

Managing motorcycle parking on overcrowded footpaths

18 February 2020

Presenter: Jenny Bailey, Director Infrastructure and Assets**Purpose and background**

1. The purpose of this report is to seek endorsement to relocate motorcycle parking from overcrowded footpaths to improve pedestrian safety and amenity in selected locations.
2. The Transport Strategy 2030 (the Strategy) outlines the City of Melbourne's (CoM) policy directions for the next ten years with a vision for a city that is safe, liveable and prosperous for all.
3. Overcrowded spaces are unpleasant, uncomfortable and put at risk our reputation, liveability and economic productivity. During the morning and lunchtime peaks, 14 per cent of central city footpaths are so crowded that people have to walk on the kerb or roadway. Overcrowding is also a safety and security risk. The Strategy calls for CoM to free up space for people walking by providing an initial 300 additional on-street motorcycle parking bays and refocusing motorcycle parking off the footpath in busy areas. This proposal is one initiative to reduce footpath congestion.

Key issues

4. A survey of footpaths across the central city undertaken in November 2018 during the morning and lunch time peak periods showed that people were overflowing the footpaths (walking on the kerb or road) on 14 per cent of the 140 blocks that were observed (refer to Attachment 2). The main obstructions on footpaths were temporary and lightly-fixed objects. Motorcycles, café equipment and temporary signs account for 89 per cent of the temporary objects causing obstruction.
5. Further surveys were undertaken in May and June 2019 during the morning, lunchtime and afternoon peak periods to identify the sections of footpath that were obstructed by motorcycles. Footpaths identified in close proximity to train stations which were overflowing during the morning and evening peak periods were in sections of Collins, Bourke and William streets near Southern Cross and Flagstaff train stations, and Flinders and Elizabeth streets and Flinders Lane near Flinders Street station. Footpaths overflowing during the lunch time period were along sections of Lt Bourke and Lt Collins streets between Queen and Swanston streets (refer to Attachment 3). Surveys confirmed approximately 174 motorcycles parked along these busy sections.
6. In order to free up footpath space, it is proposed to restrict motorcycle parking and to provide on-street motorcycle spaces to accommodate displaced motorcycles. Thirty-six on-street paid parking bays will be converted to create 151 free on-street motorcycle parking bays.

Recommendation from management

7. That the Future Melbourne Committee resolves to:
 - 7.1. Prohibit motorcycle parking on footpaths at the following locations as shown in Attachment 4 of the report to management:
 - 7.1.1. Bourke Street between Spencer and William streets
 - 7.1.2. William Street between Bourke and La Trobe streets
 - 7.1.3. Flinders Street between Queen and Elizabeth streets
 - 7.1.4. Elizabeth Street between Collins and Flinders streets
 - 7.1.5. Collins Street between Spencer and King streets
 - 7.1.6. Flinders Lane between Elizabeth and Swanston streets
 - 7.1.7. Lt Bourke Street between Queen and Swanston streets
 - 7.1.8. Lt Collins Street between Queen and Elizabeth streets
 - 7.2. Convert 36 kerbside and centre of road paid parking bays to 151 free on-street motorcycle parking bays as shown in Attachment 4 of the report to management.

Attachments:

1. Supporting Attachment (Page 2 of 6)
2. Results of obstacle survey undertaken in central city map (Page 4 of 6)
3. Motorcycle Parking is proposed to be relocated from these overflowing footpaths map (Page 5 of 6)
4. Locations of new on-street motorcycle parking map (Page 6 of 6)

Supporting Attachment

Legal

1. The Road Safety Road Rules 2017 define the circumstances where motorbikes are allowed or prohibited from parking. Legal advice has and will continue to be provided on the issue of parking of motorcycles.

Finance

2. Converting 36 paid parking bays to 151 free motorcycle bays will result in the following costs:
 - 2.1. An annual loss of parking meter revenue of \$868,788 and parking infringement revenue of \$34,000.
 - 2.2. Cost of new signs and line marking can be absorbed into the existing Transport and Parking team's operational budget.

