

TITLE OF REPORT: Proposed motorcycle parking review – summary report

Key Decision No. NH P58

CABINET MEETING DATE (2019/20)

16 December 2019

CLASSIFICATION:

Open

If exempt, the reason will be listed in the main body of this report.

WARD(S) AFFECTED

All wards

CABINET MEMBER

Councillor Jon Burke

Energy, Waste, Transport and Public Realm

KEY DECISION

Yes

REASON

Affects two or more wards

GROUP DIRECTOR

Ajman Ali - Acting Group Director Neighbourhoods and Housing

1. CABINET MEMBER'S INTRODUCTION

- 1.1 I am pleased to commend the motorcycle parking review for public consultation, which sets out a number of proposed changes to policies for motorcycle parking in Hackney.
- 1.2 Poor air quality affects everyone's health particularly the health of our children, with evidence proving that poor air quality is directly responsible for asthma and other respiratory illnesses (GLA, 2008). Air quality in Hackney remains amongst the poorest in London and it is estimated that it contributes to 96 premature deaths across the borough every year.
- 1.3 Prioritising sustainable modes of transportation such as walking, cycling, car sharing clubs and public transport above using a private car, encourages residents and businesses to consider whether or not they really need to drive, without making it unaffordable for those that do need to. This approach is better for the environment, as it reduces local pollution and CO₂ emissions, and supports our goal of making our streets more liveable for all residents and visitors.
- 1.4 For many years Hackney Council has sought to support these goals through a number of initiatives, including:
 - Charging for parking permits according to CO₂ emissions with a diesel supplement, which incentivises motorists to think about the financial costs of choosing a more polluting vehicle when purchasing or leasing one; and
 - Charging visitors to park, in order to encourage drivers to consider other forms of transportation.
- 1.5 However, there remains an exception to this approach, which is the way in which we deal with motorcycles. At present, motorcyclists are not required to purchase parking permits, which is largely due to the problems of where to display a permit securely on a motorbike. This means that they can park in much of the borough free of charge, with no incentive for their riders to consider the impact of their journey on the local environment. As a result, large numbers of motorcycles commute into Hackney each day, with a particularly high demand for parking in the south of the borough.
- 1.6 Developments in technology has led to the introduction of cashless parking and e-permits and now presents a practical solution to motorcycle permits. This will bring motorcycle parking in line with cars and in so doing will further influence a reduction in vehicle emissions which contribute heavily to unacceptable levels

poor air quality in Hackney. Research shows that motorcycles emit similar levels of dangerous nitrous oxide (NOx) air pollutants as passenger vehicles.¹

- 1.7 There is a second strand to this review, which is the clear need to provide more secure parking for motorcycles. The number of thefts of scooters and motorbikes in London has received a lot of publicity in the last two years, and I believe that we have a duty to help people park with confidence on our roads.²
- 1.8 In order to address these two challenges, this paper proposes to consult Hackney on the introduction of the most comprehensive approach towards motorcycle parking in London.
- 1.9 The proposed borough-wide consultation planned to take place in January 2020, will last for twelve weeks and will set out our proposals to treat motorbikes as a polluting vehicle, in the same way we treat cars. By taking this route, we will ensure that we are able to apply a joined up approach to parking, and discourage commuting.
- 1.10 Alongside these proposals we will make clear our commitment to address the security concerns of motorcyclists, by rolling out secure motorcycle parking across all our motorcycle bays over the next three years to combat theft.
- 1.11 The proposals in this paper are supported by recommendations in the Parking and Enforcement Plan 2015-20.

2. GROUP DIRECTOR'S INTRODUCTION

- 2.1. This paper describes the current parking provision for motorcycles, and sets out the Council's approach to improving air pollution through the proposed introduction of motorcycle parking permits and offers practical solutions for visitor parking which includes e-vouchers, paying and mobile for short-stay parking and differential pricing dependent on CO₂ emissions.
- 2.2. Listening to the concerns of our residents and businesses in the borough, the report addresses and puts forward options for secure and lockable solo motorcycle bays.

¹ https://www.greencarreports.com/news/1067907_motorcycles-are-more-polluting-than-cars-new-device-shows

²

<https://www.ons.gov.uk/aboutus/transparencyandgovernance/freedomofinformationfoi/motorcycletheftintheurk>

- 2.3. Lastly, it sets out a number of recommendations that will align motorcycle parking permits across all parking products and services. This in turn will achieve improved enforcement that will support the delivery of the Council's wider objectives on vehicle use and air pollution, in addition to improving the environment for residents, businesses and visitors to the borough.

