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**REPORT 4**  
*(1215/52/IM)*

## **PARKING POLICY IMPLEMENTATION: MOTORCYCLE PARKING REVIEW**

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### **1 Purpose of Report**

To report on a review of on-street motorcycle parking in the central area.

### **2 Executive Summary**

The implementation plan for the Parking Policy includes a review of the provision of motorcycle parking in the central area to investigate issues such as the quantity of spaces, location, and parking price.

There are currently 64 motorcycle on-street parking stands in the central area which use around 500 metres of kerb space and accommodate in the order of 600 motorcycles. There are no parking fees for these parking spaces, and in most cases no time limits. Most parks are used for all day parking, and there are very low vacancy rates (i.e. most parks are occupied most of the time).

Council policy is that commuter parking is not a priority for central area on-street parking, which is primarily to support retail activity and commercial servicing etc, and the report recommends not to increase the quantity of on-street motorcycle parking. The current demand for short-term motorcycle parking is unclear, and it is recommended that demand is monitored, and that, in principle, future demand for short-term parking should be met by applying time limits to sections of existing on-street motorcycle parking.

In relation to pricing, the current situation where there is no fee for on-street motorcycle parking is inconsistent with the situation for private motor vehicles, and is contributing to a level of demand for on-street parking that exceeds supply. Although the Council has received some feedback from the motorcycling community, there has not been an opportunity for the wider public to provide feedback on this issue. It is therefore recommended that the Committee:

- Agree in principle that parking fees should not be excluded from the mix of demand management regulations that could be applied to motorcycle parking in the central area, and that any fees for motorcycle parking will only be introduced subject to public consultation through the LTP process, and

- That in the event that Councillors agree in the future to introduce charging for motorcycle parking, then officers will report back with further advice relating to the recommended method of implementing fees, and suggested fee levels.

### **3 Recommendations**

Officers recommend that the Committee:

1. *Receive the information.*
2. *Agree, in relation to motorcycle parking in the central area, that:*
  - (a) *The current number of on-street motorcycle parking spaces should be maintained.*
  - (b) *Demand for short-term on-street motorcycle parking should continue to be monitored, with additional parking made available as required.*
  - (c) *In principle, if additional short-term on-street motorcycle parking is required to meet demand, that demand should be addressed by introducing time limits to existing on-street motorcycle parking spaces.*
  - (d) *Council will continue to facilitate off-street commuter motorcycle parking.*
3. *Note that motorcycle parking bays may be moved to more appropriate locations in the central area through the traffic resolution process.*
4. *Note that the current situation where there is no fee for on-street motorcycle parking is inconsistent with the situation for private motor vehicles, and is contributing to a level of demand for on-street parking that exceeds supply.*
5. *Agree in principle that parking fees should not be excluded from the mix of demand management regulations that could be applied to motorcycle parking in the central area, and that any fees for motorcycle parking will only be introduced subject to public consultation through the LTP process.*
6. *Note that in the event that Councillors agree in the future to introduce charging for motorcycle parking, then officers will report back with further advice relating to the recommended method of implementing fees, and suggested fee levels.*
7. *Note that the Council is currently consulting on a proposal to change the Wellington City Consolidated Bylaw to allow motorcyclists to park in pay and display spaces.*

## 4 Background

The implementation plan for the 2007 Parking Policy included:

- A review of the residents and coupon parking schemes (completed December 2009).
- Investigation of enforcing a two hour time limit on Sundays (completed September 2010).
- A review of the management of on-street spaces in the Central Area.

