

Title of Report	Introduction of parking charges for motorcycles		
Key Decision No	CHE S179		
For Consideration By	Cabinet		
Meeting Date	27 March 2023		
Cabinet Member	Cllr Mete Coban, Cabinet Member for Environment and Transport		
Classification	Open		
Ward(s) Affected	All wards		
Key Decision & Reason	<table border="1"> <tr> <td>Yes</td> <td>Affects communities living, working or visiting in an area comprising two or more wards.</td> </tr> </table>	Yes	Affects communities living, working or visiting in an area comprising two or more wards.
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Implementation Date if Not Called In	Autumn 2023		
Group Director	Rickardo Hyatt - Group Director, Climate, Homes and Economy		

1. Cabinet Member's introduction

- 1.1 In 2020, Hackney Council undertook a detailed consultation on proposals to introduce charging for motorbikes, scooters and other forms of powered two wheelers (PTWs), as part of a long standing commitment to ensuring that, across all forms of private transport, we have the right pricing incentives in place to encourage all motorists to choose active and sustainable travel over the use of private transport. Over 4,000 people responded to the consultation.
- 1.2 Cabinet subsequently approved proposals in February 2021, to require all forms of PTWs to hold a valid e-permit, e-voucher or paid for parking session to park in any permit holder bay, with pricing based on the same principles as other vehicle types.
- 1.3 Since the plans were agreed, campaigners have expressed their concerns at some of the proposals. This administration's desire to reduce CO₂ emissions, improve air quality, and encourage higher levels of walking, cycling and use of public transport remains undimmed. However, having listened to their views, the Mayor and I agreed to pause the implementation of the agreed plans in order to provide more time to explore the issues raised, and to see how the original proposals could be revised, to provide a fair and balanced set of proposals for managing the parking of PTWs in the years ahead.
- 1.4 The revised plans set out in this Cabinet report will still ensure that, as a borough, we are making it cheaper to travel by public transport than to travel by PTW for most journeys. But, by introducing a new hourly price and no maximum stay limits for motorcycle only bays, our new proposals will do so in a way that provides more flexibility for riders. Furthermore, charges for short stay parking in solo motorcycle bays will also now be phased in over three years, to provide time for riders to adapt to the changes we are making. In addition, electric PTWs will benefit from heavily discounted hourly parking charges, to incentivise the uptake of zero emissions transport over internal combustion engined PTWs.
- 1.5 Lockdown showed us that cleaner, more breathable air is possible if we can reduce the amount of private transport travelling on the public highway. This is important, as work undertaken by Imperial College London identified that in 2019 the equivalent of between 3,600 to 4,100 deaths (61,800 to 70,200 life years lost) were estimated to be attributable

in Greater London to human-made PM2.5 and NO2, considering that health effects exist even at very low levels.

- 1.6 Everyone in Hackney has the right to enjoy public spaces and access the benefits which derive from making these spaces cleaner and greener. Enabling people to travel sustainably and actively is key to achieving this, alongside fewer vehicles on our roads which are smaller, slower, and quieter. It is also important to support the local economy, therefore this will be taken into consideration when reviewing parking zones around town centres to ensure that there are enough places for motorcyclists to park.
- 1.7 Changes to motorcycle parking in Hackney are driven towards making public space more people-focused. This is supported by our decision to promote modes of travel such as walking, cycling and public transport over journeys made by private motorcycles and vehicles. It is right that people should benefit from improved health associated with exercise and active travel, while places should also benefit by becoming less polluted with exhaust fumes and noise, and safer because of less traffic and slower and smaller vehicles.
- 1.8 This administration recognises that while 84% of respondents expressed concern about local air quality in Hackney, the majority of responses to the consultation did not support the initial proposals, with owners of motorcycles in particular feeling that bikes have a lesser impact on the environment and congestion than cars, vans or lorries, and that needed to be acknowledged in the plans.
- 1.9 In response to the consultation feedback, and the priorities of the administration, we have taken onboard this feedback in the revised proposals set out in this report. We will be investing more in the borough's motorcycle infrastructure and in safety, including introducing solo motorcycle bays with secure parking. This will be implemented borough-wide (where feasible) upon request in local areas to help alleviate the possibility of motorcycle theft. In addition, residents and businesses will be able to purchase permits for both a motorcycle and vehicle, eliminating the need to choose. We have also mapped and worked with motorcycle-related businesses across the borough to ensure these changes have a minimal impact and support them to continue to successfully operate.

- 1.10 A review of existing solo motorcycle bays in the south of the borough will also, depending on usage, present an opportunity to reinvest and reclaim the kerbside space to open spaces and green initiatives. We recognise the economic contribution made by couriers and delivery drivers, and while we would ultimately want more of this industry to transition to more sustainable vehicles and modes, we will continue to ensure that we provide adequate provision for couriers and delivery riders. We will also ensure a pragmatic approach to enforcement when active loading and unloading.
- 1.11 Alongside this, the Parking Services is in the process of introducing a new 13 band emissions-based charging structure for permits, and emissions-based charging for visitor parking. These changes will incentivise sustainable choices and make pricing fairer for motorcyclists, so that they will only be charged according to their emissions.
- 1.12 Unlike other London boroughs who have introduced full motorcycle charges within a year, changes to motorcycle parking in Hackney, will, given the nature of this change and the current economic situation, be introduced gradually over a three year period taking place from autumn 2023. For resident and business permit holders, there will be no change in the first year, 50% of the full price in the second year and full price will be payable in the third year. This will be supported by an ongoing communications and engagement campaign to inform motorcyclists of the changes.

2. Group Director's introduction

- 2.1. Motorcycles, scooters and mopeds play an important role in the Hackney economy, but as a borough we also recognise that all forms of vehicles, including motorbikes, produce emissions, and that a significant number of people commute into work in Hackney by motorbike each day.
- 2.2. Historically, the way Hackney has managed motorcycle parking has not been in line with our goal of making our streets more liveable for all residents, businesses and visitors. This was primarily as a result of practical challenges; there was no way for motorcyclists to securely display a physical permit, voucher or parking session to a motorcycle or scooter. As a result, motorcyclists were not required to pay to park in most of the borough. This left the south of the borough open to commuters who had no incentive to consider the impact their journey was making on the environment.
- 2.3. Over recent years, Hackney Council has rolled out e-permits, e-vouchers and pay by mobile, meaning that there are now practical solutions to display and secure vouchers and permits to a motorcycle.
- 2.4. The decision to implement motorcycle charging was originally approved by Cabinet in February 2021, but was referred back to Cabinet by full Council in November 2022. Since then, the Council has continued to listen and take on board feedback from campaigners, which have led to a number of changes to the recommendations, most notably around short stay parking in solo motorcycle bays. Where changes have been made, these have been highlighted in the report.
- 2.5. The implementation of charges for motorcycle parking will support a number of the Council's strategic objectives, including the Mayoral Manifesto commitment to reduce the total number of miles driven on Hackney's roads by 15%, the Sustainable Transport Plan, and the Parking and Enforcement Plan and Air Quality Action Plan.