3. RECOMMENDATION(S)

- 3.1 That Cabinet approves the following:
- 3.2 That consultation with the general public will take place for a period of twelve weeks in January 2020, on the motorcycle parking proposals. The consultation will include the following proposals:
 - 3.2.1 That motorcycles will be required to hold a valid permit to park in any permit holder bays.
 - 3.2.2 That visiting motorcycles will be required to obtain an e-voucher to park in any permit holder bays at current visitor parking permit prices.
 - 3.2.3 That existing solo motorcycle bays will be converted into solo lockable pay and display bays for short stay parking with fees aligned to pay and display prices. Maximum waiting restrictions will apply in line with other pay and display bays in certain areas to discourage commuting.
 - 3.2.4 That motorcycles will continue to be charged across the borough for using both pay and display along with shared use parking bays at standard rates.
- 3.3 The consultation results will be outlined to Cabinet in autumn 2020 and the final proposals on the introduction of the motorcycle parking strategy will be presented for reconsideration.

4. REASONS FOR DECISION

4.1 Rationale for the proposed changes

- 4.1.1 Hackney Council recognises more needs to be done to develop uniform parking policies in order to ensure that we deliver our overall objective of improving air quality across the borough for everyone. Hackney has a statutory obligation to

improve local air quality and reducing emissions is also an objective in the Road Traffic Regulation Act 1984.

- 4.1.2 Approximately five motorcycles can fit into one car space, therefore there is the potential for five times the current level of equivalent car pollution per car space. Furthermore, research has shown that motorcycles emit nitrogen oxide (NO_x) within the range of petrol and diesel cars. In particular, we are keen to take action to improve the air quality in parking zone B towards the south of the borough near the city where there is a high demand for commuter motorcycle parking.
- 4.1.3 The Parking and Enforcement Plan (PEP) 2015-20 sets out Hackney's current parking policies. It describes the issues facing the Council and explains the recommendations over five years. The PEP has an approved recommendation to introduce motorcycle parking permits and is the basis for requesting to consult on wider proposals.
- 4.1.4 Additionally, the Air Quality Action Plan 2015-19 addresses how the Council plans to tackle air quality across the borough with recommendations designed to influence residents' businesses and visitor choice of transportation through emissions-based parking charges. This further supports the rationale behind the need to introduce permits for motorcycles, as currently, motorcycles do not need to pay for parking and are often used for commuting, especially in the south of the borough which is close to the city.
- 4.1.5 Cabinet is recommended to approve the commencement of the consultation on motorcycle parking proposals as detailed in sections 4.2 to 4.11.

4.2 Proposed motorcycle parking permit policy

4.2.1 The Council sells a wide range of permit and voucher types that cater for very different needs, each of which has different rules related to them. Therefore, the Council plans to require motorcycles to apply for a relevant parking permit in the same way that other vehicles do now. This includes:

- Resident parking permits
- Estate parking permits
- Business parking permits
- Doctors permits
- Health and social care
- All zone parking permits

4.2.2 Charging for motorcycle parking will be brought in line with other vehicle fees and charges, which are based on how polluting a vehicle is. Parking services will review the CO₂ charging structure to ensure that it continues to incentivise drivers to travel more sustainably, and to reflect changes in vehicle emissions including pollution produced by motorcycles. Parking Services are committed to carrying out this piece of work within the next 12 months which falls outside the scope of this paper.

4.2.3 Motorcycles will also require a valid pay by mobile parking session to park in, solo motorcycle, shared use and pay and display bays. In addition, 86% of all pay and display sessions are already paid for by mobile, online or over the phone.

4.2.4 E-permits are now live, which removes the obstacle of displaying a paper permit on a motorcycle.

4.3 On street resident motorcycle permit prices

4.3.1 The Parking and Enforcement Plan (PEP) 2015-20, recommends that motorcycles be charged in line with our current parking permit pricing structure. Due to generally low CO₂ emissions of motorcycles, most residents will usually pay the lowest chargeable rate which is currently £61.00 for a 12-month permit. Please see the table below for more information.

