

Checklist for Motorcycle Parking Design

- ✓ Does the location support the journey purpose - is it located where riders want to park (ideally no more than 20-50 metres from destination or transport interchange)?
- ✓ Is there sufficient capacity to meet demand - can provision be made for overspill?
- ✓ Is it clearly signposted from major routes - if secure, is this also clearly indicated by signing?
- ✓ Is the site well lit, in an open, well-used location - are there enough passers-by to deter thieves?
- ✓ Is access safe - are there ramps, low beams or barriers to negotiate?
- ✓ Are riders safe from passing vehicles when entering and leaving the site?
- ✓ Is the surface level, well drained and firm - could the surface cause riders or machines to fall over causing damage or injury?
- ✓ Is the site clear of trees - if not, will falling sap or bird droppings catch parked machines (damage to paintwork, etc)?
- ✓ Does the layout work when the site is full - is there enough room to manoeuvre even large machines?
- ✓ Is the site safe from other traffic - could larger vehicles encroach or obstruct the site, or be used to steal motorcycles?
- ✓ Are robust anchor points provided to lock machines to - are there gratings nearby that can swallow keys?
- ✓ What type of anchor point is provided - would a simple rail meet all requirements, is the design complex (prone to attack or failure), do they pose hazards to other road users?
- ✓ Are anchor points set at a height to accommodate a wide range of motorcycle wheels (around 600mm from floor level) - without affording easy leverage for bolt croppers/jacks?
- ✓ Is the site regularly monitored by CCTV, police, etc - are there opportunities to improve coverage?
- ✓ Is there scope to provide secure storage for riding equipment - can lockers be made available?
- ✓ Are litter bins located near by - or vending machines? (riders have little space for carrying food/drink or litter)
- ✓ Does the design allow benefits for other road users - can the facility be used by cyclists as well?
- ✓ Does the design account for other road users' safety - avoids tripping and collision hazards?
- ✓ Does the design account for local streetscape, are materials sympathetic, does it explain its own presence, and alert mobility-impaired road users?
- ✓ Has maintenance been minimised by design - has complexity and vulnerability been minimised, has scheme been incorporated into future inspection schedule?
- ✓ Has scheme cost been minimised - have simplicity of design and common materials been combined, can works be linked to other schemes?
- ✓ Has external funding been found - can installation/maintenance be covered by local crime reduction funds, would local businesses support the scheme, can advertising plates be incorporated into design?
- ✓ Is facility provided at no cost to use (especially if part of a Controlled Parking Zone or Residents' Parking Scheme) - how would riders show payment, would it be more cost-efficient to exempt motorcycles from charges?