3. Recommendations

It is recommended that Cabinet approves the following:

- 3.1. That motorcycles and other Powered Two Wheelers will be required to hold a valid permit to park in any permit holder bays, and will be governed by the same rules and pricing structure as other vehicle types (such as cars and vans), with the following exceptions:**

- 3.1.1. On-street residents - will be able to apply for one resident motorcycle permit per person, irrespective of whether or not they already hold a resident parking permit for another vehicle.**
- 3.1.2. Estate residents - will be able to apply for one estate resident motorcycle permit per household, irrespective of whether or not they already hold an estate resident parking permit for another vehicle, subject to there being sufficient parking capacity on the estate. Estate residents will also have the option to apply for on-street resident permits.**
- 3.1.3. Businesses - will be able to apply for up to five business motorcycle permits per business premise, irrespective of whether or not they already hold business parking permits for other vehicles.**
- 3.2. That visiting motorcycles will be required to obtain an e-voucher to park in any permit holder bay at current visitor parking permit prices.**
- 3.3. That existing solo motorcycle bays will be converted into permit bays, shared use, or pay and display bays for short stay parking, with fees based on the same charging structure as pay and display prices for other vehicles, as set out in section 4.3.50 to 4.3.68.**
- 3.4. That, on request from residents and businesses, permits, shared use or pay and display lockable solo motorcycle bays will be installed (where feasible) on a case by case basis.**

4. Reasons for decision

4.1. Rationale for the proposed changes

- 4.1.1. In February 2019, Hackney Council declared a climate emergency. The borough is committed to doing everything it can to limit further global warming to less than 1.5 degrees Celsius, as set out in the UN IPCC report of October 2018. By 2030, the commitment is to reduce emissions by 45% against 2010 levels, and by 2040, the Council aims to achieve net-zero emissions.**

- 4.1.2. Since 2016, transport has been the largest emitting sector in the UK¹, and in 2020 was responsible for 24% of all UK greenhouse gas emissions. While significant progress has been made nationally in decarbonising some sectors, such as energy in recent decades, greenhouse gas emissions from transport have remained relatively static².
- 4.1.3. Hackney Council is committed to demonstrating that a rapid transition to a low-carbon economy is possible at a local level. Parking Services, through its Parking and Enforcement Plan 2022-27, supports the delivery of these commitments by introducing policies that encourage more sustainable transport choices by residents and to support the Council's wider initiatives to achieve its net-zero emission goal. This includes the introduction of policies that encourage alternative modes of transport such as walking, cycling, and public transport over the use of private PTWs and vehicles. Furthermore, through emissions based charging, Parking Services are facilitating a reduction of vehicle emissions which all forms of road transport, including motorcycles, contribute to.
- 4.1.4. In addition to contributing to climate change, private transport powered by internal combustion engines produce oxides of nitrogen (NOx), and particulate matter (PM). These emissions have impacts on local air quality, as NOx readily converts into nitrogen dioxide (NO₂) in the atmosphere, which is known to have detrimental health effects. Particulate matter (PM) are small airborne particles that can enter deep into the body's airways and are linked with a range of health issues including certain cancers. The amount of emissions will vary depending on the Euro standard of the vehicle but, in general, older and diesel vehicles are bigger polluters.
- 4.1.5. The updated Air Quality Action Plan (AQAP) sets out the Council's ten key priorities to tackle air pollution across the borough through local drivers within our control; the objectives set out in the PEP 2022-27 support the delivery of these priorities.
- 4.1.6. While the evidence makes clear that private transport contributes to climate change and poor air quality, motorcycles, scooters and other

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<https://www.gov.uk/government/statistics/transport-and-environment-statistics-2022/transport-and-environment-statistics-2022>

2

<https://www.gov.uk/government/statistics/transport-and-environment-statistics-2022/transport-and-environment-statistics-2022>

forms of PTWs have historically been able to park for free across the borough, with the exception of pay and display bays in parking zone B. This meant that as a borough, Hackney has not been able to incentivise riders to opt for the greenest possible form of transportation.

- 4.1.7. In order to address this, permission to consult on a PEP recommendation to introduce motorcycle parking permits was granted by Cabinet in December 2019. In Spring 2020 the Council consulted on changes to motorcycle parking in Hackney. The consultation initially ran for 12 weeks from 24 February to 18 May and was extended by 12 more weeks to 10 August 2020. The Cabinet report was subsequently approved in February 2021.
- 4.1.8. Since February 2021, the Council has continued to listen to feedback, particularly from motorcycling campaign groups, and as a result of ongoing discussions changes have been proposed to how we manage visitor parking.
- 4.1.9. It is important to highlight that the motorcycle consultation was not a referendum, but an important tool in understanding how the proposals would impact motorcyclists, residents, businesses and visitors to the borough, and how best to mitigate them. Subject to approval of the recommendations set out within this report, a statutory 21 day consultation will be conducted following the advertisement of the Traffic Management Order, which will provide a further opportunity for input from stakeholders.

4.2. Consultation approach

- 4.2.1. The public consultation on changes to motorcycle parking in Hackney ran from 24 February to 18 May 2020 and was extended by 12 more weeks to 10 August 2020 due to the coronavirus pandemic. All permit holders were sent an email invitation to participate in the consultation online, and postal applicants were sent a consultation pack in the post.
- 4.2.2. In order to engage with the public in a substantive and meaningful way, a mixture of internal and external drop-in sessions were held in public spaces and via online platforms. Social media campaigns were executed, advertisements were placed in local newspapers, printed and put up around council buildings. Posters were also attached to lamp posts next

to motorcycle bays and around town centres. A total of 4,333 responses were received. Please refer to appendix 1 for the communications and engagement results report and appendix 1a for the addendum report.

- 4.2.3. Following the consultation and approval of plans to introduce motorcycle parking in Hackney, the Council has continued to listen to feedback and made some amendments. For full details of the information received please refer to Appendix 1 for the Communications and Engagement Results Report and Appendix 1a for the Addendum Report.
- 4.2.4. Based on 6,317 multiple choice responses, the main groups of people who responded to the consultation were residents who live in on-street properties (40%), commuters (16%) and visitors to the borough (15%). The service monitoring question was included, as it was important that we reached and understood the impact of the proposals on motorcyclists that live, work, commute and visit the borough - see table 1, service monitoring breakdown.

Table 1 - Service monitoring breakdown

Options	%
Hackney resident	40.44
Commuter	16.48
Visitor	15.39
Worker in the borough	13.23
I live on a Hackney Council estate	4.70
Hackney business owner	2.98
Other*	2.78
I am a member of a group or organisation*	2.00
Blue badge holder	1.45
Student in the borough	0.55

*A comments box was provided.

