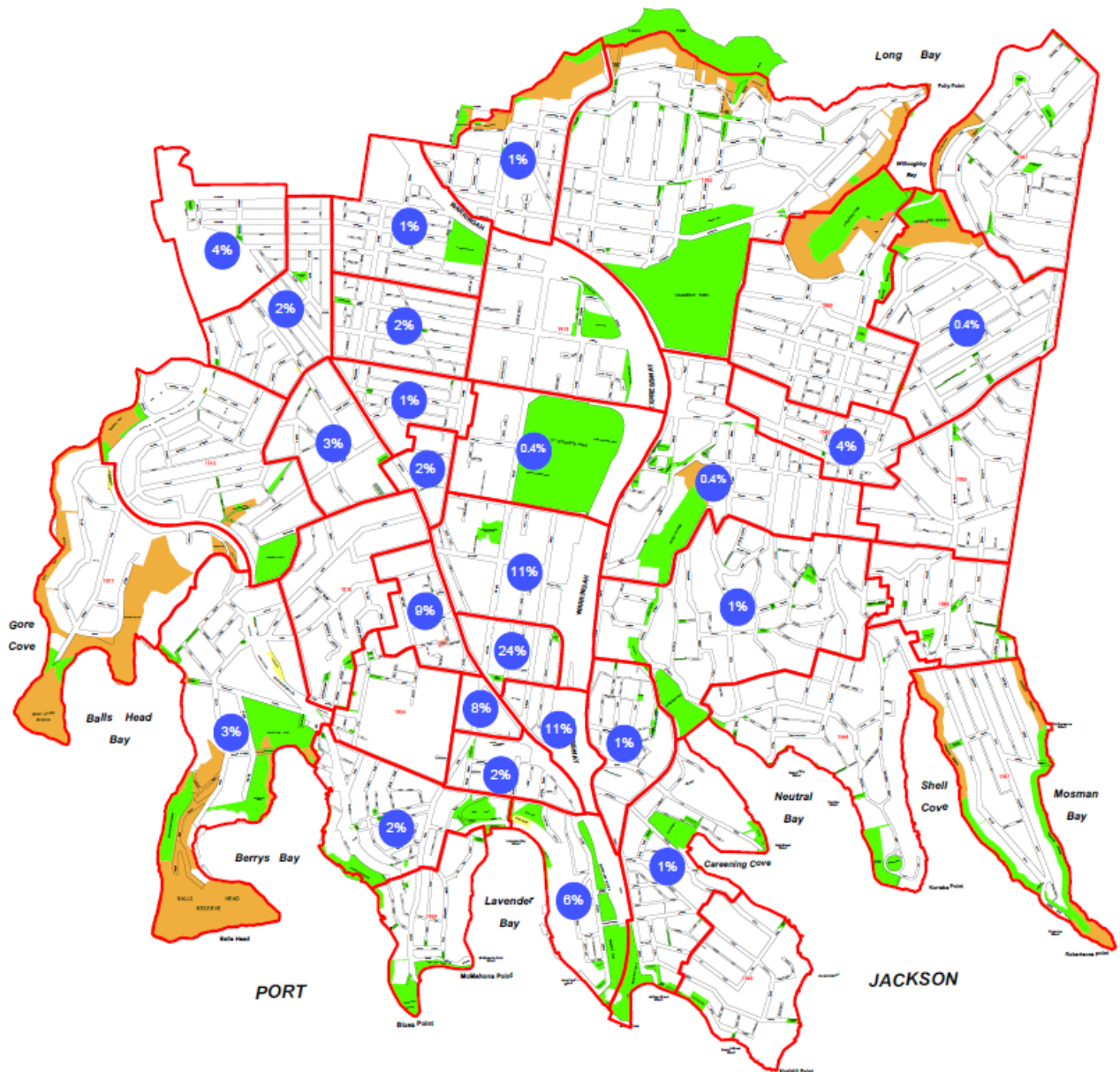


Figure 5 Journey to work destinations for motorbike and scooter commuters (2011)

LATM Consultation 2016

During community engagement for the Local Area Traffic Management (LATM) Action Plan in 2016, a total of 16 submissions referred to motorbike parking were received, with 2 to 3 requests in each of the seven LATM zones. 5 submissions were concerned with noise from motorbikes.

Existing Motorbike Parking Network

In August 2009 there were 214 motorbike parking spaces in the North Sydney LGA. As at September 2018, there are a total of 522 dedicated motorbike parking spaces throughout the North Sydney LGA.

