

## Frequently Asked Questions

The Council has developed the frequently asked questions document (FAQ), in order to address the various comments and requests raised by individuals. The document, along with individual responses sent to the statutory consultation respondents, aims to provide a comprehensive response to the objections received and ensure all points raised are addressed.

### **Safety awareness campaign involving police:**

The Council advises riders to visit <https://bikesafe.co.uk/> for information on motorcycle and powered two-wheeler (PTW) safety.

### **Motorcycle safety**

Transport for London (TfL) host a suite of initiatives which are an enhanced package of measures to improve the quality and extent of training that riders receive. They were created because motorcyclists are the most vulnerable road users in London. Please visit these links for more information:

<https://hackney.gov.uk/road-safety/#motorcycles>

<https://2wheelslondon.com/riders/>

### **Motorcycle bay locations:**

All existing motorcycle bays will be converted to dedicated shared use motorcycle bays, at the moment bays are located throughout the borough with an increased number in Zone B and the city area. Please visit <https://hackney.gov.uk/motorcycleparking> for more information on the locations of the bays.

### **Requesting motorcycle bays**

We have reviewed where existing dedicated shared use motorcycle bays are in the borough.

We have decided to add more bays in areas with high usage and demand. These areas range from outside train stations, public amenities, and locations with access into the city.

Use the interactive map to see locations of all motorcycle bays, including both existing bays and the additional bays that we will install within the next 3 weeks.

<https://map2.hackney.gov.uk/maps/motorcycle-parking/index.html>

Before requesting an additional bay, read [Dedicated shared use motorcycle bays eligibility criteria \(google doc\)](#).

## **Motorcycles should be able to use bus lanes**

Vehicles may use a bus lane if signage allows. For more information on motorcycles in bus lanes please visit:

<https://hackney.gov.uk/road-safety/#motorcycles>

## **Hackney Council should offer free training to motorcycle riders**

The Council encourages motorcycle users seeking training to visit: [infrastructure congestion](#)

<https://hackney.gov.uk/road-safety/#motorcycles>.

## **Improve cycling infrastructure**

Many people in Hackney cycle. The borough has the highest number of people cycling to work in London and the second highest number in England (after Cambridge) by total numbers.

The Council runs various cycling programmes aimed at residents and visitors facilitating cycling use and infrastructure within the borough. For more information please visit:

<https://hackney.gov.uk/search#cyclimg>

If there are any specific cycling issues you are experiencing as a cycle user, please contact the Council directly.

## **Safer Public Transport**

Transport for London takes security very seriously and works closely with policing partners to keep travelling in London safe and secure. Visit Transport for London, for how to stay safe on public transport.

<https://tfl.gov.uk/travel-information/safety/staying-safe?intcmp=5437>

For road safety advice, please visit:

<https://tfl.gov.uk/travel-information/safety/road-safety-advice?intcmp=5451>

## **Car free developments**

Residents living in car-free developments are not eligible 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. This should be included in your lease or deeds. Only blue badge holders are exempt from this rule. However, you are eligible to purchase visitor vouchers for your visitors.

**Please ensure that you check the car free status of your property before applying for a permit. Information regarding the car free status of your property can be found in your lease or deeds.**

If you want to apply for a permit and are not sure if you live in one of these areas please call us on **020 8356 8877**.

## **Ensure Council vehicles are electric**

We're continuing to upgrade our award-winning fleet and associated infrastructure. Our fleet is now contributing to a yearly reduction of 0.5 tonnes of NOx and 40kg of particulate matter.

One action we've taken is the implementation of charging points across the borough depots, helping facilitate the switch to electric vehicles. In addition to this, a high proportion of our fleet is Euro 6 compliant and use hydrogenated vegetable oil as a fuel source.

Please visit <https://hackney.gov.uk/air-quality-sustainable-transport/#fleet> for more information.

## **Motorcycles can manoeuvre through traffic more easily than cars, which helps alleviate traffic congestion, leading to fewer idling vehicles and lower emissions**

Hackney Council aims to encourage riders to opt for the cleanest vehicle and more sustainable modes of transport which contribute to a more sustainable environment.

The Council is also addressing issues of idling in the borough, it is one of 31 boroughs participating in a pan-London anti-idling project – [idling action](#). The campaign aims to change behaviour around idling by raising awareness of the impacts that vehicle idling can have on air quality.