4.3. Consultation summary recommendations

- 4.3.1. The following sections outline the feedback received through the consultation, and the Council's response.

4.3.2. Motorcycle parking permits

4.3.3. The Council has a broad range of permit products and services which cater for residents (including those living on estates), businesses, doctors, health and social care providers (which will change to the community support permit), and all-zone parking permits and vouchers. The motorcycle permit proposals included the requirement to hold a permit, voucher or paid-for parking session to park in a solo motorcycle or parking bay.

4.3.4. In summary, out of 4,235 respondents who answered this poll question, 79.9% were not in favour of proposals to introduce motorcycle parking permits. 18.2% supported the plans and 1.87% neither agreed nor disagreed with the proposals - see table 2, proposals to introduce motorcycle parking permits.

Table 2 - Proposals to introduce motorcycle parking permits

Options	Total	%
Agree	788	18.2
Neither agree or disagree	81	1.87
Disagree	3,456	79.9
Total	4,325	100*

*Rounded up.

4.3.5. Discrepancies were found in 534 responses, where only three consistent fields were completed in the online survey - the postcode, type of respondent and whether they agreed or disagreed with proposals. Analysis of the data found that all 534 responses were from the same IP address, date and time stamped consecutively at a rate of one response, on average every 35 seconds over the course of five days.

4.3.6. With the 534 invalid responses omitted from the results, the overall feedback to the poll question did not change significantly; 3,791 genuine responses were received, and of these responses 77.3% (2922) disagreed with proposals, 20.6% (788) agreed and 2.1% (81) neither agreed nor disagreed - see table 3.

Table 3 - Proposals to introduce motorcycle parking permits

Options	Total	%	% +/-
Agree	788	20.6	+ 2.4
Neither agree or disagree	81	2.1	+ 0.25
Disagree	2922	77.3	- 2.6
Total	3791	100	

4.3.7. It is of note that while the proposals to introduce motorcycle parking permits were not supported, nearly 50% of respondents' were very concerned and a further third (34%) were a little concerned about Hackney's air quality, which was also echoed in the comments. In contrast, only 12.5% stated that they were not at all concerned - see table 4, air quality.

Table 4 - Air quality

Options	Total	%
A lot concerned	1881	49.6
A little concerned	1301	34.4
Not at all	473	12.5
Don't know	138	3.5
Total	3793	100

4.3.8. Hackney residents owning a car and / or van had a different view to Hackney motorcyclists; the majority of resident motorists (61%) who owned a vehicle only were in support of proposals to introduce motorcycle parking permits - see appendix 2, for the full motorcycles consultation summary report.

4.3.9. Respondents told us that there was a lack of evidence supporting the amount of harmful pollutants motorcycles emit and that the air quality viewpoint was not enough grounds to implement a change.

4.3.10. Weighing up the comments received on proposals to introduce motorcycle parking permits, the main feedback was that respondents felt motorcycles were better for the environment compared to cars, vans and lorries. Others agreed that introducing motorcycle parking permits would support the Council's efforts in reducing pollution, thus improving air quality.

4.3.11. Respondents also agreed that motorcycles eased congestion, as it is quicker to get around and they take up less space on the road when parked. In addition, respondents thought that motorcycles were part of the solution and not the problem, as motorcycles help to move traffic faster and therefore creates less idling pollution.

4.3.12. Officers recognise that PTWs generally emit much lower CO2 per km than other vehicles and will consequently benefit from lower permit prices, which will be in the region of 7 to 10 times less than the most polluting vehicles. However, when looking at individual forms of PTW, it becomes apparent that some mid-sized bikes produce more CO2 per km than small cars, and as such it is entirely proportionate to integrate PTWs into the same charging structure as other types of vehicles.

Vehicle brand	Vehicle type	CO2 emissions
Peugeot Kisbee	Scooter	41g/km
Yamaha MT-03	Motorbike	89g/km
Ford Fiesta	Petrol car	92g/km
Suzuki KATANA	Motorbike	108g/km
BMW R1250	Motorbike	110g/km
Nissan Qashqai	Hybrid petrol	144g/km
Land Rover Freelander	Petrol car	265g/km

4.3.13. In respect of other factors that were raised by respondents who felt they should be taken into consideration, such as the amount of space they took up, the number of passengers they could carry, or whether or not a vehicle contributes to congestion, officers recognise that there are many factors, including the length, height, width, or weight of a vehicle, how often it is driven, how far it travels each year, that could theoretically be taken into account when calculating charges.

4.3.14. However Hackney Council has a long-standing approach of charging all forms of private transport based solely on the vehicle's CO2 emissions, with a surcharge for diesel vehicles, which ensures that the right incentives are in place to incentivise motorists to move to the greenest vehicle they can. This model, which is in common with many other boroughs and is long established, was updated through the PEP 2022-27 in October 2022 to expand the range of bands from 5 to 13.

4.3.15. While officers recognise that motorcycles do cause less congestion than other types of vehicles, there is no basis to support the argument that

motorcycles can help reduce emissions. Hackney Council already prevents commuting by cars through 4 hour maximum stay restrictions, and it is very doubtful that the introduction of proportionate charges for motorcycle parking would lead to riders who formerly commuted on PTWs moving to commuting by cars or van, due to much longer travel times and the lack of all-day parking. As such, charging will help to create the right pricing incentives to ensure that PTWs, as well as cars, are used only when necessary, and that other, more sustainable forms of transportation, are prioritised more in future. These changes will therefore help reduce vehicle movements on Hackney’s roads.

- 4.3.16. Following due consideration of the views expressed in the consultation, and the Council’s commitments to reduce CO2 emissions and improve air quality, it is recommended that motorcycles be charged to park in any permit bay - see table 5, recommended motorcycles parking permissions.

Table 5: Recommended motorcycle parking permissions

Bay type	Can motorcycles park?
Permit holder only bays	Yes, if you have a valid e-permit
Resident permit holder only bays	Yes, if you have a valid e-permit
Shared use bays (combined pay and display and permit holder bays)	Yes, if you have a valid e-permit or paid for parking session
Permit, pay and display or shared use solo motorcycle bays	Yes, if you have a valid e-permit or paid for parking session
General use disabled bays	Yes, if you have and display a blue badge and time clock (if required)
Personalised permit bays (allocated to a single disabled driver that has passed a set criteria)	Yes, only if it is allocated to you
On-street pay and display bays	Yes, if you have a valid paid for parking session
Business bays	Yes, if you have a valid business e-permit
Doctors bays	Yes, if you have a valid doctors e-permit
Car club bays, suspended bays, red routes	No

Single and double yellow lines (where no further restrictions apply)	For up to three hours displaying va blue badge and time clock
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4.3.17. Car free developments

4.3.18. Residents living in car-free developments are not permitted to purchase parking permits for any motorised vehicle, which includes motorcycle, cars and vans, as this goes against the car free covenant that was agreed at the time the building obtained planning permission. Only blue badge holders are exempt from this rule.