Table 1 On-street motorbike parking supply and demand (September 2018)

Locality	No. motorbike spaces	Average Occupancy	Turnover (4 hours)
North Sydney CBD	280	75%	13%
St Leonards/Crows Nest	87	56%	25%
Cremorne/ Neutral Bay	74	26%	19%
Kirribilli/ Milsons Point	64	52%	7%
Other Areas	17	-	-
Total	522	64%	14%

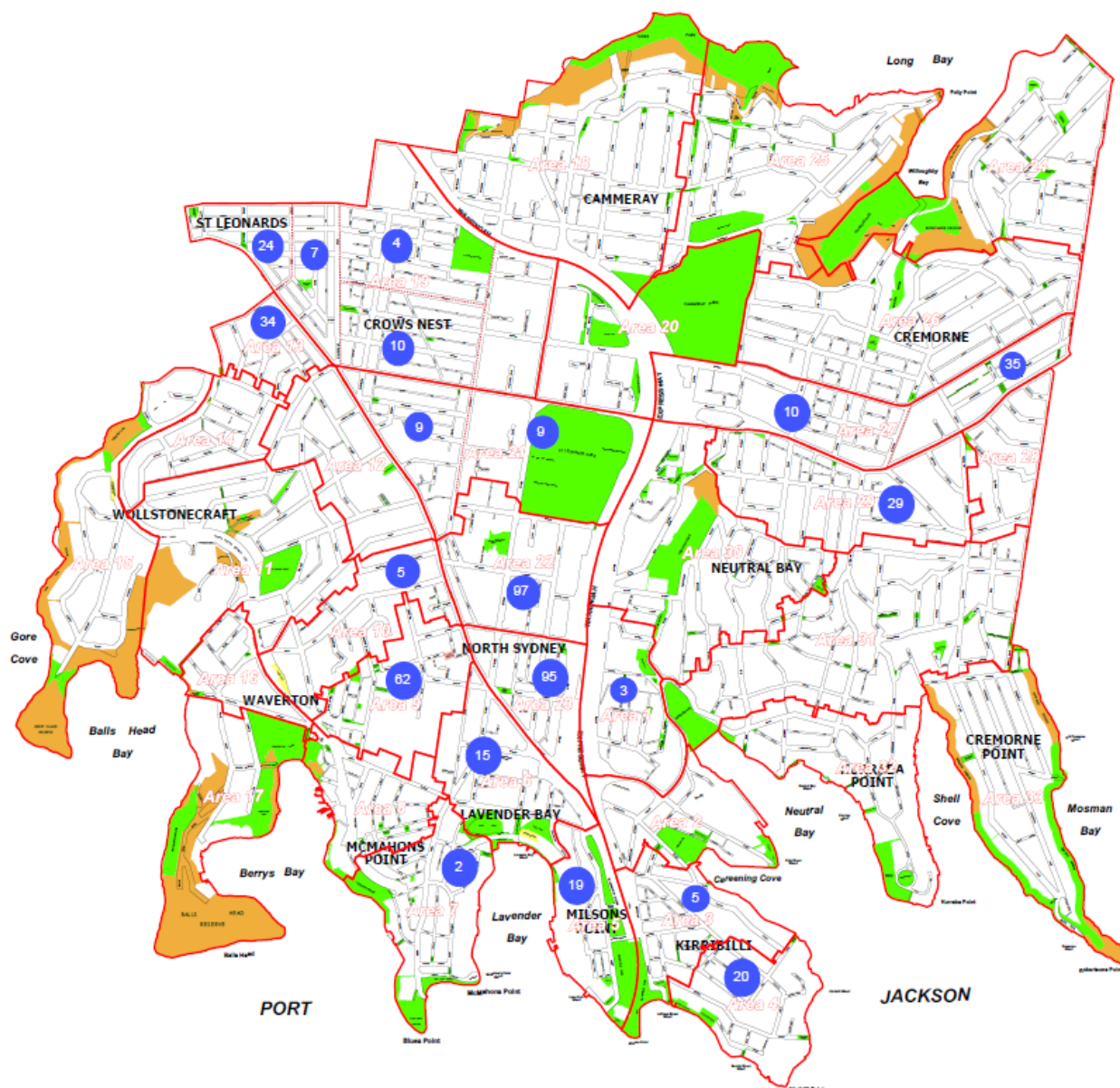


Figure 6 Existing dedicated motorbike parking network (2018)

Motorbike Parking Demand

Demand for motorbike parking generally consists of long-term (commuters, residents, local businesses) and short-term parking (couriers and visitors). The majority (86%) of motorbikes observed parking in North Sydney are parked for longer than 4 hours. Therefore, the greatest demand for dedicated motorbike parking is for long-term (all day) parking.

The greatest demand for motorbike parking is within the North Sydney CBD. Of the 280 spaces in the CBD, 29 spaces are unavailable during clearway times and therefore may not be desirable for long-term commuter parking. Figure 6 shows the relative supply, occupancy and turnover for motorbike parking, excluding those in clearways, in the CBD according to resident parking area boundaries. Generally, there is a higher demand for motorbike parking in areas close to the CBD centre.

