

| | APPENDIX 1 |
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| | Motorcycle Charging Policy Comments. Residents' Consultation Committee (RCC), ward members and resident representatives meetings, Resident House Groups – 2009/10. |
| Topic | Comment |
| 1) Policy | There are no charges to park motorcycles in public City of London Car Parks including those undercover and with 24 hour attendants (e.g. London Wall). |
| | Why does the City of London provide free motorcycle parking? |
| | The secure public car parks and the Barbican car parks are both assets of the City. Why would the RCC support the charging of residents for a service which the City provides free to thousands of non-residents? |
| | Is the COL Public Car Park not Manned 24/7? |
| | With close proximity of free parking BEO should reduce the level of projected motorcycles parking. |
| | Is the Estate now looking to use Void Areas within the Car Parks? |
| | The draft report seems to cover all aspects of the motorcycle charging policy and its conclusions are reasonable, as is the charge proposed. However, I do not think that motorcycle users will be very pleased with a charge after so many years of free parking. |
| | A member suggested that other options to support motorbike users such as providing lockers and secure locking should be investigated. |
| | Questioned whether the charges might dislodge some of the existing motorbikes to other cheaper parking arrangements. |
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| 2) Consultation | The report submitted for the RCC's consideration has been drafted without any consultation with Barbican bike owners. Barbican motorbike owners should be formally consulted prior to submission of the report to the BRC, for the following reasons: |
| | <u>Administrative legal reasons</u> : motorcyclists within the Barbican form a small proportion of the overall Barbican population and therefore bike owners are a minority group. The imposition of a charge without consultation with those affected would by definition amount to discrimination and lack due process. |
| | <u>Providing a service that meets residents' needs</u> : if bike parking fees are to be introduced, bike owners should be afforded the opportunity to make suggestions as to the type of bike parking facilities that could be provided, including location of bays, size of bays, security devices (hoops etc) provision of secured lockers (for helmets, gloves, luggage racks). |
| | <u>Are the revenue projections realistic?</u> : given the proximity of free City of London motorbike parking options, Barbican bike owners should be consulted to assess the likely continuation of use of the Barbican car parks if charges are imposed. Is the estimated number of 87 motorcycles in the Barbican accurate? When was the count taken? The revenue projections may be over-estimated. |
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| 3) Proposed Charge | The proposed charge of £200 per annum is excessive when considering other charges in the car parks: |
| | a) The new secure car park storage units are charged at £270pa. Each unit occupies 3.36sqm. A scooter would occupy 0.88sqm and a large bike 1.56sqm. A proportional charge for bike parking on that basis would be £70 for a scooter and £126 for a large bike. The comparison is without regard to the capital cost and benefit of the storage units which the current bike parking policy does not envisage incurring. |
| | b) Secure bicycle storage cupboards are charged at £70pa. They occupy 0.76sqm. A proportional charge for bike parking would be £81 for a scooter and £145 for a large bike. |

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| | c) Car parking costs are circa £1000pa. Car spaces occupy 15sqm. A proportional charge for bikes would be £58 for a scooter and £105 for a large bike. |
| | The above 3 chargeable uses equate to a charge of £58 to £81 for a scooter and £105 to £145 for a large bike, however bicycle parking (unsecured) is free. A motorbike charge proportional with bicycles would be free and be consistent with City of London parking policy. |
| | Most House Groups supported the charges, mindful that motorbike users who used the car parks were benefiting but not paying for the security service provided. |
| | Some House Groups members do not agree with the policy (some are motorcycle users) but the general feeling is that motorcycle users should be charged. |
| | This is a very good idea and the charges are reasonable. |
| | This is a good idea as the motorcycle users still require a level of security and they are using space in the car parks. |
| | If non-residents are given free parking then it's not right that residents should be charged. |
| | Could a comparison be made with other COL car parks eg London Wall, NCP as to the charging policy. |
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