4.3.19. Although residents living in car free developments should already be aware of this, Hackney Council will reinforce this message in the motorcycles communications campaign to ensure that customers have enough notice and time to prepare for the changes. Residents living in car-free developments are still entitled to purchase visitor vouchers.

4.3.20. Permit limits

4.3.21. Space on Hackney's streets is limited. In order to manage the available space equitably, on-street residents are entitled to one on-street parking permit per person. The initial proposals put forward for consultation supported this policy, and would have necessitated residents to choose to purchase a resident permit for either a motorcycle, or a vehicle, if those plans were approved.

4.3.22. Over a third of respondents owned both a motorcycle and vehicle with 37.7% declaring one of each - see table 6, transport use.

Table 6 - Transport use

Options	Total	%
Motorcycle and vehicle	1608	37.7
Vehicle only	955	22.0
Motorcycle only	885	20.4
I don't own a vehicle or a motorcycle	885	20.4
Total	1770	100

*Rounded up.

- 4.3.23. After reviewing the feedback and concerns from residents, there was a clear sense that respondents felt that the proposals would require them to have to choose between owning a motorcycle or a vehicle, which they felt was unfair.
- 4.3.24. In recognition of this, it is recommended that the allowances for each permit type be duplicated for motorcycles, so that residents and businesses are not required to have to make a choice between keeping their car or motorcycle. This will mean that on-street residents will be able to purchase one resident permit for a motorcycle, and one for a car, per person. Businesses will be able to apply for up to five business permits per premise for powered two wheelers, as well as the existing five business permits for vehicles.
- 4.3.25. The policy on estates differs 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. It is recommended that estate residents purchase one permit per household for a vehicle and/or one permit per household for a motorcycle which is dependent on availability.
- 4.3.26. For some estates there is a waiting list to purchase a parking permit. For these estates, motorcyclists can place themselves on a waiting list until a space becomes available. Estate residents who own both a vehicle and a motorcycle will also have the option to apply for an on-street resident permit to park their motorcycle on the street.
- 4.3.27. The current rules on doctors, health and social care (which will change to the community support permit) and all-zone parking permits limits will remain the same at one permit per person. This means that will need to choose to buy a parking permit for either a vehicle or a motorcycle as only one can be used to travel into the borough at any given time.
- 4.3.28. Blue badge holder motorcyclists are entitled to a free companion e-badge to park in their home parking zone for up to three years or the expiry date of the badge. Companion e-badges are attached to the blue badge holder's motorcycle, car or van, freeing up the blue badge to follow the person throughout the day. The rules on companion e-badge limits will not change from one per person, as it does not impact the holders' ability to travel freely and park using their blue badge.

4.3.29. Blue badge holders on estates are also entitled to one free estate permit per person. This permit does not count towards the household limit. Every effort will be made to provide parking spaces for residents with disabilities.

4.3.30. The Council also provides personalised permit bays for residents with disabilities and high mobility needs. If a blue badge motorcycle resident meets the mobility criteria for a disabled parking bay, they may be awarded one.

4.3.31. Motorcycle permit fees and charges

4.3.32. The proposed cost of a motorcycle permit was a point of contention, and it was suggested that the introduction of motorcycle parking permits was an attempt to increase revenue.

4.3.33. Hackney Council cannot use parking as a revenue-generating tool. Statutory guidance states that councils should not set targets based on revenue; this includes the number of Penalty Charge Notices issued or the number of vehicles removed. This means that any surplus that results from parking can only be used for activities specified in Section 55 of the Road Traffic Regulation Act 1984 (as amended). This includes; public realm improvements, road safety initiatives and freedom passes for disabled people and people over 60.

4.3.34. Some participants suggested that motorcycles were used by people that were less well off as a preferred mode of transport, as they are cheaper to run. However, participants felt that the proposed fees and charges (at that time) of £62 for a 12 month on-street residents permit and £39.25 for an estates resident permit were far too high - see tables 7 and 8 for the recommended resident and estate permit prices. Others supported the proposals as residents in the borough must pay to park their vehicles - please see appendix 3a, the consulted parking permit price list 2020-21 and appendix 3b, for the current parking permit price list 2002-23.

4.3.35. While it is not recommended to introduce a price for motorcycles that breaks the link between a vehicle's emissions and its price, irrespective of the type of vehicle, the feedback did highlight that increasing the numbers of bands would allow for lower emitting PTWs to be charged a fairer price. In response to this, the recently reviewed Parking and Enforcement

Plan 2022-27 increased the current number of bands within the CO₂ emissions based charging structure across all permit types from 5 to 13.

- 4.3.36. This change will continue to incentivise motorists to travel sustainably and aim to reflect positive changes in CO₂ emissions to allow for smaller and cleaner vehicles and motorcycles to pay in proportion to the emissions they emit.
- 4.3.37. The proposed implementation of motorcycle parking charging will take place over three years for Hackney residents including estate and business owners. In the first year there will be no charge, however, motorcyclists will be required to register for a free e-permit. In the second year motorcyclists will pay 50% of the permit price and in the third year they will be required to pay the full price.
- 4.3.38. Parking permits will be required from the first year, for all-zone, doctors, health and social care permit (which will change to the community support permit). Blue badge holders can apply for a free companion e-badge. Visitors to the borough will also be required to purchase a paid for parking session or use a visitor e-voucher.

4.3.39. Electric motorcycles

- 4.3.40. Manufacturers are rapidly developing electric motorcycles that are highly competitive in price and are also addressing issues with battery life expectancy for long haul journeys, therefore making it accessible and easier to switch in the future.
- 4.3.41. Hackney Council is committed to reducing transport emissions, tackling the climate crisis and supporting more people to walk, cycle and take public transport locally. Within this framework, it is recommended that treating all vehicles and PTWs in a consistent and fair way will - over time - lead to a growth in cycling, including the use of e-cycles, as drivers and riders alike make the switch to e-bikes, as well as cycling, and using public transport.
- 4.3.42. Motorcyclists that choose an electric motorcycle will be charged the lowest rate of £50 for a 12 month resident parking permit, business permit, or health and social care (which will change to the community support permit). This charge is both fair and proportionate and - at £1.50 more than the price of secure cycle parking storage (£48.50), will ensure

that our price points for services align with our wider sustainable transport objectives.

4.3.43. Motorcycle visitor parking

4.3.44. Plans include the requirement for visiting motorcyclists to obtain an e-voucher to park in any permit holder bays at current visitor parking permit prices. The sale of resident visitor vouchers considerably outweighs all other types of voucher sales.

4.3.45. Overall, 46% of residents that responded to the consultation do not have family, friends or workers that travel to their home by motorcycle - see table 9, visiting resident motorcycles. Only 14% responded that they were visited by riders on powered two wheelers frequently, or very frequently.

