

MOTORCYCLE PARKING	LOCATION:	MAP/ROUTE REFERENCE:		
<i>You should audit each area of provision in a separate copy of the table below, where appropriate.</i>				
DESIRED STATE	ACTUAL STATE	OVERALL IMPRESSION (TICK)		
		Could be improved a lot	Some scope for improvement	No room for improvement
ACCESSIBILITY:				
AVAILABILITY: Suitable capacity (note presence of overspill/unofficial motorcycle parking on footways etc.) in accordance with countywide parking standards				
POSITIONING/CONVENIENCE: Close proximity between motorcycle parking and desired entrance into building				
AVAILABILITY: Uninfringed by parking of other vehicles, e.g. delivery vehicles, cars				
GRADIENT: Dropped kerb access/slips to allow mounted access				
DRAINAGE: Well drained, and free of surface contamination				
SURFACING: Level ground hard enough to withstand penetration by motorcycle stand, particularly during hot weather				
COMFORT:				
PROTECTION: Covered by a canopy and lateral shelter to protect motorcycles from the weather (rain, sun and wind), tree sap/ bird poo/other debris				
PRACTICALITY: Locking hoops/rail/posts or anchors in accordance with Guidelines for Motorcycling parking standards with sufficient spacing to allow mounting/ dismounting motorcycle				
EASE: Ergonomically-friendly access through car parking barriers (e.g. free access margin for motorcyclists)				

INTERNAL SITE DESIGN

FACILITIES

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SAFETY AND SECURITY:				
PRIVACY: Restricted access, e.g. swipe card or key				
THEFT RESISTANCE: Securely installed, i.e. tightly bolted or set into the ground				
VISIBILITY: Overlooked physically or by lighting and CCTV to reduce levels of theft or vandalism				
INFORMATION PROVISION:				
LOCATION: Prominent position for motorcyclists and high profile to other transport users				
DESIGNATION: Designated and clearly signed (routes) and sign-posted locations of spaces				
Total net impression				