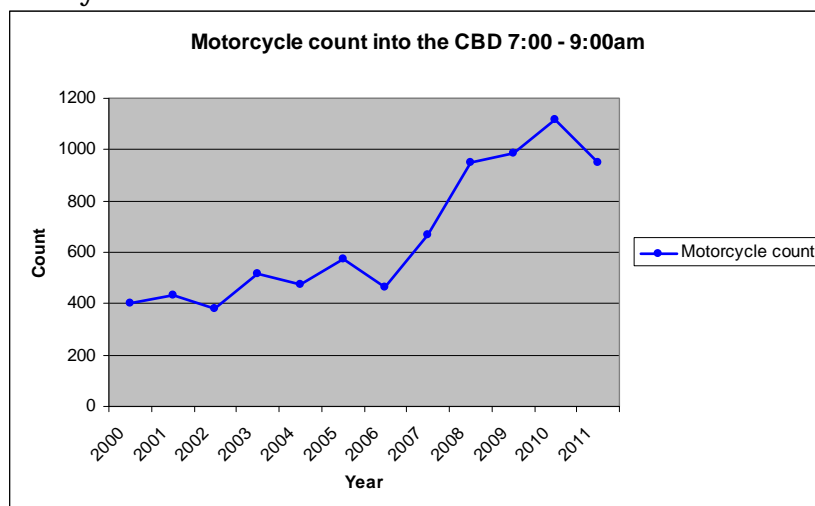
This report addresses motorcycle parking in the central area, which is one of the issues identified for the central area review.

### 4.1 Existing central area motorcycle parking

There are 64 motorcycle on-street parking stands in the central area which use around 500 metres of kerb space and accommodate in the order of 600 motorcycles. There are no parking fees for these parking spaces, and in most cases no time limits. Given the below number of motorcycles coming into the CBD each day, over 50% of motorcyclists are able to park all day free on the street.

Demand for motorcycle parking has been growing. The number of motorcycles coming into the CBD during the morning peak period increased by 137% between 2000 and 2011, with the majority of this increase occurred since 2006. On typical weekdays, about 1000 motorcycles enter the central city between 7am and 9am, compared to the on-street parking capacity of about 600 spaces.

Graph 1. Motorcycle Volumes<sup>1</sup>



The Council has responded to the increase in demand by creating a few additional spaces using small or irregular shaped areas not large enough to take a car, and by increasing enforcement activity against motorcycles illegally parked on footpaths, resulting in increased the take-up of off street parking.

<sup>1</sup> The data is from the annual Transport Monitoring Surveys conducted by the Council every March that count the number of motorcycles entering the CBD from 7:00am – 9:00am.

## **4.2 Occupancy levels**

Motorcycle parking surveys were conducted at three motorcycle parking bays in the central area (Grey Street, Mercer Street, and Lambton Quay). The results are attached in appendix 2.

In each case there was high occupancy and very little turnover throughout the day, with motorcycles parked on the foot path or outside the painted parking bay at both Grey Street and Lambton Quay. The motorcycle bays are dominated by commuter parking, and occupancy generally decreases from around 4pm.

## **4.3 Time restricted trial on Lambton Quay**

Following requests for improved short term parking options for motorcycles, SPC approved a P120 motorcycle trial on Lambton Quay on 2 September 2010. This involved converting 4.5m of the 14.5m all day motorcycle parking to P120.

Since the conversion two surveys have been undertaken to monitor the use of the stand. On each occasion, the all day parking section was full all day. In the first survey (14 December 2010) the short term section was used by 3 motorcycles, and a car, van, courier, and taxi. On the second survey, (26 January 2011) the short term section was used by 8 motorcycles and a courier, although one motorcycle parked all day.

This suggests that usage of the short term parking is growing, perhaps as more people become aware that it is available. The surveys showed that other vehicles are tempted to use the space for drop offs when motorcycles are not there, which is an enforcement issue.

## **4.4 Parking Policy**

The Parking Policy 2007 outlines how the Council intends to make best use of the public road space to support its strategic outcomes. Relevant extracts include:

### *6.1.1 Central Area – On-Street*

*On-street parking is primarily to support retail and entertainment facilities, servicing for commercial and professional activities, community and recreational facilities and events. Commuter parking and residents' parking are not a priority for on-street parking.*

*A 15% vacancy rate will be used as an indicator to measure the effectiveness of the Council's management of the parking system. A 15% vacancy rate conforms to international best practice for managing parking, ensuring that turnover and the ability to find a space are balanced. Spaces will need to be managed through a combination of pricing, time limits and enforcement.*

The Policy also states that ... *“parking for motorbikes will continue to be provided in appropriate locations”* (Section 5(h) pg 7)

## **4.5 Motorcyclist feedback**

A questionnaire was used during 2009/2010 in order to get a better understanding of the demand for motorcycle parking in the central area. 87

motorcyclists completed the questionnaire, and full results are set out in appendix 3.