Table 9 - Visiting resident motorcyclists

Options	Total	%
Never	1258	46.34
Rarely	542	19.96
Occasionally	540	19.89
Frequently	206	7.59
Very frequently	169	6.22
Total	2715	100

4.3.46. Parking Services recommends that motorcyclists be required to display a valid e-voucher to park in any permit bay when visiting, which will be charged at the same rate as all other vehicles. This is necessary as e-vouchers are sold in books, and therefore there can be no link between the emissions of a vehicle or PTW and how much is charged.

4.3.47. From 2023, visitor e-voucher prices will be set at a level that will incentivise residents receiving regular visits by friends and family using cars or motorcycles, to encourage their visitors to more carefully consider more sustainable forms of transport when visiting.

4.3.48. This will support one of the main objectives of the Parking and Enforcement Plan 2022-27, which is to reduce the use of visitor vouchers by 15% by 2027. This is part of the Council's mission to improve air quality and reduce CO₂ emissions in Hackney. See table 10 and 11, for the recommended on-street residents and estate resident e-voucher

prices. Please see appendix 3b, for the full and current parking permit price list 2022-23.

Table 10 - Recommended on-street residents visitor voucher prices

On-street resident	Price per book
One day visitor vouchers	
Discounted rate for blue badge holders and people over 60 (first 24 books per year)	£10.50
Standard rate (one day, five cards in a book)	£21.00
Two hour visitor vouchers	
Discounted rate for blue badge holders and people 60 and over (first 24 books per year)	£12.00
Standard rate (two hours, 20 cards in a book)	£24.00

Table 11 - Estate residents visitor voucher prices

Estate resident	Price per book
One day visitor vouchers	
Discounted rate for people 60 and over (one day, ten cards in a book)	£2.00
Standard rate – including blue badge holders (one day, ten cards in a book)	£4.00

4.3.49. Currently all residents who are blue badge holders and/or aged 60 and over may purchase up to 24 visitor voucher books a year with a 50% discount; this will not change.

4.3.50. Short stay parking

4.3.51. At present, riders in Hackney are required to pay the same price as other motorists to park in short stay parking bays across Hackney. In addition, there are approximately 50 single or larger solo motorcycle bays, the majority of which are in southern Hackney near to the city, which are primarily used by commuters. These bays are presently free for riders to park in.

4.3.52. There has been a rapid shift towards paying for short stay parking by mobile, as opposed to using a pay and display machine, over the last decade, with over 98% of parking sessions now being paid for this way, due primarily to the ease with which sessions can be bought. As a result, short stay parking bays that are pay-by-mobile only are becoming increasingly common in London, and provide a very straightforward way for charges to be levied on motorbikes, scooters, and other forms of powered two wheelers (PTWs).

- 4.3.53. Hackney Council's hierarchy of parking needs³ sets out how the Council prioritises its kerbspace. Within it, it makes clear that the Council does not support the use of its kerbspace for commuting, and actively works to incentivise motorists to travel to work in Hackney via more sustainable means. Drivers are already subject to four hour maximum stays in the vast majority of short stay bays in Hackney, to minimise commuting wherever possible.
- 4.3.54. The consultation conducted in 2020 contained proposals to align the Council's approach to visitor parking in solo motorcycle bays with those already in place for other vehicles, through the introduction of four hour maximum stay bays in solo motorcycle bays, and for charges to be set at the same level as those paid by all other drivers. This was aimed at significantly reducing commuting.
- 4.3.55. Workers who commute into or around Hackney, including council staff, were invited to give feedback on proposals to introduce a requirement for riders of PTWs to need to display a valid pay by mobile parking session to park in solo motorcycle, shared use, and pay and display bays.
- 4.3.56. Analysis of the consultation feedback showed that 80% of motorcyclists used their bikes daily or a few times a week for commuting to work and carrying out leisure activities. Only 10% of respondents used their motorcycle for business purposes.
- 4.3.57. There was significant opposition from workers in the borough that either commuted to Hackney or commuted, parked and worked in a neighbouring borough to the proposals.
- 4.3.58. Some respondents stated that using a motorcycle was the only viable mode of moving around, as public transport was not an option. In addition, they stated that the expansion of the Ultra Low Emission Zone (ULEZ) to the North Circular (A406) and South Circular road (A205) boundaries, meant that harmful motorcycles would gradually be replaced as riders opted for ULEZ-compliant PTWs.
- 4.3.59. However, Euro 4 emission standards only applied to motorbikes from 2016 and mopeds from 2017; with Euro 5 standards applying to all sales

³ Parking and Enforcement Plan 2022-27, page 30 - hackney.gov.uk/pep

of two and three wheeled vehicles from 2020.⁴ While ULEZ may deter the most polluting motorcycles from making unnecessary journeys, it doesn't provide a broader framework for incentivising all motorcyclists to opt for walking, cycling or use of public transport wherever possible. The Council's recommended policies treat all motorcyclists in the same way, which supports the broader aims of the London-wide changes to the ULEZ scheme, which is aimed at discouraging polluting vehicles.

- 4.3.60. It is recommended by Parking Services to charge visitors, commuters and workers in the borough who park in solo motorcycles, shared use and short stay parking bays. Recommendations are designed to encourage motorcyclists to choose to use other forms of sustainable transport in, around and through Hackney, as well as providing a fair service for those that may need to ride.
- 4.3.61. Parking Services recognise that a balance needs to be struck between the Council's desire to reduce CO₂ emissions from road transport, improve local air quality, and incentivise the use of walking, cycling and public transport, with a mechanism that supports these aims in a way that enables riders to make the right choice for them, based on their own personal circumstances.
- 4.3.62. In a revision to the initially proposed plans, it is now proposed that a lower charge be introduced in solo motorcycle bays, that will incentivise riders to park in solo motorcycle bays over other bay types. These charges are based on the same charging structure as the emission-based charging that is being introduced for all short stay parking across Hackney in 2023/24. The hourly charge for short stay parking in solo motorcycle bays is set out in table 12 below. These charges will be phased in over three years, with initial charges set at 1/3rd of the price set out below in year 1, 2/3rds in year 2, and the prices set out below in year 3.
- 4.3.63. Within the charging structure, zero emissions PTWs will benefit from a larger discount than other PTWs, in recognition of the lower level of emissions they produce.

⁴ Transportpolicy.net - www.transportpolicy.net/standard/eu-motorcycles-emissions

Table 12 - Solo motorcycle bays - hourly charge

Solo motorcycle bays - hourly charge	Zero emissions PTW	Petrol PTWs registered from 2005	Diesel PTWs registered from 2015	All other PTWs, and payments at pay and display machines
High demand	£0.40	£1.00	£1.20	£1.40
Medium demand	£0.30	£0.80	£1.00	£1.20
Low demand	£0.23	£0.66	£0.86	£1.06
Around Homerton University Hospital	£0.17	£0.44	£0.64	£0.84

4.3.64. The estimated monthly cost of short stay parking in these bays, based upon an eight hour stay, 20 days a month, is set out in table 13 below.