Table one – Resident parking permit

Bands for all motor vehicles including motorcycles, cars and vans		3 months	6 months	12 months
1	No local emissions	£10.00	£10.00	£10.00
	Up to 120 g/km	£26.50	£38.50	£61.00
2	Price including diesel supplement*	£39.00	£63.50	£111.00
	121 - 185 g/km, or under 1200cc**	£43.00	£67.00	£112.00
3	Price including diesel supplement*	£55.50	£92.00	£162.00
	186 - 225 g/km, or 1200 -2000cc**	£59.50	£95.50	£163.00
4	Price including diesel supplement*	£72.00	£120.50	£213.00
	226 g/km +, or 2001cc+**	£76.00	£124.00	£214.00
5	Price including diesel supplement*	£88.50	£149.00	£264.00

*The diesel supplement will be £50 per year, and will be pro-rated for 3 and 6 month permits.

**Where no information is held on a vehicle's CO₂ emissions, price will be calculated on engine size.

4.3.2 Residents blue badge holders may apply for a free motorcycle companion e-badge to park in their home zone. The companion e-badge is an electronic permit so it does not need to be displayed physically on the motorcycle.

- 4.3.3 The e-badge can also be used on single and double lines, shared use permit bays, pay and display bays across the borough with the blue badge clock only.
- 4.3.4 Displaying the blue badge clock will be challenging, as there is no secure location on a motorcycle without a substantial risk of theft and loss. However, there is no real value to the clock on its own without a valid blue badge, as it can be replaced free of charge.
- 4.3.5 Presently, parking policy only allows one residential permit per person. This means residents need to choose between purchasing a vehicle or motorcycle permit. Through public consultation and feedback from participants, a decision will be made on the current policy and whether it needs to be updated.
- 4.3.6 The Council also provides disabled parking bays for blue badge holders with high mobility needs. Blue badge motorcycle residents are unlikely to meet the mobility criteria for a disabled parking bays.

Table two – Companion badge

Companion badge	
Residents companion badge	Free

4.4 Off street estate motorcycle permit prices

- 4.4.1 The policy on estates is slightly different as parking spaces are limited and reserved for estate residents only. Estate residents are subject to availability and household limits, which is usually limited to one permit per-household on most estates.
- 4.4.2 For some estates there is a waiting list to purchase a parking permit. For these estates, motorcyclists will instantly find themselves placed on the list until a space becomes available. Alternatively, they will be able to apply for an on-street resident permit to park their motorcycle in the street.
- 4.4.3 Blue badge holders on estates are also entitled to one free estate permit per person. Every effort will be made to provide parking spaces for residents with disabilities.

Table three – Estate parking permits

12 months only	Residents	Blue badge holders
All vehicles*	£38.50	Free

*This includes motorcycles, cars and vans.

4.5 Business motorcycle parking permits

- 4.5.1 Businesses may purchase up to five parking permits per premise, which may restrict businesses that use motorcycles operationally. Each permit may have up to three vehicles on it but can only be used by one vehicle at a time. The price paid will be pro-rata and based on the vehicles that shared the permit during its lifespan.
- 4.5.2 There are also a number of motorcycle shops in Hackney with solo motorcycle bays nearby. These bays are mainly used to commute, for visitors to park, to store motorcycles to carry out compulsory basic training (CBT) and to accompany test rides.
- 4.5.3 Introducing a charge for motorcycle parking is an additional cost for businesses, especially courier or delivery companies parking in zones A and B, where prices are substantially higher. However, with the introduction of solo motorcycle parking bays for permit or visitors, businesses can park safely and securely close to their business premise.

Table four – Business parking permit

Bands for all motor vehicles including motorcycles, cars and vans		Zones A and B only		(All other zones)	
		3 months	12 months	3 months	12 months
1	No local emissions	£20.00	£20.00	£20.00	£20.00
2	Up to 120 g/km	£205.00	£540.00	£115.00	£280.00
	Price including diesel supplement*	£217.50	£590.00	£127.50	£330.00
3	121 - 185 g/km, or under 1200cc**	£390.00	£1,080.00	£210.00	£540.00
	Price including diesel supplement	£402.50	£1,130.00	£222.50	£590.00
4	186 - 225 g/km, or 1200-2000cc**	£575.00	£1,580.00	£305.00	£800.00
	Price including diesel supplement*	£587.50	£1,630.00	£317.50	£850.00
5	226 g/km +, or 2001cc+**	£575.00	£1,580.00	£400.00	£1,060.00
	Price including diesel supplement*	£587.50	£1,630.00	£412.50	£1,110.00

*The diesel supplement will be £50 per year, and will be prorated for 3 month permits. **Where no information is held on a vehicle's CO₂ emissions, price will be calculated on engine size.