Motorcyclists were interviewed during Police check-points in the afternoon peak on Oriental Parade which was aimed at all motorcyclists on the route whether they parked on or off-street. As the survey was undertaken during a peak period, the sample is likely to include a disproportionate number of all day parkers/commuters compared to motorcyclists who use short term parking.

Motorcyclists were also surveyed when they arrived at motorcycle parking bays at Grey Street, Mercer Street, Lambton Quay and The Terrace (predominantly commuters). Some responses were also received from motorcycle interest group members.

The majority (93%) of the sample were commuters parking for the duration of the working day, and 77% parked on-street. Their choice of parking location was based on convenience to their destination (63%). A number of respondents struggle to find a motorcycle park at least once a week (19%) or most days (17%), and 41% said they would continue to park on-street if there was a low parking fee.

Most respondents did not feel that time restricted parking was necessary, and the majority of motorcyclists did not have safety or security concerns for their motorcycle and are not interested in motorcycle driver safety training.

#### **4.6 ePetition**

An ePetition was presented to SPC on 12 May 2011 with 4265 signatures. The petition requested that the possibility of charging for on-road motorcycle parking is excluded from the various options being considered as part of this review. The petition was not supported by Councillors.

#### **4.7 Off road parking**

The Council manages 3 off-road parking facilities within the CBD which allow free motorcycle parking in areas where cars can not park.

The Council also acts as a facilitator to influence the management of off-road parking facilities. Over the past year significant efforts have been made to negotiate improved access and facilities for motorcycles in commercial parking buildings. There is sufficient parking capacity which will grow with the level of demand for parking. While it is expected that riders may need to pay for commuter parking, just like cars, this is at a reduced rate due to the smaller space they occupy.

## **5 Discussion**

The implementation plan for the 2007 Parking Policy includes a review of the provision for motorcycle parking in the central area, including an investigation of the quantity of spaces, their location, and price. These issues are addressed below.

### **5.1 Quantity of parks**

There is currently on-street parking in the central area for approximately 600 motorcycles, including approximately 40 short-term parks. Although the space allocated to motorcycles is consistently at capacity, there is very little opportunity to further increase the road space allocated to motorcycle parking without reducing the space for another activity (eg time-limited car parks, loading zones, taxi ranks, bus lanes).

As commuter parking has been specifically identified as not being a priority for central area road space, increasing motorcycle parking at the expense of other uses is not recommended.

Motorcycle parking is the only public parking restriction that does not currently have a time limit attached to it, and the parking bays are primarily used for all-day parking. Council receives requests to provide more short-term motorcycle parking in the CBD, however, the trial in Lambton Quay has shown that the occupancy is below the 85% target, indicating that sufficient short term parks exist in that area or that potential users are not aware of the spaces.

Increased short-term parking would be consistent with the parking policy, which prioritises on-street parking in the central area that supports retail and entertainment facilities, servicing for commercial and professional activities, rather than commuters. If demand for short-term parking increases, or relates to areas in the CBD where there is currently no short-term motorcycle parking, parking time limits could be applied to sections of existing motorcycle parking bays. This would provide for gradual change in the use of the parking spaces, and would allow monitoring of changes in behaviour.

It is recommended that the demand for short-term motorcycle parking continues to be monitored, and that the Committee agrees, in principle, that future demand for short-term parking should be met by converting the existing on-street motorcycle parking to time restricted parking.

### **5.2 Location of parks**

Existing motorcycle parks are shown on a plan in appendix 1. The location of parks is reviewed in response to demand or in response to specific issues. It is recommended that more focused management of motorcycle bays is undertaken, which would consider transferring motorcycle parking bays to better locations based on demand or to reflect higher priority uses at particular sites. For example, if it was argued that commuter motorcycle parking is not the highest priority use for Lambton Quay, the existing motorcycle park could be relocated to a side street allowing for a more productive use of the space that is more supportive of the local businesses.

Any relocation of parking restrictions would be considered by SPC and implemented through the traffic resolutions process under the Wellington City Consolidated Bylaw.