Additionally, Hackney is part of the project's [engines off campaign](#). This means we've asked our fleet operators to make a pledge to stop idling and help improve air quality.

We're also trialling a scheme that will allow authorised officers to issue drivers with a penalty charge notice if they refuse to switch off their engine. This is being implemented in an area around Finsbury Park through the use of an experimental traffic order.

[Report idling vehicles](mailto:landwaterair@hackney.gov.uk) - you can report areas where idling is an issue to [landwaterair@hackney.gov.uk](mailto:landwaterair@hackney.gov.uk).

<https://hackney.gov.uk/air-quality-sustainable-transport>

## **Why motorcycles previously haven't been required to have parking permits?**

Motorcycles, scooters and other PTWs have historically not been required to hold a parking permit, primarily as a result of the practical challenge of how an active permit or short stay parking session could be securely affixed and displayed on a motorcycle. As a result, motorcyclists were not required to pay to park, with the exception of pay and display bays borough-wide, and parking in zone B (where they are restricted to parking in solo motorcycle bays).

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 and to Hackney citizens. With e-permits, pay by mobile already in place, and the introduction of e-vouchers in Spring 2021, there are now practical solutions to display and secure vouchers and permits to a motorcycle.

## **Which other boroughs have also introduced motorcycle parking permits?**

Seven of the 11 inner London boroughs require motorbikes to have a permit to park in permit bays.

## **Environmental damage caused by river boats on canals**

The Council's Land, Water and Air team is aware that vessels using the waterways can be a source of pollution to the air. We have been working with neighbouring boroughs to raise awareness among the boating community about this issue and we plan to take further action to address this in the near future. Emissions from heating appliances used on boats is only one source of pollution and its relative contribution to the total pollutants across the borough is likely to be low when compared to all forms of domestic heating and to emissions from road transport. The Council has an Air Quality Action Plan in place which includes 47 measures aimed at tackling air pollution from various sources, with emissions from heating on vessels being just one.

## **Motorcycles don't damage roads**

Motorcycles, like all vehicles, contribute to wear and tear on roads due to tyre wear.

## **Mental and physical health**

While riding motorcycles can have individual health benefits, our policy is aimed at improving air quality and can have positive impacts on the health and wellbeing of the broader community. Motorcycles can contribute to air pollution, implementing measures to encourage cleaner alternatives is part of a wider effort in reducing CO2 emissions and improving air pollution.

## **TFL rules tailpipe emissions are lower for motorcycle**

Transport for London (TfL) has acknowledged that tailpipe emissions from motorcycles tend to be lower than those from many cars. However, it is important to note that while motorcycles may have lower emissions on a per-vehicle basis, they still emit pollutants, including nitrogen oxides (NOx) and particulate matter, which can contribute to local air quality issues and public health concerns.

## **DVLA doesn't record emissions for motorcycles**

Whilst emissions data is not frequently recorded by the DVLA, there are still industry standards and regulations in place to ensure that motorcycles meet certain emissions standards, particularly with regard to pollutants like nitrogen oxides (NOx) and particulate matter.

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

## **Number of people occupying one vehicle - where for example, motorcycles have 1 rider and cars have 1 person in the vehicle**

The environmental impact of a vehicle isn't solely determined by the number of occupants. There are a number of factors that need to be considered, including vehicle type, engine efficiency, fuel type, distance travelled, and driving conditions. Encouraging alternative cleaner options like cycling, walking, or public transportation are more environmentally friendly than motorcycles or cars.

## **Motorcycles improve road safety and reduces traffic density**

Motorcycles can have certain benefits related to road safety and congestion, but its impact can vary depending on factors like local infrastructure, traffic conditions, and rider behaviour. The impact of motorcycles on road safety and traffic density will depend on a number of factors, including traffic regulations, infrastructure, and rider behaviour.

## **Motorbikes deliver goods easily**

The impact of motorcycles can vary based on a number of factors including the type of vehicle, distance travelled, and the source of energy (electric vs. internal combustion engine).

## **Have an environmentally based policy that supports motorbikes**

Council policy encourages cleaner forms of alternative forms of transportation, including walking, cycling and public transport. These are more environmentally friendly than motorcycles or cars and other vehicles.