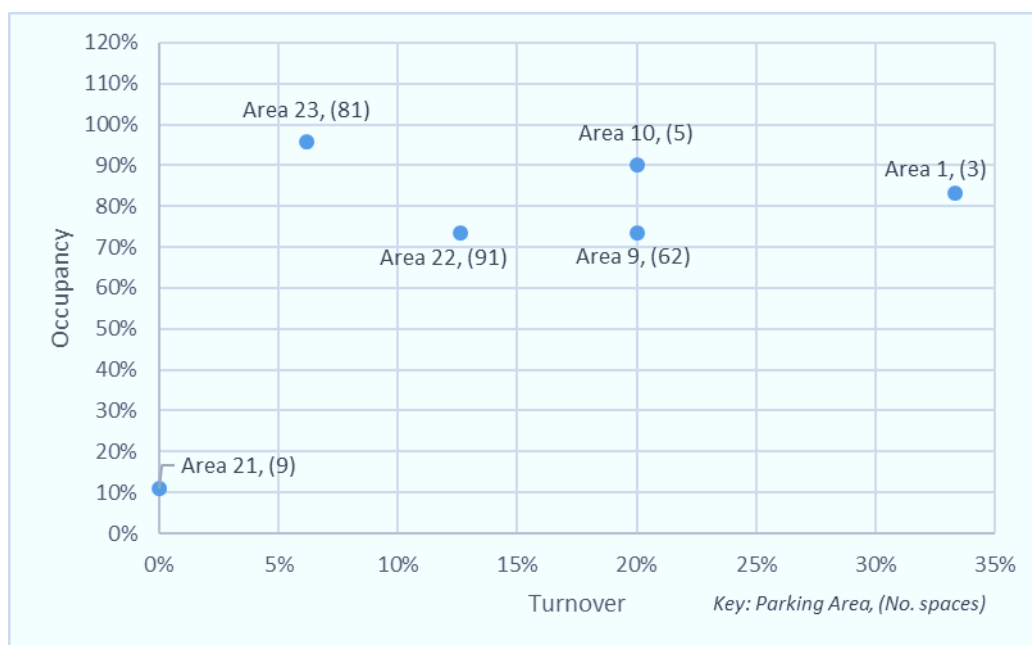


Figure 7 North Sydney CBD motorbike parking supply & demand (September 2018)

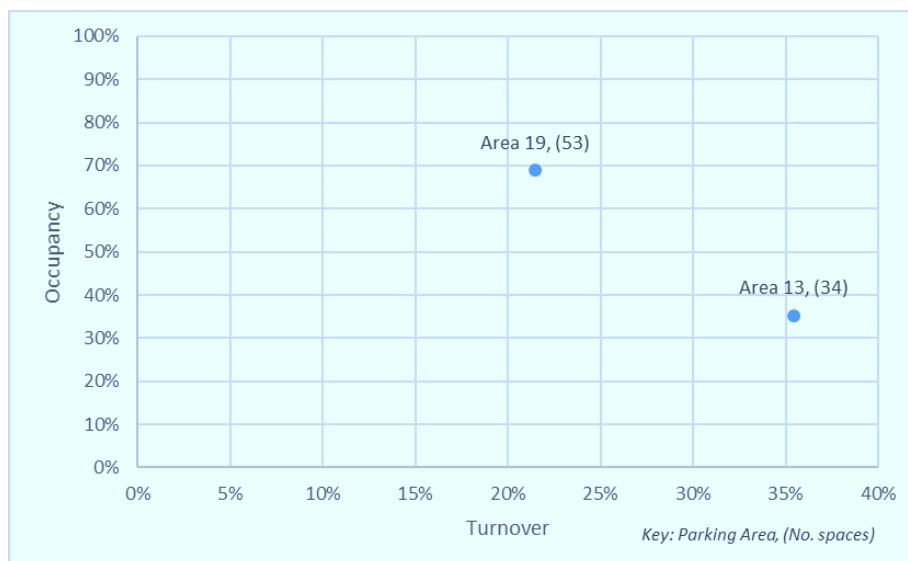


Figure 8 St Leonards & Crows Nest motorbike parking supply & demand (September 2018)

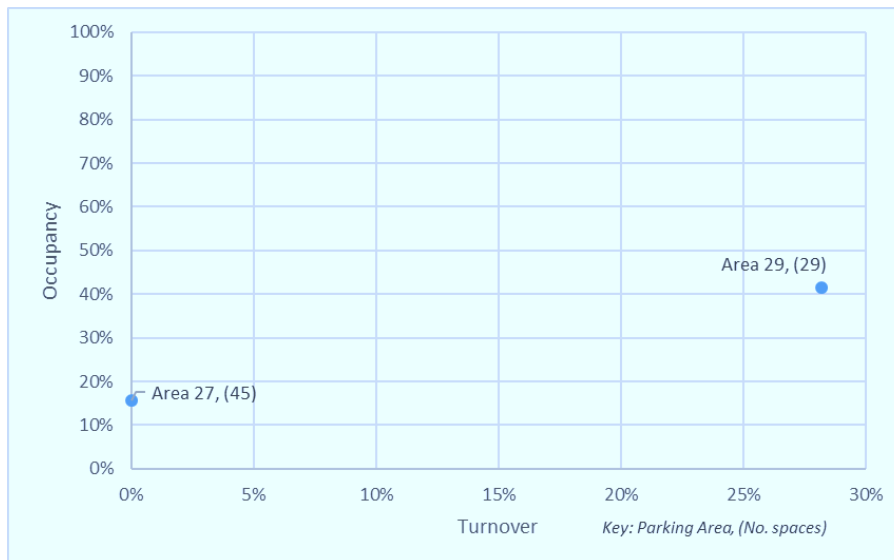


Figure 9 Neutral Bay/ Cremorne motorbike parking supply & demand (September 2018)