### **5.3 Pricing**

There is currently no fee for parking in motorcycle bays in the central area. The most important considerations are equity and management of demand. These are discussed separately below.

#### **5.3.1 Equity**

Motorcycle bays are the only on-street parks in the central area where there are no fees. This advantages motorcyclists over other drivers, as private motor vehicles typically face a \$4 per hour charge to park on-street in the central city.

This might be appropriate if the Council wished to increase the motorcycling mode share, however:

- There are no regional or local targets relating to the motorcycling mode share.
- New Zealand motorcycles tend to have high levels of nitrogen oxide emissions, so that so while the volume of emissions may be less than for a car, the content is potentially far more toxic to the environment. As a result, there is no reason to incentivise use of motorcycles to reduce emissions.
- Research in Sydney found that many motorcyclists have not transferred from cars but actually from public transport, walking or cycling. No equivalent study has been undertaken in Wellington. However, there is no evidence that increased numbers of motorcyclists reduces congestion.
- Motorcycling is a particularly hazardous mode of transport, being around 18 times more likely to result in a fatal or serious injury per kilometre than travel by car.

In light of these factors, there is no obvious reason for the Council to incentivise the use of motorcycles by providing free parking.

#### **5.3.2 Demand**

Council's parking policy is to use pricing, as well as time limits, as a mechanism for managing demand. Demand for free parking is outstripping supply, as evidenced by the on-street surveys (showing occupancy well above the target of an 85% average) and responses to questionnaires. Increasing the price will result in a reduction in demand, and will encourage motorcyclists to investigate other parking options. This will free up the parking for short term motorcycle parking, or potentially other restrictions that have a high priority in the area. Off-street parking is available for motorcycles in private parking buildings and sometimes in places of employment, both of which are free in some instances.

#### **5.3.3 Pricing implementation issues**

If motorcycle parking fees are adopted, the rates would be defined and agreed to through a traffic resolution process once a payment method has been identified.

The major reason for the lack of fees for motorcycle parking appears to be the practical difficulty of displaying paper receipts/coupons. However, there are a number of ways this can be addressed, including:

- Developing a secure form of attachment which allows the motorcyclist to display a ticket/licence/receipt (common overseas). This could be used

- Use of technology such as the new phone2park system which provides a ticketless and machine-less option for charging for parking.
- Multi-bay parking meters.

Further investigation is required to identify the most suitable, practical and cost effective method (further detail on these options is included in appendix 4).

Subject to a suitable payment system being identified, there are a number of options for setting the fees. The objective would be to set fees at a level that influences demand, and use of the space. Motorcycle parking fees could be charged at an all day flat rate which still allows motorcyclists to park as they do on-street, and/or at an hourly rate for short term parking.

Looking at potential fee levels in central Wellington, if parking fees were to be charged hourly then a rate of \$0.80 per hour would be compatible with the current hourly rate for cars, assuming a 6m car parking space could accommodate 5 motorcycles. The \$4/hr cost of a car park is then divided by 5 to get an hourly motorcycle parking fee of \$0.80.

A daily rate, if this were to be applied, could be related to the cost of a parking coupon which is currently \$7.50 a day. However coupon parking is in place on the edges of the central city rather than in the centre and so a daily charge of say \$3 per day for a motorcycle could be seen as reasonable to apply for an inner city space taking into account the smaller but more valuable space required.

Any changes in the management of motorcycle parking should be accompanied by a thorough education campaign. Riders are not necessarily fully aware of the rules for motorcycle parking and where motorcycle parking is available. There are many locations that motorcyclists can park other than the motorcycle-only spaces.

A targeted campaign as part of the implementation of a new policy would be used to raise awareness of:

- Where parking is available
- Time restrictions
- Facilities – weather protection, security, lighting
- Fees (if applicable)
- Benefits of off-road parking.

#### *5.3.4 Summary*

The current situation where there is no fee for on-street motorcycle parking is inconsistent with the situation for private motor vehicles, and is contributing to a level of demand for on-street parking that exceeds supply.

The Council has already received some feedback from the motorcycling community but has not yet received feedback from the wider public on this issue. It is therefore suggested that the issue of potential charging for motorcycle parking be consulted on via the 2012-22 Long Term Plan process.



