



8.3	MOTORCYCLE PARKING TRIAL IN ST KILDA LAKE
WARD:	LAKE
GENERAL MANAGER:	CLAIRE FERRER MILES, PLACE STRATEGY & DEVELOPMENT
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TRIM FILE NO:	60/01/203
ATTACHMENTS:	1. Motorcycle parking trial at St Kilda Luna Park and Vineyard - map and sign 2. Proposed modified motorcycle parking at St Kilda Luna Park and Vineyard

PURPOSE

The purpose of this report is to provide Councillors the background of the Motorcycle Parking Trial in St Kilda and to present a summary of assessment of the Trial for consideration.

I. RECOMMENDATION

That Council:

- 1.1 Thanks the community for their feedback on the Trial.
- 1.2 Resolves to:
 - Maintain motorcycle parking restrictions on the footpath from outside of the main entrance to Luna Park, along the Esplanade and Acland Street outside the Vineyard and in Shakespeare Grove on the Luna Park side up to the car park entrance opposite Chaucer Street;
 - Remove the trial motorcycle parking restrictions from the car park entrance opposite Chaucer Street to the end of Shakespeare Grove.
- 1.3 Informs the key stakeholders of the decision in writing and advises the community via Council's 'Have Your Say' website and e-newsletter.

2. BACKGROUND

- 2.1 Since February 2016, trial motorcycle parking restrictions have been in place on the footpath outside the main entrance to Luna Park, along the Esplanade and Acland Street outside the Vineyard and in Shakespeare Grove on the Luna Park side in St Kilda ([Attachment I](#)).



- 2.2 The trial was introduced at the request of Victoria Police, who like Council, had been receiving complaints about the large number of motorcycles parked on footpaths in front of Luna Park and the Vineyard. When this occurred, pedestrian access was often restricted, which impacted on the safety of pedestrians and their ability to move easily and safely along the footpath. Police were also concerned with public safety and Occupation Health & Safety of their members when attending to incidents in these locations.
- 2.3 A trial was initially introduced for six months and extended until the end of March 2017. The extension was required to better assess the trial's effectiveness during the busy summer period in St Kilda and in the context of the Acland Street project under construction at that time.
- 2.4 The agreed evaluation criteria of the effectiveness of the trial restrictions were:
- Compliance – a review of whether motorcyclists have complied with the restrictions, based on observations and feedback from Council's Local Laws officers and Victoria police.
 - Observations from Council's Transport Safety Engineering Team of whether the restrictions have improved safety and pedestrian flow in this location.
 - A review of registered noise complaints in 2016 (during the trial restrictions).
 - Reviewing feedback from:
 - Victoria Police (who have been responsible for enforcing the trial restrictions);
 - Luna Park and the Vineyard;
 - Motorcycle rider groups;
 - Pedestrian intercept surveys conducted in St Kilda in December 2016;
 - 'Have Your Say' on Council's webpage in March 2017.

3. KEY INFORMATION

- 3.1 **Review of compliance** – ad-hoc observations conducted by the Coordinator Transport Safety Engineering, feedback from Police, Parking Enforcement team, Luna Park and Vineyard indicate that compliance has been very high with very few motorcycles parking on the restricted areas.
- 3.2 **Observations of safety and pedestrian flow** conducted by the Coordinator Transport Safety Engineering and feedback from Police, Luna Park and Vineyard confirm that the restrictions have significantly improved safety and pedestrian flow.
- 3.3 **Review of registered noise complaints** associated with motorcycles parked near Luna Park and the Vineyard indicates one registered complaint shortly after the introduction of the trial and no complaints since. Of a note is a recent complaint regarding motorbikes 'drag racing' in Acland Street. The complainant was advised to contact police for enforcement.
- 3.4 **Feedback from key stakeholders**
- Victoria Police (responsible for enforcing the trial restrictions) – “After the implementation of the no standing signs compliance has been reasonable. We agree with keeping the area as no standing.”