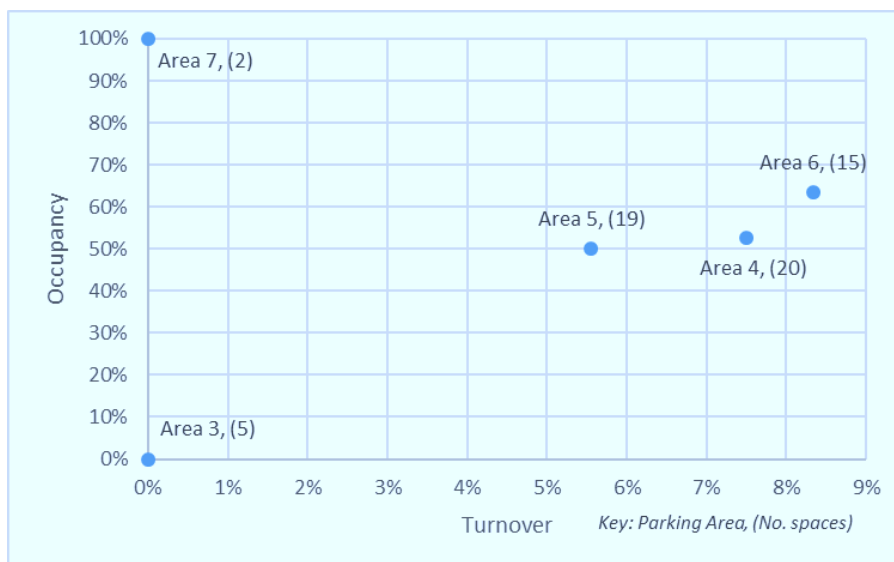


Figure 10 Kirribilli/Milsons Point motorbike parking supply & demand (September 2018)

Resident Parking Permits

Eligible residents can apply for a resident parking permit for their motorbike or scooter under the Resident Parking Scheme. Eligibility requirements for motorbikes and scooters are the same as for other vehicles. To prevent damage, Council recommends using a holder similar to a motorbike registration holder to display the permit. As the vehicle registration number is listed on the permit, the permit is only valid for the specified motorbike or scooter and therefore risk of theft or misuse is low.

Council does not currently have a separate fee for motorbike parking permits, although motorbikes and scooters occupy a smaller footprint compared to standard vehicles. It is therefore recommended that Council introduce a new parking permit fee for motorbikes and scooters at a smaller proportion of the standard permit fee.

Unmetered Parking Areas

Council doesn't generally mark parking bays in unmetered parking areas. Therefore, motorbikes and scooters can conveniently park in these areas and, as with other vehicles, are required to comply with the sign-posted time restrictions. In some of these areas Council has installed motorbike parking where the road space is too small for a car to park, such as in between driveways, in response to requests for more motorbike parking or to resolve parking compliance issues.