Conflict of interest

3. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a direct or indirect interest in relation to the matter of the report.

Health and Safety

4. This proposal will significantly improve the safety and amenity of pedestrians in the central city. Overcrowding is also a safety and security risk. Creating more space for pedestrians on the footpath will improve the flow of pedestrians and enhance the quality of the public realm. This will also make navigating footpaths easier for people using wheelchairs, mobility scooters and prams.

Stakeholder consultation

5. This proposal was discussed with members of the CoM Motorcycle Consultative Forum on 22 November 2019. While some members of the forum were concerned about the proposal and future of motorcycle parking in the municipality, there was general agreement that the city was growing and that this proposal would improve safety and amenity for pedestrians. The forum agreed that other items such as bike hoops and signs obstructing pedestrian access should also be considered for removal.
6. An "inform" engagement strategy is planned before changes to motorcycle parking are implemented:
 - 6.1. Traders in the vicinity of the parking changes will be notified three weeks prior.
 - 6.2. Notify motorcycle riders via motorcycle groups.
 - 6.3. Information signs advising of the parking changes will be placed on site at the impacted locations three weeks prior.
 - 6.4. Media campaign.
7. Surveys will be undertaken post implementation to determine the impacts of the changes in the local area.

Relation to Council policy

8. The following Council plans and policies are relevant:
 - 8.1. Transport Strategy 2030, Outcome 1 – Safe Streets for People, "Adopt a strategic approach to managing footpath obstructions".
 - 8.1.1. Policy 3: Minimise footpath obstructions to free up more space for walking.
 - 8.1.2. Action 4: Free up space for people walking by providing an initial 300 additional on-street motorcycle parking bays.

- 8.2. Council Plan 2017–21 Goal 6 – A Connected City specifically; ‘An expanded pedestrian network, including wider footpaths to make the city more walkable and accessible.’ and ‘Safer on-and-off street routes for cyclists to support Melbourne as a cycling city.’
- 8.3. Council Plan 2017–21 Goal 8 – A City Planning for Growth specifically; ‘Champions design in buildings, streets and public spaces, as the basis of a healthy, safe and people-friendly environment.’
- 8.4. Melbourne Planning Scheme’s Municipal Strategic Statement (MSS), specifically clause 21.06-1 Urban Design - Objective 5: To increase the vitality, amenity, comfort, safety and distinctive City experience of the public realm.