## **Why can't you charge on a sliding scale by income or affordability**

In line with the Council policy, charges for permits are based on an emissions based electric charge structure. This means higher polluting vehicles are charged more than those with lower emission rates. This approach allows the Council to implement wider sustainability goals within the borough.

In light of the current economic situation, the Council has introduced concessions for motorcycle users. Changes are being introduced gradually over a three year period, with discounts in place for the first two years. This will give riders the opportunity to determine what is suitable for their circumstances.

## **Why do you have a diesel surcharge in table**

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 table is used to outline all possible charges and fees associated in a parking permit, this means information may be included which does not apply to every vehicle.

## **Surcharge on probate vehicles**

The Council are aware there can be numerous scenarios where a probate vehicle is involved, we would recommend contacting DVLA (<https://www.gov.uk/tell-dvla-about-bereavement>) and following their advice on the situation relevant to you. Once that has been completed, a proof of the vehicle status will need to be submitted to the Council's permits team and advice can be given on a case by case basis.

## **Sustainable infrastructure in the borough**

The Council is committed to developing and implementing policies and practices which promote sustainable infrastructure in the borough and support schemes aimed at air quality and public health. The Council's [Parking and Enforcement Plan 2022-27](#) supports other Council documents including the [Community Strategy 2018-28](#), [Air Quality Action Plan](#) and the [Transport strategy 2015-25](#). The Parking and Enforcement Plan outlines

recommendations including cycling and electric bicycle schemes. electric vehicle charging point infrastructure and electric car club schemes which ensure the borough moves towards a greener and more sustainable future.

## **What were the posters on my street?**

As part of the traffic management process, the traffic order proposals were advertised in local newspapers on 14 July 2023 for a period of 21 days. In addition, copies of the notice were displayed on posts and lamp columns on the junction of each road across the borough, strategically targeting roads affected by the proposed changes to ensure that all residents and members of the public were made aware of the Council's proposal and able to make comments or object to the proposed scheme.

## **Individual Freedom of Information (FOI) requests**

During the statutory consultation, individuals submitted FOI requests amongst their comments and feedback on the proposed scheme. All FOI requests will be forwarded to the relevant teams once the statutory consultation is complete. Requests can be submitted via the Council's webpage: <https://hackney.gov.uk/foi-request> or email the information management team [foioc@hackney.gov.uk](mailto:foioc@hackney.gov.uk)

## **Consultation reports**

The introduction of motorcycle charges in Hackney has undertaken a robust consultation process. The Council has a dedicated motorcycle consultation page which details the consultation process, and has key decision making reports available to view. Please visit <https://consultation.hackney.gov.uk/parking-markets/motorcycles/> for more information.

## **Engagement with Lobby Groups**

The Council has engaged with motorcycle groups such as Motorcycle Action group (MAG) and Save the London Motorcycling. During these interactions, officers listened to feedback, addressed questions, and received submissions from motorcycling organisations and other stakeholders regarding the impact of proposed fees. As a result of this consultation, the Council made changes to the original plans in various areas to incorporate the feedback received.

The Council has revised its original proposals and updated plans to now allow motorcyclists who work in Hackney to continue riding and parking all day in solo motorcycle bays, short stay parking charges in solo motorcycle bays has been reduced to 80% lower than the equivalent price for carts, electric powered two wheelers will be charged 90% less than electric cars and charges will be phased in over a period of 3 years - with residents and businesses not having to pay anything for the first 12 months.

## **Where do I park my motorcycle?**

You can continue to park your motorcycle in the borough free of charge until the charges go live on Monday 10th June 2024. It is only from this date a valid permit, visitor voucher or pay and display parking session will need to be in place.

## **What if my motorcycle is too big for the bay?**

You should park your motorcycle at 90 degrees to the kerb and at the end of the bay to allow other motorists to park.

## **Motorcycle parking spaces**

All existing solo motorcycle bays will be converted to dedicated shared-use solo motorcycle bays, which can be used by zone permit holders and visitors to the borough.

Zone permit holders will need to ensure a valid on street resident or business permit is in place. Visitors to the borough will need to ensure a valid pay and display parking session is in place.

Dedicated shared use solo motorcycle bays will have concessionary pay and display prices and no maximum stays.