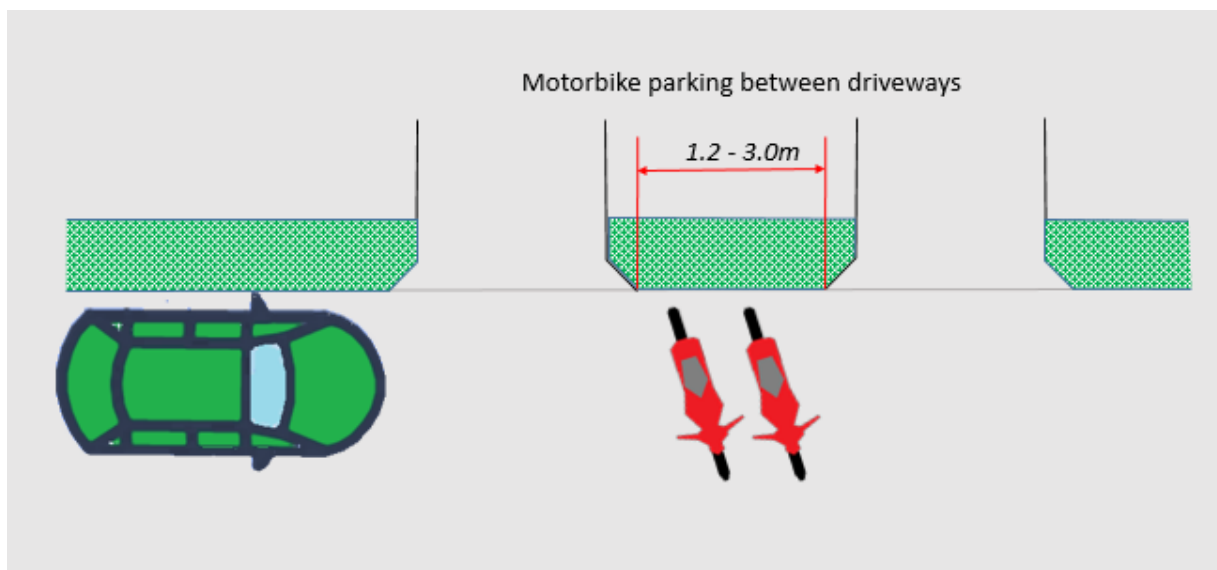


Figure 11 Motorbike parking between driveways

Metered Parking Areas

North Sydney Council operates metered parking in areas where there is a need to encourage parking turnover to support the parking demand. Council uses Pay-and-Go meters which are pay by space and require the marking of individual bays, which are typically a minimum of 5.4-6.0 metres long.

While the City of Sydney allows free parking for motorbikes in ticket parking areas, provided that riders observe the time restrictions, such a scheme is not feasible in North Sydney Council due to the different operation of the parking meters. One of the benefits of North Sydney Council's parking meters is that they are ticketless and therefore the risk of tickets blowing away or being stolen from motorbikes is eliminated. Instead, bays are marked and the vehicle occupying the bay is required to pay the relevant fee. When marking parking bays at the standard minimum lengths, often there is a small amount of road space left over at the end. This small space as a matter of course is now dedicated to free, untimed motorbike parking.

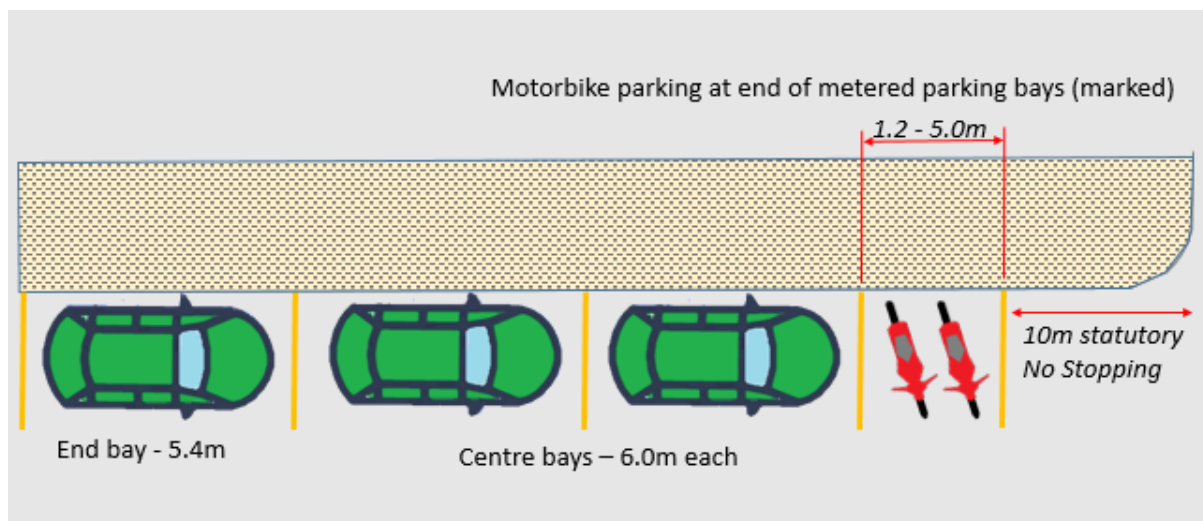


Figure 12 Motorbike parking bays adjacent to metered parking bays

Sometimes motorbike riders will park at the end of a bay to leave room for another car to park in the space, or multiple motorbikes will occupy a single bay. While this is usually done with good intentions, other motorists can have difficulty manoeuvring in and out of spaces due to the smaller available space. Under the NSW Road Rules (2014), in metered parking areas, a driver must not park in a metered parking space while any other vehicle is parked in the space, or in such a manner that any part of the vehicle lies over the markings for the space.



Figure 13 Motorbike parked at the end of a metered parking space

Council has installed parking sensors in the middle of metered parking bays which are integrated with the parking meters to improve turnover and parking management. Should motorbike riders wish to park in an empty metered parking bay, it is recommended that the motorbike is parked in the centre of the bay directly over the sensor, to prevent other vehicles from triggering the sensor and clearing the payment.

Footpath Parking

Motorbikes and scooters are not permitted to park on the footpath under the NSW Road Rules (2014). Footpath parking should not be encouraged as it can impact on access for pedestrians due to the restricted width of many footpaths in North Sydney, and reduces the amenity of the streetscape due to clutter. Notwithstanding, there are a number of locations within the North Sydney CBD where motorbikes are observed parked in open areas adjacent to buildings, many of which are on private property. The continued expansion of the motorbike parking network and providing more publicly accessible information about formal motorbike parking locations may assist to alleviate this issue.

