TRAFFIC FLOW

PREFERRED OPTION: 60° ANGLED BAYS. BAYS SHOULD BE ALIGNED WITH THE DIRECTION OF TRAFFIC FLOW. (Motorcycles reverse into bays and exit in forward motion.)

TRAFFIC FLOW

USE OF IRREGULAR SPACES AND UNDERSIZE REMNANTS SHOULD ALSO BE CONSIDERED FOR MOTORCYCLE PARKING

WHERE STREET TREES ARE SITUATED ON EXTENDED FOOTPATHS BETWEEN EMBAYMENTS, IT IS PREFERABLE FOR THE MOTORCYCLE BAY TO BE PLACED BETWEEN THE CAR BAY AND THE 'NIB'.

IN ANGLED PARKING ZONES, ONLY CAR SPACES AT THE ENDS CAN BE CONVERTED, AND THEN ONLY IF ROADWAY CROSSFALL IS NOT TOO STEEP.

General Notes

1. Motorcycle parking zones are provided in most streetscapes.
2. Use of irregular spaces and undersize kerbside remnants are usually used for motorcycles. However, when there is a greater demand, motorcycle bays may be grouped together, in place of a car embayment.
3. In situations where street trees are situated on extended footpaths between embayments, it is preferable for the motorcycle bay to be placed between the car bay and the 'nib'.
4. In accordance with AS2890.5-1993, the minimum size for a motorcycle parking space is 2.5m x 1.2m.
5. In narrow streets where parking embayments are less than 2.5m wide, angled motorcycle bays would be the preferred option.