- Luna Park – “Generally, there has been a large reduction in the number of motorcycles that we see on the forecourt. We are still getting some individual motorcycles parking on the forecourt and this is largely due to the lack of signage visible as the riders are trying to park their bikes. We would be happy to have an additional sign “no motorcycle parking on footpath” on our wall.”
- Vineyard – “The signs have helped very much. We now have signs to point to if motorcyclists want to park on footpath. We support to continue the trial.”
- The president of the Acland Street Trader Association has no concerns with motorcycle parking on footpath in Acland Street.
- The two Motorcycle Rider Groups, their members and a number of individual motorcycle riders object to the restrictions. Objections cite discrimination; that existing Road Safety Road Rules are clear and easy to enforce; feeling unwelcome; increase to parking pressures; trial implemented without consultation; concerns about vandalism or theft of motorbikes if forced to park out of eye-sight etc.

3.5 Community feedback

- Council sought feedback on the motorcycle parking restrictions trial via a pedestrian intercept survey in December 2016 and a consultation on Have Your Say in March 2017.
- In December 2016, 143 pedestrians were surveyed in Acland Street and Fitzroy Street about the motorcycle parking restrictions trial. Of those surveyed:
 - 42 people supported the motorcycle parking restrictions being implemented permanently
 - 14 people opposed the motorcycle parking restrictions being implemented permanently
 - 87 people said they were unsure whether the motorcycle parking restrictions should be implemented permanently.
- Between 1 and 24 March 2017, wider community feedback was sought by a Have Your Say online engagement page and community survey. Council invited key stakeholders, including members of motorcycle groups who had previously corresponded with Council on the issue, to respond to the consultation.
- 188 people responded to the Have Your Say survey. Of these:
 - 86 survey respondents were local residents of Port Phillip
 - 100 survey respondents lived outside Port Phillip
 - 2 survey respondents did not indicate where they lived.
- The survey asked respondents whether they would support the introduction of permanent motorcycle parking restrictions in St Kilda.
- 145 respondents said they *would not support* the introduction of permanent motorcycle parking restrictions in St Kilda. Of these respondents:
 - 100 people were not residents in Port Phillip
 - 106 people rode a motorcycle as their primary mode of transport to visit St Kilda.



- 34 survey respondents said they *would support* the introduction of permanent motorcycle parking restrictions in St Kilda. Of these respondents:
 - 33 people said they were residents in Port Phillip
 - All 34 respondents did not ride motorcycles as their primary mode of transport to visit St Kilda.
- 9 survey respondents were *unsure* about introducing permanent motorcycle parking restrictions in St Kilda. Of these respondents:
 - 8 people were residents in Port Phillip
 - 6 people did not ride motorcycles as their primary mode of transport to visit St Kilda
 - 3 people rode a motorcycle as their primary mode of transport to visit St Kilda.
- Survey respondents were also asked to provide any other feedback about the motorcycle parking restrictions. The key feedback themes were:
 - The Victorian Road Rules allow for motorcycles to be parked on footpaths. Introducing permanent restrictions in St Kilda contravenes this road rule.
 - Since the introduction of the trial restrictions, motorcyclists have no longer felt welcome in the precinct and motorcycle groups are now meeting in other areas.
 - The trial restrictions force motorcyclists to park in car parks, which increases parking congestion in the precinct.
 - Council should support motorcycles as a form of transport as they cause less traffic congestion and emissions.
 - Motorcyclists should not be penalised for the negative actions of some who do not park appropriately. The focus should be on fining those who do the wrong thing rather than introducing permanent restrictions.
 - The restrictions are discriminatory to motorcyclists.
 - Motorbikes are part of St Kilda the restrictions detract from the character of the area.
 - The noise from motorcycles spoils the ambience of visiting St Kilda. The restrictions have reduced the amount of motorcycle noise.
 - The restrictions are making it easier for pedestrians, particularly for elderly people or people with mobility issues and families with prams.

3.6 Proposed modification of the restrictions

- Based on the feedback, it is proposed to keep the motorcycle parking restrictions in front of Luna Park and the Vineyard and remove the restrictions from the Shakespeare Grove car park entrance opposite Chaucer Street to the end of Shakespeare Grove (as shown in the Attachment 2). The modification targets the area of concern while it will remove confusion with motorcycle parking in the Shakespeare Grove car park.



FURTHER SUPPORTING INFORMATION

4. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 4.1 The adoption of the modified motorcycle parking restriction along the footpath of the main entrance to Luna Park and the Vineyard will contribute towards the following Council Plan 2013 – 17 objectives:
- Ensure people can travel with ease using a range of convenient, safe, accessible and sustainable travel choices
 - Improve and manage local amenity and assets now and in the future
 - Provide clear and open communication and engagement that is valued by the community
 - Value transparent processes in Council decision making.