In the event that Councillors agree in the future to introduce charging for motorcycle parking, then officers will report back with further advice relating to the recommended method of implementing fees, and suggested fee levels.

### **5.5 Consultation and Engagement**

During the preparation of this report Council officers met with representatives of local motorcycle groups which included Bikers Rights Organisation of NZ (BRONZ) 69 members, Motorcycle Action Group (Mag-NZ) 25 members, Woman's International Motorcycle Association (WIMA), Ulysses (+40yr old Motorcyclists) 177 members . The discussion included issues addressed in this paper and they expressed mixed support for the recommendations in this report.

Introducing charges for an activity that is currently free will impact existing users and public consultation should therefore be undertaken to ensure that those impacts have been adequately assessed and taken into account. As one of the reasons underpinning the possible introduction of fees for motorcycle parking is equity with other users of on-street parking, it is recommended that consultation is not targeted solely at users of motorcycle parking, but includes the wider community. Consultation through the 2012-22 Long Term Plan process would achieve this, and allow sufficient time for details of the proposed implementation technology and potential fee levels to be included.

Changes to on-street restrictions and adoption of parking fees if approved, would be carried out through the traffic resolution process.

### **5.6 Financial Considerations**

The implementation of fees for on-street motorcycle parking in the central area would require expenditure on set up costs, education, infrastructure, and ongoing operating and enforcement costs. The fees would also bring in revenue. Initial investigations indicate that revenue would be sufficient to cover the cost of most of the options. The detailed financial implications will be addressed in a future report.

### **5.7 Climate Change Impacts and Considerations**

The climate change impact of introducing fees for motorcycle charges will depend on the behaviour of motorcyclists. Although the sample size of the Council's questionnaire was not large enough to be statistically significant, 79% of the questionnaire respondents said they would continue to travel by motorcycle if the fee was low, and 21% said they would switch to a different mode of transport. The climate change impact would differ depending on whether they switched to public transport, walking, or cycling where there would be a benefit, or to car travel, where there would be no benefit.

### **5.8 Long-Term Council Community Plan Considerations**

There are no implications for the 2009-12 LTCCP.

It recommended to consult on parking fees and fee charging methods through the 2012-22 Long Term Plan.

## Conclusion

The current motorcycle parking provisions and management in the central area are inconsistent with the Parking Policy. Motorcycle bays are dominated by all day parking, while there appears to be an unmet demand for short-term parking. The existing situation advantages motorcycles relative undue parking privileges over other modes of transportation, and is contributing to a situation where demand exceeds supply.

This report recommends that in the central area, the Committee agrees to:

- Continue to facilitate off-street commuter motorcycle parking in the central area and around the fringes of the city.
- In principle that parking fees should not be excluded from the mix of demand management regulations that could be applied to motorcycle parking in the central area, and that any fees for motorcycle parking will only be introduced subject to public consultation through the LTP process, and
- Notes that in the event that Councillors agree in the future to introduce charging for motorcycle parking, then officers will report back with further advice relating to the recommended method of implementing fees, and suggested fee levels.

Contact Officer: *Stephen Carruthers, Transport Planner.*

## Supporting Information

### **1) Strategic Fit / Strategic Outcome**

*The Parking Policy supports Council's strategic direction in that it aims to balance and deliver desired outcomes in the Transport, Urban Development, Economic Development, Environmental, Social and Recreation, Cultural wellbeing Strategies. The Policy supports Council activities as a provider of on-street parking, a manager of public road space, a regulator of off-street parking and a facilitator of arrangements to achieve parking goals.*

### **2) LTCCP/Annual Plan reference and long term financial impact**

*This paper discusses options which have a range of financial impacts. If Council identifies a preferred option and moves to implementation, the financial impacts will be included in the next Long Term Plan. There is little impact as a direct result of this report.*

### **3) Treaty of Waitangi considerations**

*N/A*

### **4) Decision-Making**

*This is not a significant decision.*

### **5) Consultation**

#### **a) General Consultation**

*Consultation will be conducted through the traffic resolution process and the 2012-22 LTP.*