Off-street Motorbike Parking

Council requires a minimum provision of 1 motorbike parking space per 10 car spaces in all new mixed use and non-residential developments under the North Sydney Development Control Plan (2013). This represents 9% of the parking provisions for those developments in recognition of the travel mode share of motorbikes. These rates support the motorbike commuters by providing dedicated parking at their place of work, and off-set the on-street motorbike parking demand.

Council owns and operates a number of public car parks. Designated motorbike parking is provided in Alexander Street and Holtermann Street car parks. There is some demand for motorbike parking in Ridge Street car park, however there are no designated spaces.

Table 2 Off-street motorbike parking supply and demand (September 2018)

Carpark Name	No. of marked spaces for motor cycles	No. motorbikes parked within designated motorbike spaces	No. motorbikes parked within car spaces	No. motorbikes parked within other areas of the carpark (eg. remnant areas adjacent to columns etc.)
Ridge Street Carpark, North Sydney	No Spaces	No Spaces	2	3
Alexander Street Carpark Crows Nest	8	2	0	0
Holtermann Street Carpark, Crows Nest	6	1	0	0

Parking occupancy data indicates that there is a lower utilisation of motorbike parking in Council's off-street parking areas compared to on-street. This is likely attributable to the relative cost of parking. Council does not currently have a separate fee for motorbikes in its off-street car parks. To encourage use of the existing off-street motorbike spaces, Council could consider the introduction of a reduced motorbike parking fee or free motorbike parking at its car parks. In addition, where there is capacity to accommodate motorbikes, Council could consider creation of dedicated motorbike parking bays within all car parks. To ensure minimal impact on car parking supply, these could be in unused areas of the carpark that don't impact on pedestrian or utilities access, but are of adequate size to accommodate one or more motorbikes.

On-street parking opportunities and considerations

Existing No Stopping & No Parking Areas

Council will sometimes install No Stopping restrictions that exceed the statutory No Stopping distances near intersections and pedestrian crossings, or in other locations where there are sight line issues mainly due to parking of large vehicles that obstruct sight lines at critical locations. Due to the lower height of motorbikes, in some locations it may be feasible to restrict the parking to motorbikes only instead of No Stopping restrictions where the zone exceeds the statutory distance.

Council invites members of the public to nominate potentially redundant No Parking and No Stopping zones for investigation through a feedback form on Council's website. Where these locations are identified, Council officers can consider if the zone may be suitable for motorbike parking, if it is not deemed suitable for general parking.

In addition, when Council receives new requests for parking to be removed due to sight issues and the request is supported, consideration can be given to the installation of motorbike parking in lieu of No Stopping or No Parking.

Parking is generally not permitted within the statutory 10 metres from an unsignalised intersection. The RMS may allow parking closer than 10 metres in accordance with their technical direction 2014/005 provided that it does not increase risk to road users. Requests for motorbike parking in such locations submitted to Council will be investigated on a case-by-case basis in accordance with the RMS technical direction.