Table 13 - Solo motorcycle bays - monthly cost

Solo motorcycle bays - est'd monthly cost (8hrs a day, 20 days a month)	Zero emission PTW	Petrol PTWs registered from 2005	Diesel PTWs registered from 2015	All other PTWs, and payments at pay and display machines
High demand	£64	£160	£192	£224
Medium demand	£48	£128	£160	£192
Low demand	£37	£106	£138	£170
Around Homerton University Hospital	£27	£70	£102	£134

4.3.65. The level of charges proposed are designed to ensure that for most riders who commute each day, it is cheaper to travel by public transportation than to travel by PTW. Comparative prices for monthly travel cards are set out below.

- Monthly Bus and Tram Pass: £89.50
- Monthly Travel Card
- Zones 1 and 2: £156.30
- Zones 1-3: £184

4.3.66. These estimated prices will be much higher for people travelling from the outside of London.

4.3.67. As one of the biggest employers in the borough, council staff must also pay to park or use alternative methods of transport. In addition, council staff are not allowed to purchase a business or all-zone parking permit for commuting purposes. The full terms and conditions are outlined in the Council's internal staff parking policy.

4.3.68. Currently to park in pay and display bays in parking zones A and B, motorcyclists are required to pay the standard rate for pay and display bays. It is proposed that this approach be extended to all parking zones. This will mean that - outside of solo motorcycle bays - commuter motorcyclists will be subject to the same restrictions on parking duration as other drivers, where bays are governed by maximum stay restrictions.

4.3.69. Courier and delivery riders

4.3.70. With the rise of food delivery services in recent years, there was general concern among respondents for the self-employed and low income delivery riders, who use their motorcycles for work. Only 3.11% of respondents used their motorcycle for couriership or delivery purposes, but it was important for us to understand the impact of the proposals to pay to park may have on motorcyclists.

4.3.71. Courier and delivery motorcyclists often need to set down to deliver or collect items within a small window of opportunity. The majority of time is spent waiting for jobs to come in and for food to be prepared. Parking Services has already added a 20 minute exemption around Dalston and will continue to evaluate solo motorcycle pay and display bays in areas around town centres. This will be done as part of parking zone reviews to ensure that they are providing adequate provision for motorcyclists, including couriers and delivery riders. Red routes are controlled by Transport for London⁵ and short stay loading bays are already supported by them.

4.3.72. There will be remote locations where installing a solo motorcycle bay will not be possible and it is in those locations that shared use, pay and display bays will need to be utilised. Short stay parking bays do not have

⁵ Transport for London, loading for the public - <https://tfl.gov.uk/modes/driving/red-routes/rules-of-red-routes/loading-for-the-public>

minimum stays, so courier and delivery riders can also park for much shorter durations and extend the session if needed using pay by mobile.

4.3.73. When delivery drivers drop off near residential and Hackney-managed estates, motorcyclists can park closer to their intended drop off point, therefore transactions are usually quicker and require minimal waiting time. In addition, loading/unloading is a statutory exemption in a number of parking spaces (where loading or waiting is not prohibited), this allows for loading/unloading including deliveries to take place. If the Civil Enforcement Officer (also known as parking attendant) observes loading/unloading taking place a Penalty Charge Notice may not be issued.

4.3.74. Above all, it is important to note that the Council encourages the use of sustainable transportation above the use of motorised vehicles, a move that is also supported by some of the biggest delivery companies⁶ who also encourage and reward the use of bicycles for deliveries.

4.3.75. It is also important to educate riders on where to park, load, unload and stay safe. This will be included in the motorcycle communications campaign.

4.3.76. Businesses

4.3.77. There are also a number of motorcycle shops in Hackney with solo motorcycle bays nearby. These bays are mainly used by commuters, visitors, and for the storage of motorcycles used to carry out compulsory basic training (CBT) and to accompany test rides.

4.3.78. Motorcycle business owners were asked if they agreed with proposals to introduce business parking permits and the requirement for their customers to pay for short stay parking. Presently, businesses may purchase up to five parking permits per premise. Each permit may have up to three vehicles on it, but can only be used by one vehicle at a time. Parking Services will review the allocation of motorcycle parking permits for businesses that provide compulsory basic training (CBT) during the lifetime of the Parking and Enforcement Plan.

⁶ Deliveroo bicycle boost - <https://riders.deliveroo.co.uk/en/bicycle-boosts> and Domino's electric bikes - <https://electrek.co/2019/08/13/dominos-pizza-delivery-e-bike-electric-bicycle-rad-power>

- 4.3.79. Listening to the consultation feedback on permit limits, plans to consider keeping the eligibility the same, which would mean business motorcycles and vehicles may apply for up to five business permits per premises, have not been taken forward. Therefore, businesses can buy five permits for motorcycles and five for other vehicles.
- 4.3.80. Targeted focus groups were held with motorcycle business owners to specifically hear their views on the proposals. The general feedback was that they did not support charging businesses for parking permits. More support was garnered for a scheme where motorcyclists would benefit from free parking in solo motorcycle bays, whereas residents had an opposite view and suggested that businesses pay for their permits only.
- 4.3.81. Most businesses (55%) that answered this question used between 1-5 motorcycles for their business. During the day 60% of business owners did not park their motorcycles on the public highway during the day.
- 4.3.82. Having given due consideration to the relevant factors, Parking Services recommends that businesses are required to hold a valid parking permit or pay for a parking session in short stay or solo motorcycle bays. Charges for business permits will be aligned with the charging bands recently agreed under the Parking and Enforcement Plan 2022-27, with fees phased in over 3 years. In year 1, businesses will be required to apply for a permit, for which there will be no charge. In year 2, there will be a 50% discount applied, with full charges levied from year 3 onwards. This phased implementation will give businesses affected by these plans time to adapt. The installation of lockable solo motorcycle parking bays (where feasible) will be taken forward on a case by case basis, so that businesses and their visitors can park their motorcycles safely and securely close to the business premises.

4.3.83. Lockable solo motorcycle bays

- 4.3.84. Many motorcyclists choose to park in locations adjacent to lamp posts, or other secure street furniture for safety and security reasons. In recognition of safety concerns from riders, Hackney Council proposed to introduce shared use solo motorcycle parking bays with locking points, which would allow both PTW permit holders and visitors to park with confidence.