#### **b) Consultation with Maori**

*N/A*

### **6) Legal Implications**

*Legal opinions have been sought from Council Lawyers.*

### **7) Consistency with existing policy**

*This report is consistent with the Parking Policy and the Transport Strategy.*



## Appendix 1. Motorcycle Parking Bays in the Wellington CBD



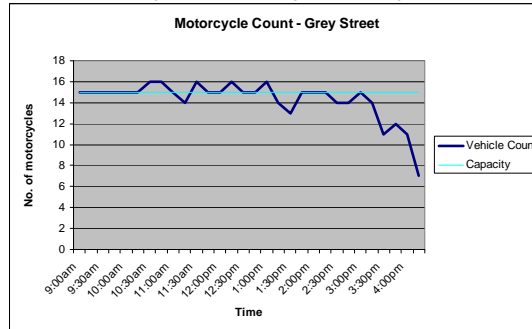


## Appendix 2. Motorcycle parking surveys

### On-Street Survey

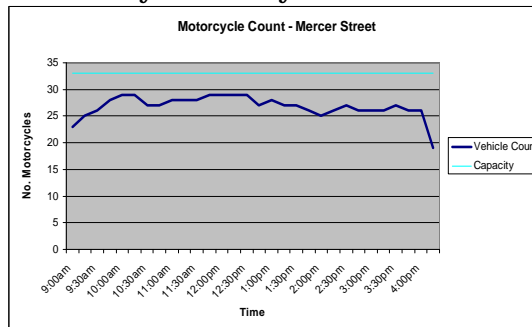
The Grey Street motorcycle parking bay was over capacity several times during the day, with motorcycles parked on the foot path or outside the painted parking bay. Six motorcyclists came past during the day (ie after 9am) and were unable to find a park.

#### Motorcycle survey – Grey Street



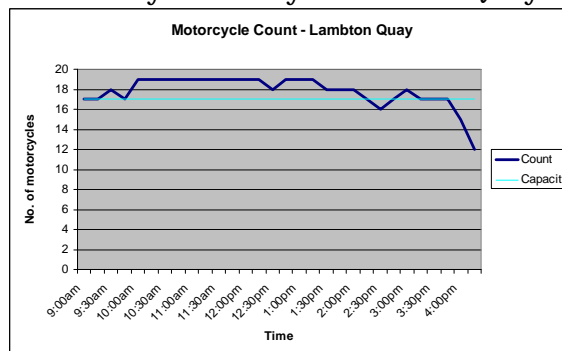
The Mercer St parking bay was close to full capacity. No motorcycles had to turn away during the day due to there being no spaces available, and there was some turnover during the day. (The motorcycle parking arrangement in Mercer Street has changed since the survey.)

#### Motorcycle survey – Mercer Street



The Lambton Quay motorcycle parking bay had very little turnover throughout the day, and there were very few motorcycles coming by during the day looking for parking. The overcapacity relates to motorcycles parked illegally outside the bay.

#### Motorcycle survey - Lambton Quay







### Appendix 3. Motorcycle survey results (87 surveys returned)

	Total	Percentage
<b>1. How often do you park in the CBD?</b>		
a. On the rare occasion	2	2%
b. Once a week	9	10%
c. Every week day	76	87%
	<hr/> 87	<hr/> 99%
<b>2. Do you park</b>		
a. On-street		
ii. Parking bays	67	77%
iii. Other	8	9%
b. Off-street	0	0%
ii. In place of employment	10	11%
iii. Parking Building	2	2%
	<hr/> 87	<hr/> 99%
<b>3. How long do you usually park for?</b>		
a. 0 > 30 min	2	2%
b. 30 > 60 min	1	1%
c. 1 > 2 hr	3	4%
d. Half a day	0	0%
e. All day	79	93%
	<hr/> 85	<hr/> 100%
<b>4. What is the main reason for your decision to motorcycle?</b>		
a. I enjoy motorcycling	41	17%
b. It is a cheap mode of transport	59	25%
c. For environmental reasons	22	9%
d. It is quicker than a car	40	17%
e. I don't like public transport	20	8%
f. It is too far to walk or cycle	14	6%
g. Convenient parking	41	17%
	<hr/> 237	<hr/> 99%
<b>5. Do you struggle to find a park for your motorcycle?</b>		
a. No I always find a park where I want it	30	36%
b. Very occasionally	22	27%
c. At least once a week	16	19%
d. Most days	14	17%
Other	1	1%
	<hr/> 83	<hr/> 100%