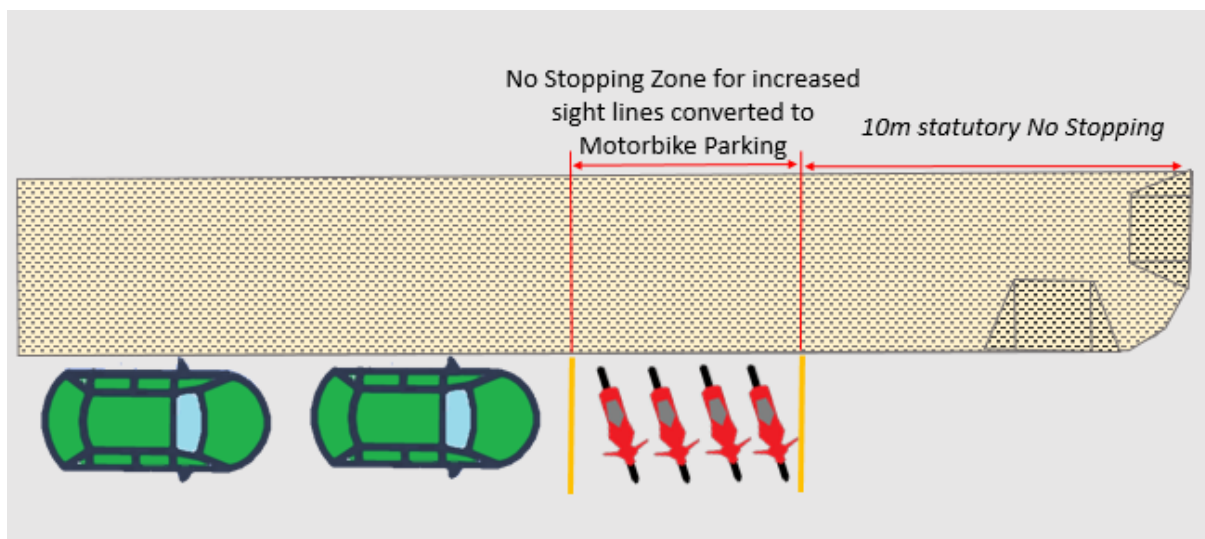


Figure 14 Conversion of No Stopping/ No Parking to Motorbike Parking

Where road widths are between 4.2 metres to 5.1 metres, they are generally not wide enough for a parking lane and travel lane, however may be suitable for motorbike parking if the motorbike is parked parallel to the kerb. Motorbike parking should only be considered in these situations if the cross fall is not too steep and traffic volumes are relatively low to prevent motorbikes from toppling or being knocked over. Motorbike parking areas will need to be delineated to maintain a minimum 3 metre travel lane.

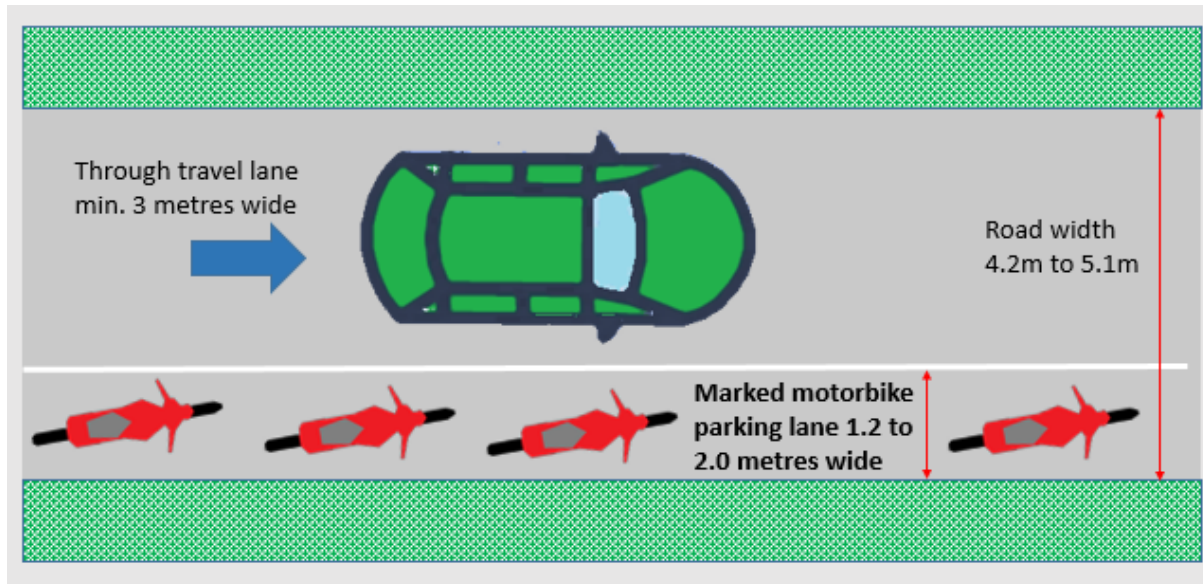


Figure 15 Motorbike parking on narrow roads

Noise

Most objections to installation of motorbike parking in residential areas are related to noise. Some motorbikes may have modified exhaust systems which increase noise pollution. The Australian Design Rule 83/00 states the legal noise limits for vehicles manufactured from 2005. For older vehicles, the Protection of the Environment (Noise Control) Regulation 2017 specifies the prescribed noise levels.

Noise from individual vehicles is regulated by RMS, the police and the EPA. Noisy motor vehicle exhaust can be reported to the EPA.

When installing motorbike parking consideration is given to the demand for motorbike parking, gradient and condition of the road, available kerb space and proximity to residential properties.

Action Plan

The following Action Plan has been developed with the objective of providing more opportunities for motorbike parking in North Sydney to support the existing and growing number of motorbikes and scooters in the area. Figure 16 shows the target dedicated motorbike parking network to be achieved through implementation of this strategy and action plan by 2028.

Table 3 Motorbike parking action plan

Action	Description	Timeframe
1. Motorbike Parking Map	Provide online map of motorbike parking locations	2018/19
2. Resident Motorbike Parking Permits	Introduce a new parking permit fee for motorbikes and scooters at a smaller proportion of the standard permit fee in recognition of the smaller footprint.	2019/20
3. Areas between driveways	Designate areas between driveways that are between 1.2m-3m long as motorbike parking	Ongoing
4. Metered Parking Areas – Marking bays	Designate kerb spaces which are too short for minimum car space length to motorbike parking	Ongoing
5. Metered Parking Areas - Information	Provide online information about requirements and tips for motorbikes parking in metered parking areas	2018/19
6. No Stopping & No Parking Areas	Investigate if potentially redundant No Stopping and No Parking zones can be converted to motorbike parking; or if new requests to remove parking due to sight issues are more suitable for motorbike parking	Ongoing
7. Narrow Roads	Consider motorbike parking on road widths between 4.2m-5.1m where general parking is otherwise not achievable, provided that cross falls are suitable.	Ongoing
8. Off-street parking	Introduction of a reduced parking rate or free parking for motorbikes at Council carparks	2019/20
9. Off-street parking	Creation of dedicated motorbike parking bays at all Council carparks	2019/20
10. North Sydney CBD	Continue to increase the amount of motorbike parking spaces particularly in Areas 23, 10 and 1 and 7; and in surrounding parking areas close to these boundaries (Parking Areas 22, 9 and 6).	Ongoing