5. CONSULTATION AND STAKEHOLDERS

- 5.1 Feedback from Police, Luna Park and the Vineyard is positive and supports keeping the motorcycle parking restrictions on the footpath from outside of the main entrance to Luna Park, along the Esplanade and Acland Street outside the Vineyard.
- 5.2 In July and August 2016, as part of the St Kilda Strategic Parking Neighbourhood review, residents and businesses were consulted on proposed dedicated alternative motorcycle parking at five locations. None of the proposed locations were supported mainly for safety and amenity (noise, obstructions) reasons. The proposed removal of the restrictions in Shakespeare Grove will remove confusions for some motor bike riders with parking within the Shakespeare Grove car park.
- 5.3 Motorcycle parking on footpaths within the City of Port Phillip continues to be permitted as per the Road Safety Road Rules, except for Luna Park, Vineyard and near the Sea Baths on the St Kilda Foreshore.
- 5.4 At the beginning of the trial, discussions were held with the two main motorcycle groups (Victorian Motorcycle Council & Independent Riders Group). They were also advised of an opportunity to provide comments via 'Have Your Say'.
- 5.5 In December 2016, 143 pedestrians were surveyed in Acland and Fitzroy streets about the trial.
- 5.6 'Have Your Say' on Council's webpage was open for feedback from Wednesday, 1 March to Friday, 24 March. 812 participants visited at least one page and 188 participants completed the survey.

6. LEGAL AND RISK IMPLICATIONS

- 6.1 Rule 197 Stopping on a path, diving strip or nature strip - prevents a driver from parking on footpath, unless –
- (b) the driver's vehicle is a motorcycle and the driver stops in a place where the motorcycle does not inconvenience, obstruct, hinder or prevent the free passage of any pedestrian or other vehicle;



- 6.2 Overwhelming majority of motorbike riders are responsible and courteous with the way they park their motorcycles on footpath.
- 6.3 The trial location was requested by Police concerned about the large numbers of motorcycles parked creating an obstruction to patrons entering and leaving Luna Park and the Vineyard; concerned with public safety and Occupation Health & Safety of their members when attending to incidents in these locations.
- 6.4 Council has a duty of care to ensure that pedestrians of all ages and abilities can freely and safely walk on footpath. Council has powers under the Local Government Act 1989 concerning parking. The installed motorcycle parking restrictions over-ride the exemption for motorcycles from the Rule 197.

7. SUSTAINABILITY – Triple Bottom Line

7.1 ENVIRONMENTAL IMPLICATIONS

- 7.1.1 The motorcycle parking restrictions have removed a significant obstruction to pedestrians, while motorcycles can still be parked in other locations in accordance with Road Safety Road Rule 197 (b).

7.2 SOCIAL & CULTURAL IMPLICATIONS

- 7.2.1 The motorcycle parking restrictions have improved safety and comfort of pedestrians of all ages and abilities that visit Luna Park and walk along the Esplanade and Acland Street outside the Vineyard.

7.3 ECONOMIC IMPLICATIONS

- 7.3.1 While some members of motorcycle groups have threatened to boycott Acland Street if the trial is made permanent, feedback from Luna Park, Vineyard and some traders indicates that safety and amenity for their customers and visitors to Acland Street in general have improved.
- 7.3.2 The proposed reduction of the motorcycle parking restriction will maintain footpath accessibility, while provide additional options for motorcycle parking.

7.4 FINANCIAL IMPLICATIONS

- 7.4.1 The cost for adjustment of the motorcycle parking signs is relatively low (less than \$1,000) and can be funded from the existing sign budget.

8. IMPLEMENTATION STRATEGY

8.1 TIMELINE

- 8.1.1 Approved changes can be implemented by the middle of June 2017.

8.2 COMMUNICATION

- 8.2.1 The key stakeholders will be advised of the decision in writing.
- 8.2.2 The community will be advised of the decision via Council's Have Your Say web page and e-newsletter.



9. OFFICER DIRECT OR INDIRECT INTEREST

- 9.1 No officers involved in the preparation of this report have any direct or indirect interest in the matter.