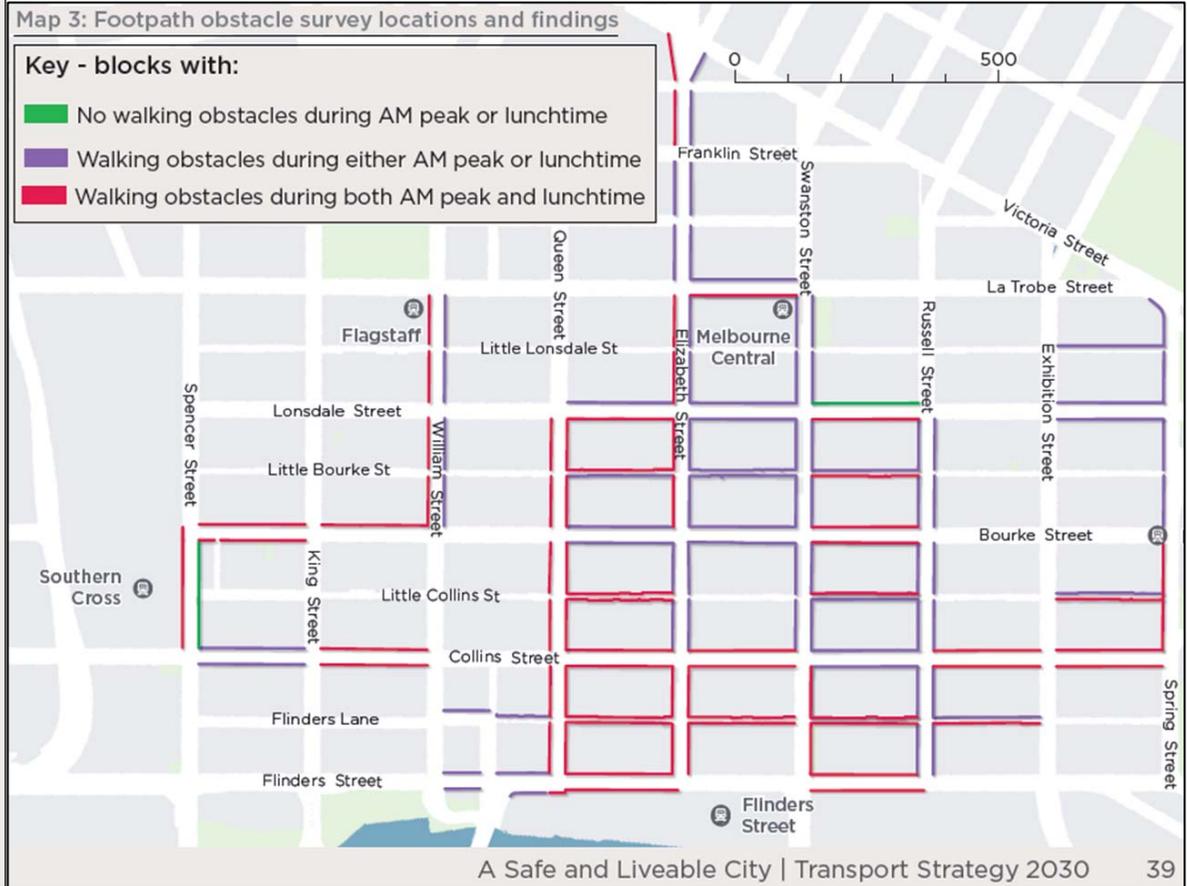
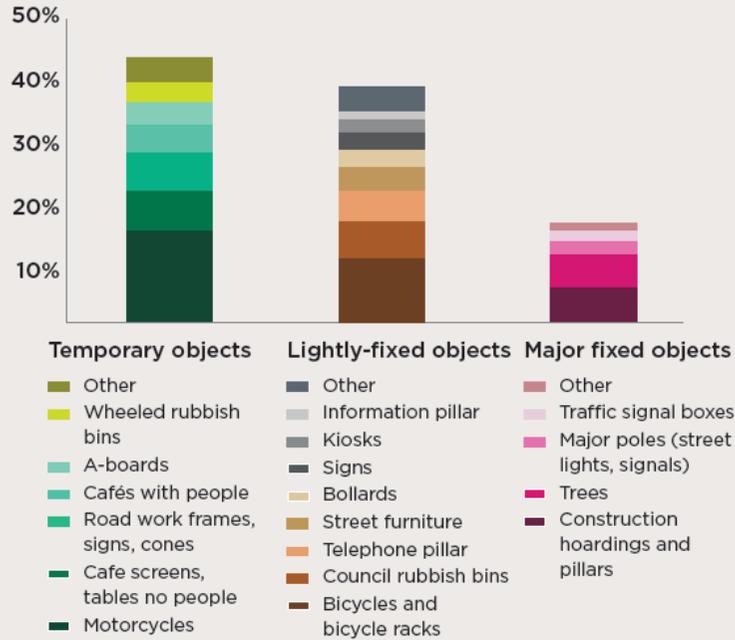
Environmental sustainability

9. Unobstructed footpaths will expand pedestrian areas to accommodate the substantially increased pedestrian volumes and improve walking as a sustainable transport mode.