Target Motorbike Parking Network (10 Year)

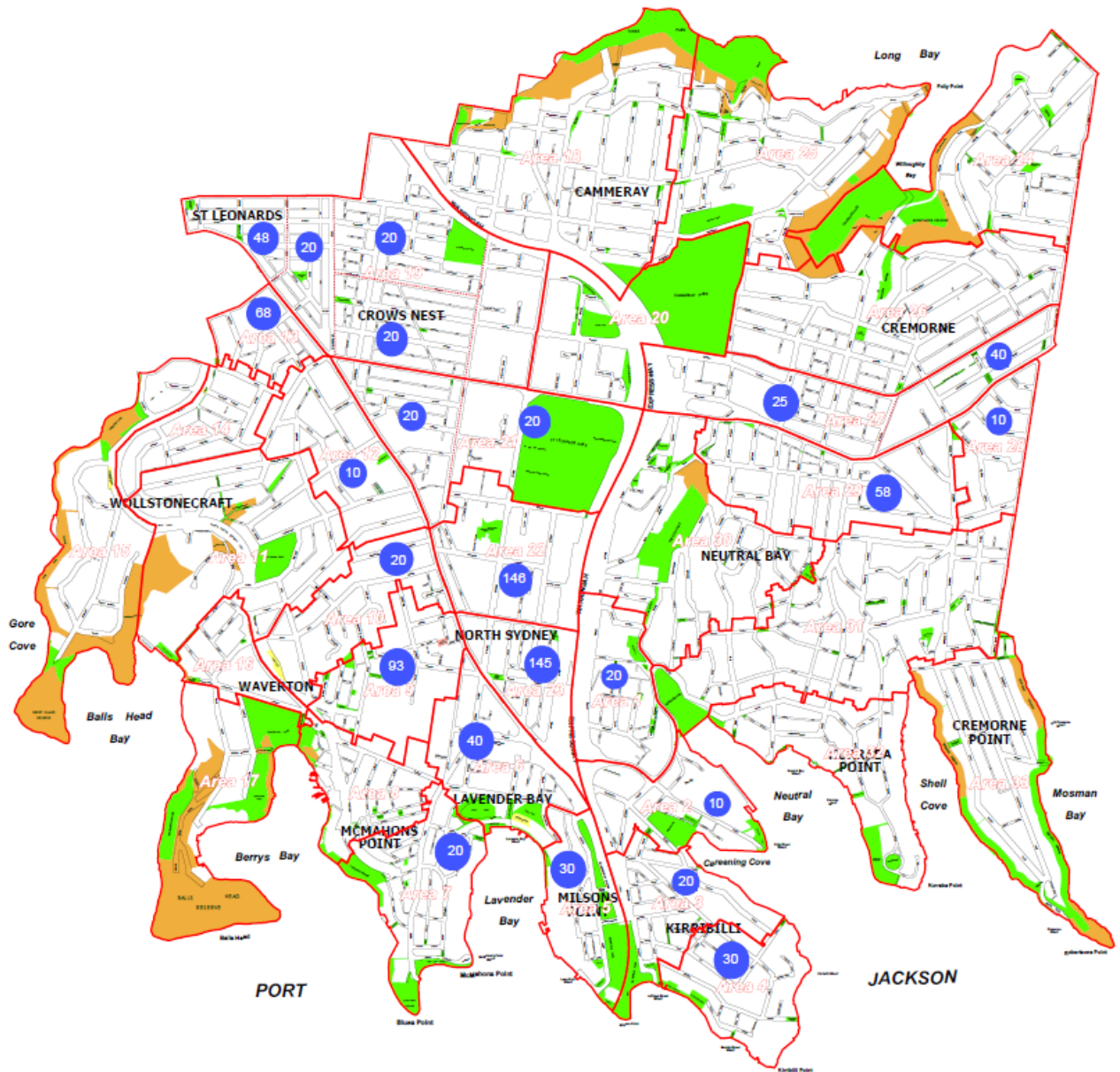


Figure 16 Target motorbike parking network - 2028

Related Strategies and Policies

North Sydney Transport Strategy (2017)

North Sydney Integrated Traffic & Parking Strategy (2015)

North Sydney LATM Action Plans (2017)

North Sydney Resident Parking Permit Policy (2018)

RMS Technical Direction TDT 2004/02

Australian Standard AS2890.5 – On-street parking

Australian Standard AS2890.1 – Off-street car parking