4.6 Doctors motorcycle permit

- 4.6.1 The existing rules for doctor's permits will still apply. Doctors may prefer to use a motorcycle to carry out home visits with patients or park closer to the surgery for a fast and flexible approach.

Table five – Doctors permit

Bands for all motor vehicles including motorcycles, cars and vans		Zones A and B	All other zones
1	No local emissions	£440.00	£230.00
2	Up to 120 g/km	£550.00	£340.00
	Price including diesel supplement*	£600.00	£390.00
3	121 - 185 g/km, or under 1200cc**	£660.00	£450.00
	Price including diesel supplement	£710.00	£500.00
4	186 - 225 g/km, or 1200-2000cc**	£770.00	£560.00
	Price including diesel supplement*	£820.00	£610.00
5	226 g/km +, or 2001cc+**	£880.00	£670.00
	Price including diesel supplement*	£930.00	£720.00

The diesel supplement will be £50 per year.

*Where no information is held on a vehicle's CO₂ emissions, price will be calculated on engine size.

4.7 Health and social care permit for motorcycles

4.7.1 Health and social care permits are available to organisations whose staff provide essential health and social care services in the community. To be eligible the member of staff must spend at least 30% of their time on the road visiting the community, working in medical or social care and be employed by a pre-approved organisation.

4.7.2 These include Homerton University Foundation Hospital and Trust, the City and Hackney Clinical Commissioning Group and the East London Foundation Trust. Organisations need to meet the criteria to apply.

4.7.3 Health and social care permits will give organisations the flexibility to choose between a vehicle and motorcycle to provide essential services.

Table six – Health and social care permits for motorcycles

Bands for all motor vehicles including motorcycles, cars and vans		12 months
1	No local emissions	£20.00
2	Up to 120 g/km	£125.00
	Price including diesel supplement*	£175.00
3	121 - 185 g/km, or under 1200cc**	£230.00
	Price including diesel supplement*	£280.00
4	186 - 225 g/km, or 1200 -2000cc**	£335.00
	Price including diesel supplement*	£385.00
5	226 g/km +, or 2001cc+**	£440.00
	Price including diesel supplement*	£490.00

The diesel supplement will be £50 per year.

*Where no information is held on a vehicle's CO₂ emissions, price will be calculated on engine size.

4.8 All zone motorcycle parking permits

4.8.1 Presently, all zone parking permits are open to anyone who wants to apply – with the exception of internal staff who are not allowed to purchase one, as the permit may be used to commute to and from work. For motorcycles these rules will stay the same.

Table seven – All zone permit

Bands for all motor vehicles including motorcycles, cars and vans		12 months
1	No local emissions	£1,120.00
.2	Up to 120 g/km	£1,520.00
	Price including diesel supplement*	£1,620.00
3	121 - 185 g/km, or under 1200cc**	£1,920.00
	Price including diesel supplement*	£2,020.00
4	186 - 225 g/km, or 1200 -2000cc**	£2,320.00
	Price including diesel supplement*	£2,420.00
5	226 g/km +, or 2001cc+**	£2,870.00
	Price including diesel supplement*	£2,970.00

The diesel supplement will be £100 per year.

*Where no information is held on a vehicle's CO₂ emissions, price will be calculated on engine size.

4.9 Secure motorcycle parking bays

4.9.1 The theft of motorcycles in London is a matter of great concern for riders, and is a major influencing factor in where motorcyclists choose to park. As a result, motorcycles are commonly found parked in locations adjacent to lamp posts, or other secure street furniture.

4.9.2 The installation of secure parking, in the form of motorcycle locking points, would be a very popular addition to our existing 89 solo motorcycle bays, and are an important element to the proposals, together with the other changes proposed within this paper.