Results of obstacle survey undertaken in the central city – Transport Strategy 2030

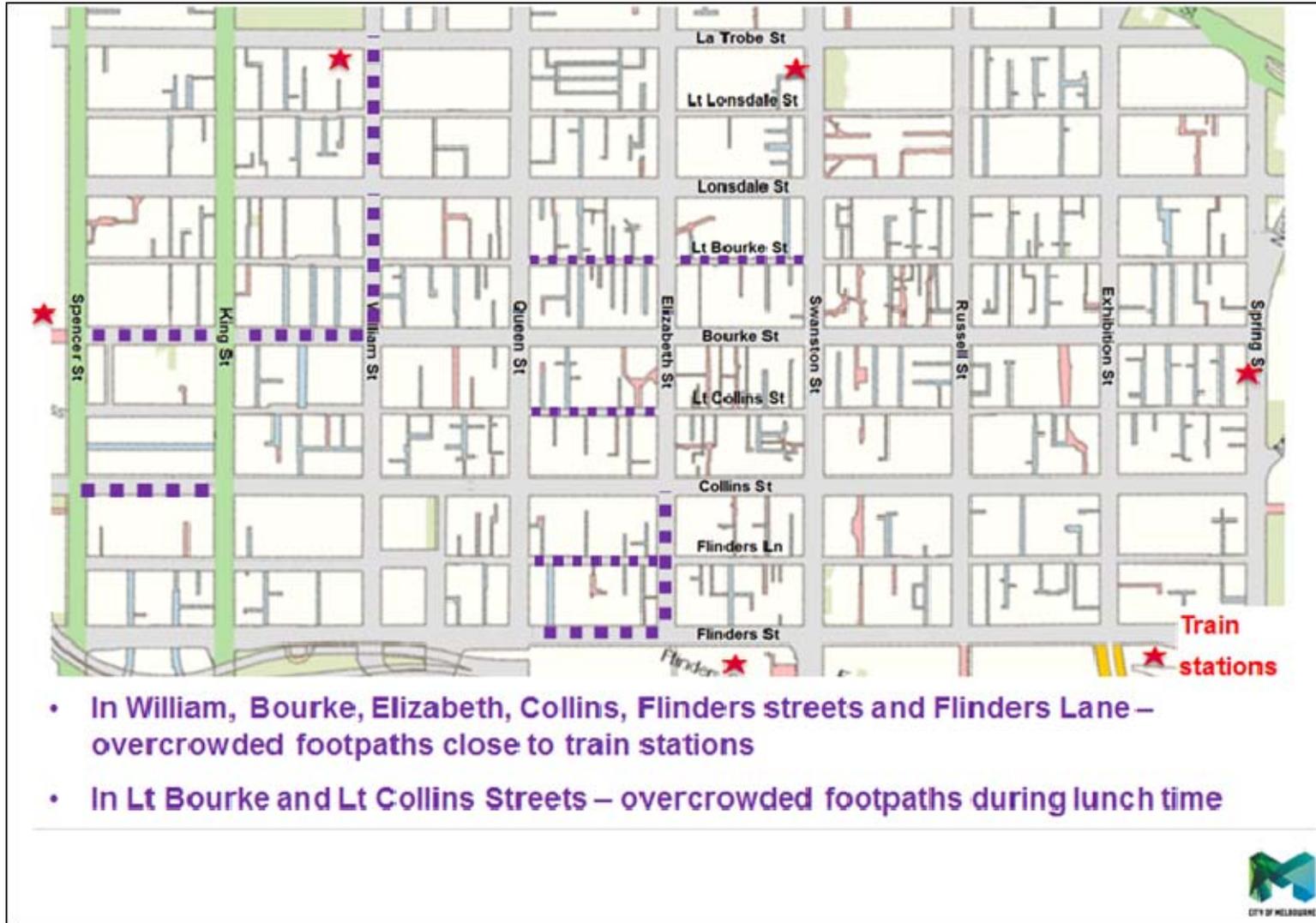
Temporary objects are the most common footpath obstacles

Figure 12: Comparison of the relative impact of different footpath obstacles upon pedestrian flows in the Hoddle Grid.



Motorcycle parking is proposed to be relocated from these overflowing footpaths

Surveys undertaken in May and June 2019



Locations of new on-street motorcycle parking

No. of motorcycles removed from footpath	No. of car parking bays to be converted	No. of on-street motorcycle parking bays created	Parking meter revenue loss per annum
174	36	151	\$868,788

