

## Item No. 9

### Report to the Chairperson and Members of the Transportation Strategic Policy Committee

#### Motorbike parking

The following Motion from Councillor Paul Hand was agreed at the 10<sup>th</sup> June, 2015, meeting of the Transportation SPC:

'This SPC notes with concern the lack of motorbike parking spaces in the Dublin City Council administrative area. Furthermore, we request that the next draft of Parking Control by-laws allow motorbikes park in pay and display (P&D) parking bays using the parking tag system.'

Due to time constraints at the meeting, the Motion was passed by Members without having the benefit of the following report.

The Parking Enforcement Section consulted with the Motorcycle Action Group (MAG), the representative body for motorcyclists in Ireland. They submitted a comprehensive position paper on this issue outlining that they are opposed to the introduction of Pay and Display for Motorbikes for several reasons – outlined below.

**MAG Ireland – The Irish Motorcyclists' Association** is the only democratically accountable riders representative organisation and directly represents the owners and riders of the nation's 50,000+ registered motorcycles. MAG is opposed to the introduction of paid parking for motorcycles.

#### SUMMARY OF THEIR BRIEFING DOCUMENT ON THE ISSUE

- Powered Two Wheelers (PTWs) alleviate congestion and reduce emissions thus delivering a more sustainable modal balance.
- The requirements for PTW parking are virtually identical to the requirements for cycle parking
- The relatively low number of PTWs means that even a small percentage of designated parking space is sufficient to cover their requirements.

- The Dublin City Development Plan includes the provision 17.40.6 “New developments shall include provision for motorcycle parking at a rate of 4% of the number of car parking spaces provided”.
- PTW parking requires something to fix a motorbike to, to prevent theft.
- PTW parking must be segregated from other vehicle parking to prevent PTWs being knocked over by unobservant drivers or vehicle manoeuvres during deliveries.
- They argue that from a traffic management perspective there is a fundamental issue with the principle of charging PTWs to park in that it actively militates against efforts to reduce congestion. Every PTW represents one less car on the roads, alleviates demand for parking spaces and improves journey times for all road users.

There are currently two designated Motorbike parking areas in the City Centre, at Princes Street North and Burgh Quay. Parking Enforcement examined the possibility of extending the motorbike parking area on Burgh Quay, however occupancy surveys showed that there was little if no usage of the motorbike parking facility at this location.

Motorcycles and bicycle parkers currently peacefully coexist at the many designated cycle parking locations throughout the city and it is not therefore recommended that pay and display be introduced for motorbikes.

Kevin Meade  
A/Parking Enforcement Officer

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