- 4.9.3 All existing solo motorcycle bays will be converted into bays which may only be used by motorcycles. These bays will be shared use and will require a valid permit or short stay pay and display session. Pay and display fees will be the same as cars.
- 4.9.4 Maximum waiting restrictions may apply in line with other pay and display bays in the local area to discourage commuting. Depending on demand, lockable solo motorcycle parking bays will also be installed on request for residents and businesses in new locations. The motorcycle hoop lockable stands (as pictured) meets the Council's internal street furniture standard and guidelines.
- 4.9.5 The hoop is secured to the floor with concrete and sits on the pavement, which allows flexibility for road maintenance, suspensions or closures without the need to remove and reinstall the hoop at a cost. It is also safer as it does not cause an obstruction to other vehicles on the carriageway.
- 4.9.6 The Council hopes that this approach will encourage motorcyclists to park alongside one another and perpendicular to the kerb in the solo motorcycle bays and free up shared use and pay and display bays for other vehicles.

4.10 Visitor parking

- 4.10.1 Currently visitor vouchers are scratch cards, which are not suitable for motorcycles as the vouchers cannot not be displayed safely on a bike. Therefore we need to provide our residents' visitors with residential parking in line with our current offer for vehicles.
- 4.10.2 There are plans in place to introduce e-vouchers alongside the current paper scratch cards this autumn/winter, which will resolve the need to affix a physical voucher to a motorcycle.
- 4.10.3 The price for resident visitor vouchers will remain the same, as currently visitor voucher prices are highly competitive at £4 a day, however this is subject to review.
- 4.10.4 Motorcyclists who choose to park in shared use or pay and display bays and pay in cash to purchase a ticket from the machine, are required to pay the same price to park as all other vehicles. Prices range from £1.40 to £5.00 and there will be no change to this.

4.11 Financial implications

4.11.1 E-permits system costs

To allow motorcycles to purchase parking permits across all types, there will be a small cost to develop the system. E-permits already exist for all vehicles, therefore, system changes are minimal and requires duplicating the current pricing structure for motorcycles. This development is estimated to take three weeks to deliver with a cost of £9,750.

4.11.2 Cashless parking costs

As pay and display tickets cannot be affixed to motorcycles without considerable risk of theft and loss. Motorcyclists are expected to pay by a mobile device, so machines will not need to be updated. If motorcyclists choose to pay and display a ticket, they must do so at the normal fees and charges rate for all vehicles and run the risk of receiving a parking fine. To set-up our pay by mobile supplier (RingGo) to purchase motorcycle pay by mobile sessions, there will be no additional cost to:

- Check the vehicle type with the DVLA, as the Council already subscribes to this service.
- Set the price point as it is the same as we already charge.

Existing normal customer rates will apply for using the RingGo service. There is a cost associated with introducing emissions based charging, however this will be explored in a separate workstream as it will affect all vehicles types.

4.11.3 E-vouchers costs

The cost associated with setting up visitor e-vouchers for motorcycles will be absorbed in the ongoing project which covers all motor vehicles.

4.11.4 Installation of secure parking hoops expenditure

The indicative cost of installing one lockable motorcycle hoop is on average £400 each, with each solo motorcycle bay requiring two to three hoops. There are currently 89 solo motorcycles bay and more planned across the borough to evenly spread the bays out. Therefore, the cost of implementing lockable motorcycle hoops is estimated at £152,000, please see table below.

Suppliers	Quantity	Unit price	Total	Installation included
Supplier one*	380	£460	£174,800	Yes
Supplier two*	380	£363	£137,940	Yes
Supplier three	380	£386	£146,680	No

* Prices include installation, storage and delivery costs.

4.11.5 Enforcement expenditure

Additional enforcement will be needed to deal with the increased demand on the road. This is estimated to be one full time Civil Enforcement Officer added to the existing pool of officers at a cost of £29,381. This includes salary costs, a hand held device, radio unit, uniform, pension contributions and the relevant training to be qualified for the role. Increases to the number of PCN challenges and appeals received, are normal occurrences and subsumed into the cost of running the service. The operational cost of providing the service is expected to be met by the income generated through permits, vouchers, pay and display and enforcement revenue.

4.11.6 Permits, pay and display income

It is estimated that £105,000 will be generated through all parking permit sales.