<b>6. What determines where you park?</b>		
a. Availability	28	29%
b. Convenience to destination	60	63%
c. Price	2	2%
d. Safety	4	4%
e. Weather	2	2%
	96	100%
<b>7. Do you think there is a need for time restricted motorcycle parking?</b>		
a. Yes	2	2%
b. Yes, but just in some areas	8	9%
c. No	77	89%
	87	100%
<b>8. If there was a fee for on-street motorcycle parking would you</b>		
a. Continue to park on-street	6	7%
b. Continue to park on-street if the fee was low	31	34%
c. Find an off-street parking option	26	28%
d. Switch to a different mode of transport	19	21%
Other	10	11%
	92	101%
<b>9. Do you have concerns for the safety of your motorcycle when you park it and leave it?</b>		
a. Yes	29	33%
b. No	58	67%
	87	100%
<b>10. Would you be interested in motorcycle driver training?</b>		
a. Yes	23	26%
b. No	64	74%
	87	100%

*(some percentages do not add to 100% due to rounding errors)*

## **Appendix 4. Implementation options – further detail**

### **phone2park**

The phone2park system is reliant on mobile phone technology. An individual needs to join the scheme over the internet, and receives a sticker barcode which is placed on the vehicle and can be read by wardens with wireless devices. When an individual wants to park they send a text to the system which charges their account. There are no tickets. The warden scans the barcode to ensure that the parking has been paid.

It is free to join phone2park and there are only small transaction fees to use the system, however, the benefits of the scheme may save people money over the long term. For example the system sends an alert text warning when time is about to run out, which means people will not get parking tickets. Also if someone parks for a shorter time than they have paid for they can get their money back for the time they have not used. It also has a convenience factor as paid parking time can be extended without returning to the vehicle.

The phone2park system is managed through a flat rate with the Council. Including motorcycle parking into the scheme will not put any additional infrastructure costs on the Council.

However our legal advice is that it would be unreasonable to apply this as the sole system of payment at motorcycle stands for a number of reasons. These include that phone2park requires pre-registering via the internet, payment via mobile phone and the need to obtain a permanent sticker before being able to park. This could be seen as particularly disadvantaging to out of town/casual parkers.

### **Coupon scheme**

A motorcycle coupon parking scheme could be designed as a variant of the commuter coupon scheme which has been successfully operated in the inner residential areas since the mid 1990's.

There are approximately 600 motorcycles parking on-street. If a daily fee of say \$3 was applied then revenue could be in the order of \$430,000 (over 48 weeks) if there was full occupancy. However, the application of parking fees will likely have an impact on the demand for parking, this would be difficult to accurately predict. Monthly coupons could be made available in the same way as the current coupon parking scheme at around \$50 per month.

The cost of such a scheme is difficult to define at this stage until a detailed investigation is undertaken. However it is expected that the revenue generated from such a scheme would easily cover the costs of operation.

There will be initial costs in designing and printing coupons, a coupon display holder and communications. The scheme would require new signage which would likely cost around \$10,000.

Such a scheme is potentially viable financially but would require a practical and secure method of displaying the coupon on a motorcycle.

### **Multi-bay parking meter**

This option is included to illustrate a conventional way of charging for parking at designated motorcycle stands. It would be costly to introduce but would be simpler than a cashless system such as Phone 2 Park and would be the most user friendly option for casual /visitor parking. It would not require a ticket to be displayed on the motorcycle.

The multi-bay parking meter costs approximately \$8500 per machine. The cost of introducing multi bay meters at all 64 current stands would be about \$545,000 plus the cost of signage and road markings at around \$10,000. There would be ongoing maintenance and operational costs of around \$150,000 annually.

Such a system could provide for charging both on an hourly or daily rate, however the high upfront and ongoing costs could be seen as uneconomic when compared with potential revenue, and other options for payment.