- 4.3.85. Just over 41% of respondents felt that their motorcycle was unsafe when parked on the road, and 28.5% said that they had been the victim of motorcycle theft in the last five years. While concerns around safety were significant, a number of motorcyclists indicated that lockable solo motorcycle bays were not an effective deterrent against theft or an effective use of public funds.
- 4.3.86. Therefore, plans to introduce lockable solo motorcycle bays have been amended. Following the implementation of the changes laid out in this report, the utilisation of existing solo motorcycle bays will be assessed.
- 4.3.87. Bays where there is continuing demand for them, will be converted into lockable bays on request from multiple residents and businesses. These bays will be either permit, pay and display or shared use and will require a valid permit or short stay pay and display session to park in.
- 4.3.88. Additional solo motorcycle bays will be installed when multiple residents and businesses within a catchment area request for a new solo motorcycle bay outside their home or premises. These bays will be installed with locking points.
- 4.3.89. Motorcycles will be secured to the floor through a metal hoop cemented into the pavement. This allows flexibility for road maintenance, suspensions or closures without the need to remove and reinstall the hoop at a cost to the Council. It is also safer as it does not cause an obstruction to other vehicles on the carriageway.
- 4.3.90. 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.
- 4.3.91. It is also recommended that the Council works in partnership with the police on the best way of keeping motorcycles secure and communicate this with motorcycle owners.
- 4.3.92. It is also important to note that Parking Services will adopt the process already in place for vehicles to video record, uncover and check a vehicle registration mark of covered motorcycles. This may be challenging as some motorcycle covers are designed to be locked in place.

4.4. Communications

- 4.4.1. A communication campaign will be developed to inform residents, businesses, council staff and visitors to the borough of the pending changes. This campaign will also include messages aimed at helping motorcyclists keep their bikes safe.

4.5. Financial implications

4.5.1. E-permits system costs

- 4.5.2. For motorcycle owners to purchase parking permits across all types, the existing parking permits systems will need to be updated. This development is estimated to take three weeks to deliver with a cost of £25,000.

4.5.3. Cashless parking costs

- 4.5.4. Presently motorcycles are charged across the borough for using both pay and display along with shared use parking bays at standard rates, this will not change with recommendations. As part of these revised proposals solo motorcycle bays prices will be discounted.

- 4.5.5. Pay and display tickets cannot be affixed to motorcycles without the potential risk of theft and loss. If motorcyclists choose to pay and display a ticket they run the risk of receiving a parking fine. Motorcyclists are expected to pay by a mobile device or over the phone. As a result, pay and display machines will not need to be updated.

- 4.5.6. Motorcyclists are recommended to pay the normal short stay parking fees and charges rate in pay and display bays, with discounted rates if they park in solo motorcycle bays. There will be an additional set-up cost to add the discount to the standard prices. However, there will be no further costs to purchase motorcycle pay by mobile sessions or to check the vehicle type with the DVLA, as the Council already uses this service with our pay by mobile supplier (RingGo). Existing normal customer rates will apply for accessing the RingGo service.

4.5.7. E-vouchers costs

4.5.8. There is no additional expense to set up visitor e-vouchers as this is ready to use.

4.5.9. Installation of secure parking hoops expenditure

4.5.10. The indicative cost of installing one lockable motorcycle hoop is £400 each, with each solo motorcycle bay requiring two to three hoops. There are currently 50 single or larger solo motorcycles bays and more will be installed upon request. Therefore, the cost of implementing lockable motorcycle hoops based on the existing bays is estimated at £152,000 - see table 14, indicative supplier costs.

Table 14 - Indicative supplier costs

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.

4.5.11. Enforcement expenditure

4.5.12. Additional enforcement will be needed to deal with the increased demand on the road. This is estimated to be two full time Civil Enforcement Officers added to the existing pool of officers at a cost of £81,634. This includes salary costs, a hand held device, radio unit, uniform, pension contributions and the relevant training 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 e-permits, e-vouchers, pay and display and enforcement revenue.

4.5.13. Permits, voucher, pay and display income

4.5.14. It is estimated that approximately £120,000 will be generated through all parking permit sales by year three when full permit prices are payable - see table 15, estimated permit income over three years.

Table 15 - Estimated permit income over three years

Permit type	Permits	No of motorcycles*	Estimated income year 1 - 100% discount for residents, estates and businesses	Estimated income year 2 - 50% discount for residents, estates and businesses	Estimated income year 3 - full price for all parking permits
All zone	563	26	£39,364	£36,998	£34,632
Business	613	26	£0	£3,016	£5,330
Companion e-badge	2592	39	£0	£0	£0
Doctor	7	0	£0	£0	£0
Estate resident	4411	131	£0	£4,600	£10,120
Health and social care**	197	13	£1,664	£1,664	£1,664
Resident	23716	1,091	£0	£33,082	£69,083
Total	32099	1315	£41,028	£79,360	£120,829

*Based on the number of cars and motorcycles registered in the United Kingdom in 2021 and our current permit sales.

**Please note that the community support permit will replace the health and social care permit during the lifespan of the Parking and Enforcement Plan 2022-27.

The five year Parking and Enforcement Plan implementation 13 bands parking permit prices have been taken into account.

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

- 4.5.15. Residents told us that 46% of their visitors never travel by motorcycle - see table 9, visiting resident motorcyclists. Only 6% of residents who participated stated that their visitors travelled by motorcycle frequently. Based on 60 motorcyclists (6% of the number of estimated motorcycles in Hackney on a daily basis, see table 16) an hourly visitor e-voucher price of 60p, times the number of weekends each year (105 in 2023) income is estimated at £3,780 per annum.
- 4.5.16. It is important to note that no other local authority has introduced a charge in the same way that Hackney is proposing to do. Therefore, 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 - see table 16, estimated short stay paid for parking income.

Table 16 - Estimated short stay paid for parking income.

Estimated total bike parking sessions per year			75,000
Impact modelling - presumptions	Year 1	Year 2	Year 3
Modal daily charge for solo motorcycles (medium demand areas)	£2.13	£4.26	£6.40
Average hours parked	8	8	8
Modelled fall in the number of non-residential motorcycles parking in solo motorcycle bays	30%	50%	70%
Impact modelling - income			
Estimated income from introduction of pay by mobile for motorcycles	£111,999	£159,840	£144,000

5. Details of alternative options considered and rejected

- 5.1. Do nothing – this was rejected as it goes against the Mayor's priorities; to prioritise and improve the quality of life and the environment by tackling air pollution and reducing CO2.
- 5.2. Free parking for electric PTWs - this was considered but rejected, as the provision of free parking would fail to support the council's broader sustainable transport objectives of incentivising active travel methods, such as walking and cycling, over the use of private forms of transport.
- 5.3. Free parking in solo motorcycle parking bays for all commuters was considered and rejected, as it would encourage commuting, which goes against the hierarchy of parking needs, where commuting is not supported. Free parking for motorcycle businesses was also considered and discounted for the same reason.
- 5.4. A borough-wide motorcycle parking permit for all residents and businesses was considered and rejected, as this would have encouraged localised commuting by motorcycles. Short journeys can be achieved sustainably through walking, cycling and using public transport.