Permit type	Permits	No of motorcycles*	Estimated income
All zone external	181	7	£10,640
All zone internal	452	18	£27,360
Business	616	24	£6,720
Doctor	16	1	£340
Estate resident	3994	157	£6,045
Health and social care	209	8	£1,000
Residents	21868	862	£52,582
Total	27336	1078	£104,687

*Based on the number of cars and motorcycles registered in the United Kingdom in 2017 and our current permit sales

*Source:<https://www.statista.com/statistics/312594/motorcycle-and-car-registrations-in-the-united-kingdom/>

4.11.7 On the minimum fee of £1.40 per hour, Parking Services have estimated – based on the assumptions set out below - that demand will fall by more than half, as the cost of commuting daily and parking for 8 hours per day would increase to £2,900 a year, which would act as a significant disincentive to commuters, and encourage many to move towards public transport.

4.11.8 However, it is important to note that as no other local authority has introduced a charge at the same level as Hackney are proposing to do, and as such no data exists to accurately model the impact it will have. For this reason the assumptions used are conservative in terms of their impact on income.

Modelling*	
Number of motorbikes parking in Hackney each day	1,000
Estimated total motorcycle parking sessions per year (number of motorcycles, times the average maximum parking stay of four paying £4.80 per hour, times the number of working days per year.	1,040,000
Estimate**	
Estimated income from introduction of pay and display for motorcycles paying the maximum fee of £4.80 per hour.	£998,000

*figures are based on 1,000 motorcycles parking for four hours each day, every working day for a year.

**Estimating based on the lower pay and display rate of £1.40 the figure is £291,200.

4.11.9 Visitor vouchers income cannot be estimated without a better understanding of how many motorcyclists are visiting residents in the borough. This will be addressed in the consultation.

5. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

5.1 Do nothing – this was also rejected as it goes against the Mayor's priorities to prioritise quality of life and the environment by tackling air pollution.

5.2 The removal of all solo motorcycle bays to discourage commuting to the borough and only allowing motorcycles to park in pay and display or shared use bays at the same price as other vehicles - this would be a fair approach to all motorists, but is likely to be unpopular amongst motorcyclists. This approach was rejected as it may lead to problems with motorcyclists utilising whole spaces for vehicles instead of parking perpendicular to the kerb and may also increase parking pressure. There is also a significant cost associated with removing and changing the bay type.

5.3 Reviewing the CO₂ bands for all permit types - our proposals to introduce motorcycles and scooters at the same fee as other vehicles, is driven by the vehicle's emissions, and is not its size. Therefore this would be entirely consistent with our policy. Changing the CO₂ bandings to take into consideration all types of polluting vehicles was also considered and will be taken forward as part of a separate project.

6. BACKGROUND

6.1 Hackney Council currently does not charge motorcycles to park in resident permit, business permit, shared use (combined pay and display and permit holders) and general permit bays outside of parking zone B.

6.1.1 Motorcycles are not allowed to park in:

- Pay and display only bays for free.
- Any bays dedicated for the use of disabled people, car clubs, doctors or emergency services.

- 6.1.2 Motorcyclists are asked to park at the end of the bay and at 90 degrees to the kerb, although this is not a strict requirement.
- 6.1.3 Tricycles and quad bikes currently require a permit to park and are aligned to our vehicle pricing structure. Both tricycles and quad bikes are subject to a separate pricing policy with the DVLA as they are recognised as having bigger engines. This policy is expected to remain the same.
- 6.1.4 Commuting by motorcycle is largely concentrated to the south of the borough near to the City of London, as workers in the borough choose to travel to work by motorcycle, and in the past occupy a whole permit bay by parking horizontally or in numbers.
- 6.1.5 Everything we have achieved is not enough, as we now know that emissions from vehicles contribute heavily to unacceptable levels of poor air quality in Hackney and research shows motorcycles emit just as much NOx air pollutants as vehicles.

6.2 Policy context

- 6.2.1 Recommendation 4.9 of the Parking Enforcement Plan 2015-20 (PEP) set out the following proposal:

Recommendation 4.9

To introduce a charge for all motorcycle parking in Hackney.
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- 6.2.2 The rationale behind this recommendation is set out below.
- 6.2.3 *4.31 Hackney is under a number of statutory obligations to improve local air quality and the objective of improving air quality is one of the factors which has to be taken into account under the Road Traffic Regulation Act 1984. Reducing emissions of the climate change gas CO₂ is also a relevant matter which the Council takes into consideration under the Act. Roughly five motorcycles can fit into one car space, therefore there is the potential for five times the current level of car pollution per car space. Furthermore, research has shown that motorcycles emit nitrogen oxide within the range of petrol and diesel cars. In particular, we are keen to improve the air quality in Zone B where there is a high demand for commuter motorcycle parking.*
- 6.2.4 *4.32 There is potential to introduce emissions-related charging for motorcycles in Hackney. The system would include motorcycles in the standard charging system for cars. Charging for motorcycles to park in all bays will help to control the number of people who commute using a motorcycle and make unnecessary*

journeys. In turn, this will help improve the air quality for our residents. Solo motorcycle bays will attract charges for the same reasons. Due to the generally low CO₂ emission of motorcycles, residents with motorcycles would usually pay the lowest chargeable rate of £51.00 for their resident parking permits.

