

## Appendix 1a - Hackney Matters focus group

Motorcycle parking permits review notes

January 2021

Date: Wednesday 9 December 2020

Time: 15.30 - 17.00

Hosts: Sarah Slade - Project Management Apprentice  
Elliott Smith - Project Support Officer  
Amy Cambridge - Senior Consultation Officer

Participants: Seven in total (three car owners, two motorcyclists and two participants that do not own a vehicle). Also two respondents within the group were also business owners in Hackney.

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### Permits and initial discussion

- **Wrong approach** - Respondents felt that the Council's approach to reducing CO<sub>2</sub> emissions and pollution is too segmented. People do not identify (unless they are hardline) as one of a: car driver, motorcyclist, cyclist, pedestrian. It was suggested that the Council look into reducing CO<sub>2</sub> more holistically. For example, moving people from cars to motorcycles and motorcycles to bicycles.
  - Respondents felt that the Council is currently using a series of blunt instruments which are not effective in behaviour change
- **Motorcycles parked in inconvenient places** - Questions arose about how the Council is going to police the scheme and also that motorcycles would be parked in a series of inconvenient places rather than in bays like they are now to avoid the charge.
- **Policy affects the gig economy workers** - Problems arose around who the policy would affect - concern that it would be a tax on the gig economy workers.

### Security and theft

- Motorcycle thefts have decreased by 70% in the past few years, this is due to motorcycle thieves being pursued by police
- **Other security** - One of the motorcycle users has a tracker on their bike
- **Anti-theft ink** - Suggestion to have anti theft ink on bikes to track stolen vehicles
- **Lockable stands** - Very adamant from all the people on the panel, particularly those who have owned motorcycles that lockable stands are no help and not to waste our money on it.

- **Police campaigns** - Stated that the Council should support existing police campaigns
- **Youth engagement** - Youth and community engagement was suggested as a feasible way to improve motorcycle thefts in the area.

### **Motorcycle bays**

- **No benefit of motorcycle bays** - Respondents expressed that people will just park wherever is closest to their destination regardless of where the bays are.
- **Make motorcycle permits borough-wide** - Respondents felt that this would support people who work within the borough and use their motorcycle instead of their car - this is due to motorcycles being less polluting than cars and should encourage people to switch.
- **Blunt policy instruments**
- **Support businesses** - With certain bays that are exempt from parking charges as they contribute to the local economy.
- **Impact assessment** - Respondents suggested the Council provides an economic impact assessment of this proposal as believed that there has been little thought put into the impact assessment.

### **Air quality**

- **Delivery drivers** - Not possible to make all of the deliveries on an e-bike/ e-scooter as range is only about 40-45 miles. Infrastructure is well behind.
- **People buy motorcycles for enjoyment.**
- **Motorcycles pollute less than cars.**
- **Low Traffic Neighborhoods** - Air quality has been a lot worse since the introduction of the LTN. LTN's neglect for people who live in the high street or areas where cars are redirected. The LTN's are turning off the local people to the borough.
- **Question framing** - We should frame the air quality questions in terms of how we can work towards good air quality rather than if people care about air quality.

The end