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 an enforceable requirement.
- 6.1.3 Tricycles and quad bikes currently require a permit to park and are aligned to the 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. Workers in the borough that chose to travel to work by motorcycle have previously occupied a whole permit bay by parking horizontally or in numbers.
- 6.1.5 Everything the Council has achieved is not enough. We now know that emissions from vehicles contribute heavily to climate change and poor air quality in Hackney.

6.2 Policy Context

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

Recommendation 4.9

To introduce a charge for all motorcycle parking in Hackney.

- 6.2.2 The rationale behind this recommendation is set out below.
- 6.2.3 *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 *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 £51.00⁷ for their resident parking permits.*

6.3 Equality impact assessment

- 6.3.2 The Council has a legal obligation under section 149 of the Equality Act 2010 to have due regard to the need to eliminate unlawful discrimination and to promote equality of opportunity and good relations between persons of different groups. This will ensure a consistent approach is adopted in accordance with the terms of the PEP 2022-27.
- 6.3.3 There is no identified equality impact on any of the groups with protected characteristics emanating from the recommendations in this report.
- 6.3.4 Following the feedback from the consultation, an Equalities Impact Assessment (EIA) has been completed and the actions incorporated into this report - see appendix 4 for the motorcycles equalities impact assessment.

6.4 Sustainability and climate change

⁷ Price based on the Parking and Enforcement Plan (PEP) 2015-20 - hackney.gov.uk/pep, page 62.

- 6.4.2 An ongoing key objective of the Parking and Enforcement Plan (PEP) 2022-27 is to continue tackling climate change by reducing emissions, and improving air quality. The PEP recommended 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.
- 6.4.3 The recommendations set out in this report supports the delivery of these commitments by introducing policies that encourage more sustainable transport choices by residents and to support the Council's wider initiatives to achieve its net-zero emission goal.
- 6.4.4 These approaches by Parking Services are supported by wider council initiatives such as Hackney's a Place for everyone - Corporate Plan 2018-22, the refreshed Corporate Plan 2020-22 including Rebuilding a better Hackney and Rebuilding Greener, the Emergency Transport Plan, Hackney's Transport Strategy 2015-25 and its supplementary Liveable Neighbourhood Plan 2015-25, the Sustainable Community Strategy 2018-28, Air Quality Action Plan 2021-25, the Local Implementation Plan 2019-22, the Local Plan 2033 (LP33) and the London Mayor's Transport Strategy (2018).
- 6.4.5 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.
- 6.4.6 Operating 24 hours a day, 7 days a week, every day of the year (except Christmas day), the Ultra Low Emission Zone (ULEZ) was first introduced on 8 April 2019 and expanded in October 2021 to the boundaries of the North Circular (A406) and South Circular Roads (A205). Motorcycles, mopeds, motorised tricycles and quadricycles will need to be Euro 3 (NOx) compliant to avoid paying £12.50 per day.⁸

6.5 Consultations

- 6.5.2 A borough-wide consultation was conducted in order to receive the views of key internal and external stakeholders. The consultation started on 24 February 2020, for a period of 12-weeks, and was extended by a further

⁸ Transport for London website - tfl.gov.uk/modes/driving/ultra-low-emission-zone/ulez-expansion?cid=ulez-2021

12 weeks to 10 August 2020, due to the coronavirus pandemic. For full details, see appendix 1, for the Communications and Engagement Results Report and appendix 1a, for the Addendum Report.

- 6.5.3 Following on from the consultation, the recommendations in this report were shared with a focus group from the Hackney Matters Panel. Participants, who included residents, business owners and motorcyclists, provided invaluable insight on how the Council can meet the needs of motorcyclists. For full details see appendix 1b, for the Hackney Matters focus group notes.

6.6 Risk assessment

- 6.6.2 A risk assessment has been carried out for the implementation of motorcycle permits, vouchers and short-stay paid-for parking. The risks have been mitigated and managed - see appendix 5, for the Motorcycles Risk Report.

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. This report is seeking approval to introduce fees and charges for motorcycles as set out in the recommendations in section 3 of the report to treat motorcycles like cars, better aligning the fees and charges following a borough-wide consultation over 24 weeks undertaken in 2020.
- 7.3. The report sets out the proposed fees in section 4.3.50 to 4.3.68. and indicative costs where it could be quantified, with a large portion of the cost relating to 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 of this report sets out some modelling which has been done and a lot of assumptions have been made in terms of the expected level of income and expenditure from the proposals. Modelling has estimated that the introduction of the charging will result in income of circa £260K

per annum following a phased implementation, which will cover the capital cost of the required infrastructure as well as additional enforcement.

- 7.5. It is difficult to provide assurance of accuracy of the impact of the change on income or user behaviour as there is no comparable data available from other boroughs. All parking revenue income and any surplus is used within the conditions specified in the s55 of the Road Traffic Regulations Act 1984. The Council uses the surplus from its parking activities to contribute towards the cost of the London-wide Freedom Pass scheme, which is the concessionary fares scheme for eligible older and disabled residents, highways maintenance costs and schools transport.
- 7.6. The implementation of charging for motorcycle parking permit products supports the Council's broader air quality objectives and 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 solo motorcycle bays over the next three years.

8. VAT implications on land and property transactions

N/A

9. Comments of the Director of Legal, Democratic and Electoral Services

- 9.1. This report is to introduce motorcycle parking charges in the borough, which was consulted upon over a 24 week period between February and August 2020, and has been revised following the consultation feedback and further engagement from campaigners. Cabinet is asked to approve for adoption and implementation, the introduction of motorcycle e-permits, e-vouchers and the requirement to hold a valid paid for parking session to park in any parking permit bays in the Hackney area as set out in paragraph 3 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.

- 9.3. The exercise of powers contained in the 1984 Act relating to parking is an executive function.
- 9.4. The Motorcycle Parking Permits review had formed part of the Councils most recent Parking Enforcement Plan, and as stated in the body of this report, permission to consult on a PEP recommendation to introduce motorcycle parking permits was granted by Cabinet in December 2019.
- 9.5. Approval of the recommendations as set out in paragraph 3 above, which is a key decision affecting two or more wards, is a decision to be taken by Cabinet under the Mayor's Scheme of delegation.

Appendices

- Appendix 1 - [Communications and engagement results report](#)
 Appendix 1a - [Communications and engagement results addendum](#)
 Appendix 1b - [Hackney matters focus group notes](#)
 Appendix 2 - [Motorcycles consultation summary report](#)
 Appendix 3a - [Consulted parking permits price list 2020-21](#)
 Appendix 3b - [Current parking permits price list 2022-23](#)
 Appendix 4 - [Motorcycles - Equalities impact assessment](#)
 Appendix 5 - [Motorcycles risk report](#)

Background documents

Cabinet paper title of report: [Proposed motorcycle parking review – summary report](#)

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