6.3 Equality impact assessment

6.3.1 Following the feedback from the consultation, an Equalities Impact Assessment (EIA) will be completed and the actions incorporated into the proposals.

6.4 Sustainability

6.4.1 An ongoing key objective of the Parking and Enforcement Plan (PEP) 2015-20 is to continue tackling climate change by reducing emissions to improve air quality. The PEP also recommends charging for motorcycle parking, following the introduction of the congestion charge in 2003. Transport for London (TfL) data indicated an increase in motorcycle trips within the charging zone of about 15%, the borders of which Hackney is close to.

6.4.2 Motorcycles tend to be less expensive to buy and run than cars, can pass through traffic more easily and are exempt from the congestion charge and parking in Hackney.

6.4.3 The Council aims to encourage commuters and other users to consider how they travel and support the use of more sustainable types of transport, such as walking, cycling, using public transportation, and car sharing initiatives. This is in order to reduce the impact of transport on climate change and lower congestion levels and parking stress across Hackney.

6.5 Consultation approach

6.5.1 The Parking and Markets Service will carry out a borough-wide consultation in order to receive the views of key internal and external stakeholders. The consultation process will start in January 2020 for a period of 12-weeks. The aim is to reach as many individuals and organisations as possible during the consultation, with the quality of responses taking precedence over the number of responses received.

6.5.2 Stakeholder consultation

Stakeholders and key partners will be offered a meeting to discuss the proposals and provide feedback during the consultation. These include but are not limited to:

- Hackney Borough Police
- Hackney Housing
- London Councils
- Members
- NHS Primary Trust
- Streetscene
- The Department for Transport
- Transport for London

6.5.3 Key internal and external stakeholders will be sent an email or letter detailing the proposed recommendations. They will be asked for their feedback and offered a chance to discuss the draft proposals in person in a one to one meeting or focus group (for hard to reach groups). All the findings from consulting with stakeholders will be used to shape the final proposal.

Public consultation

6.5.4 All permit holders in the borough will be sent a consultation pack requesting feedback on the proposals.

6.5.5 There will be a range of engagement tools used to maximise both stakeholder and community engagement. This includes:

- **Communications campaign** – this includes advertising on the Hackney website homepage, intranet and internal communications platforms such as staff headlines.
- **Consultation pack consisting of a booklet and questionnaire** – this will explain why we are consulting and the options available. A questionnaire will also be produced posing questions on the proposals and inviting consultees to make general comments on motorcycle parking permits. The booklet and questionnaire will be sent to all parking permit holders and a link to the consultation will also be available on our website and in Hackney Today or local newspaper. The consultation pack will also be available in receptions and all Hackney libraries.
- **Drop-in-sessions** – to inform and raise awareness of the consultation and explain in person the proposals in full. The sessions will be advertised in the consultation materials, citizen's space, on our website

and in Hackney Today. The drop in sessions will be held at different dates and times across the borough. This includes but is not limited to:

1. Broadway market
2. Chatsworth market
3. Clapton library
4. Hackney Service Centre
5. Hackney Town Hall
6. Homerton library
7. Hoxton Street market
8. Learning Trust
9. Ridley Road market
10. Stamford Hill library
11. Stoke Newington library

- **Member's consultation packs** – to ensure all councillors are informed of the proposals and can advise their constituents accordingly.
- **Hackney website** – the parking page on the Hackney website www.hackney.gov.uk/parking will be used from the start of the consultation to advertise the consultation. It will state where copies of the consultation booklet and questionnaire can be obtained, announce public events and encourage the reader to respond online.
- **Customer contact** – There will be frequently asked questions fact sheet for front line staff with further information, their details will be passed to the parking policy team to respond to.

6.5.6 Once the public consultation has concluded and the responses have been analysed, the motorcycle parking permits paper will return to Cabinet in autumn 2020, where the final decision on the motorcycle parking permit will be made.

6.6 Risk assessment

6.6.1 The key risks relating to the proposed motorcycle parking policies will be considered and factored into the decision making process once feedback to the consultation has been received.

7. COMMENTS OF THE GROUP DIRECTOR OF FINANCE AND CORPORATE RESOURCES

- 7.1 In Hackney motorcycles can park for free. Developments in technology have led to the introduction of cashless parking and e-permits and now presents a practical solution to motorcycle charges.
- 7.2 The recommendations of the report in section 3 address this challenge by proposing a borough wide consultation to take place in January 2020 which will last for 12 weeks and will set out proposals to treat motorcycles like cars better aligning motorcycles across all parking products.
- 7.3 The report contains the proposed fees and section 4.11 sets out the indicative costs where it could be quantified with a large portion of the cost will be for the installation of secure parking hoops. The initial consultation, setup and development costs will be contained within existing resources with the aim of this being self funding going forward from the income being generated.
- 7.4 Section 4.11.8 sets out some modelling which has been done and a lot of assumptions have been made in terms of the expected level of income from the proposals. It is difficult to provide assurance of accuracy of the impact of the change on income or user behavior as there is no comparable data available from other boroughs. All parking revenue income and surplus are utilised within the conditions specified in the s55 of the Road Traffic Regulations Act 1984.
- 7.5 The objective of the Council is to reduce the impact of transport on the climate and reduce congestion levels and parking stress in Hackney. There will be a commitment to address the security concerns of motorcyclists by rolling out secure motorcycle parking across all the Council motorcycle bays over the next three years.

8. VAT Implications on Land & Property Transactions

N/A

9. COMMENTS OF THE DIRECTOR, LEGAL & GOVERNANCE SERVICES

- 9.1 This is a motorcycle parking review for changes to the policies for motorcycle parking in the borough that will be consulted upon over a 12 week period in January 2020 as outlined in the Council's Parking Enforcement Plan (PEP) 2015-20. The proposed changes include motorcycle parking permits to create more uniformed policies and to provide more secure parking for motorcycles. In addition to reduce the impact of transport on climate change and to lower

congestion levels and parking stress in the Hackney area as set out in paragraph 3.1 above.

- 9.2 The Council may under section 45 of the Road Traffic Regulation Act 1984 (the "1984 Act") designate parking places on highways for various classes of vehicles. Section 46 of the Act allows the Council to charge for parking in places. Before a traffic order designating a parking place is made or varied the Council must consult and publish notification of the proposed Traffic Management Orders in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations").
- 9.3 In determining what parking places are to be designated under section 45 of the 1984 Act, the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the Council shall have regard to the need for maintaining the free movement of traffic, reasonable access to premises and the extent to which off-street parking is available in the neighbourhood. In addition to this the Council must secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- 9.4 The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions, which the Council should have regard to when exercising its power to introduce designated parking places, recommends that enforcement authorities consult locally on their parking policies when they appraise them. They should seek the views of people and businesses with a range of different parking needs as well as taking into account the views of the police.
- 9.5 The non-statutory consultation will be carried out in accordance with the guidance produced by the Government's Cabinet Office Consultation Principles. These principles do not displace the general principles derived from case law as to how consultations should be conducted. These principles, are known as the "Gunning principles" and are as follows;
 - a) Consultation should occur when proposals are at a formative stage;
 - b) Consultations should give sufficient reasons for any proposal to permit intelligent consideration;
 - c) Consultations should allow adequate time for consideration and response;

d) Following the consultation coming to an end the Local Authority should conscientiously consider the consultation responses, or a summary of them, before determining what, if any, action to take.

9.6 The exercise of powers contained in the 1984 Act relating to parking is an executive function.

9.7 Consulting on a new parking strategy to facilitate the discharge of the Council's parking functions under the 1984 Act is a decision to be taken by the Mayor and Cabinet in accordance with the Council's parking policies (PEP 2015-20) and the Mayor's Scheme of delegation.

APPENDICES

None

EXEMPT

N/A

CONFIDENTIAL

N/A

BACKGROUND PAPERS

In accordance with The Local Authorities (Executive Arrangements) (Meetings and Access to Information) England Regulations 2012 publication of Background Papers used in the preparation of reports is required. Description of document (or none).

None

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**Comments for and on
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