

DECISION AUDIT FORM

CLIMATE HOMES AND ECONOMY DIRECTORATE

PARKING POLICY AND PROJECTS TEAM

RECOMMENDATION: - Proceed with the making of the proposals to introduce motorcycle parking charges in the London Borough of Hackney.

Agree to:

Proceed with the making of traffic proposals to:

- **Revoke Paragraph 7 (k) from the Hackney (Parking Places) (Map Based) (Consolidation No. 2) Order 2018 effectively removing the exemption allowing solo motorcycles to park without a valid permit, visitor voucher or paid for parking session.**
- **Introduce a permit pricing structure for solo motorcycles and other powered two wheelers, allowing these vehicles to park in resident, permit, shared use and business bays within their parking zones.**
- **Include the requirement of having a valid permit, visitor voucher or paid for parking session during the operational hours of the surrounding parking zone to the existing “at any time” solo motorcycle bays.**
- **Introduce a parking payment structure on all shared use dedicated motorcycle bays, requiring solo motorcycles and powered two wheelers to park with a valid paid parking session during the operational hours of the zone.**
- **Replace existing solo motorcycle bays on estates with shared use solo motorcycle bays.**

Reasons:

1. While the evidence¹ indicates that private transport, including motorcycles, contributes to climate change and poor air quality, historically motorcycles, scooters, and other forms of powered two-wheelers (PTWs) have been allowed to park for free across the borough of Hackney, with only a few exceptions such as pay and display bays in parking zone B. This historical policy did not provide the borough with an effective means to incentivise riders to choose the most environmentally friendly modes of transportation.
2. In order to address this, permission to consult on a recommendation from the previous PEP 2015-2020 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. The decision was then made to extend consultation by 12 more weeks to 10 August 2020 due to the Covid-19 pandemic and the lockdown that followed.
3. 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. Cabinet approved revised proposals in March 2023, which were further reviewed by the Scrutiny Committee in May 2023.
4. A statutory 21 day consultation took place following the advertisement of the Traffic Management Order from 14 July to 04 August 2023, which provided a further opportunity for input from members of the public, based on the revised proposals approved by Cabinet in March 2023.

¹ Data and sources taken from motorcycle policy cabinet paper.
<https://www.gov.uk/government/statistics/transport-and-environment-statistics-2022/transport-and-environment-statistics-2022>

5. This report addresses the objections that were received in response to the statutory consultation, and sets out the reasons why - after due consideration - those objections have not been upheld.

Background

6. In 2020, Hackney Council conducted a comprehensive consultation on the implementation of charges for motorbikes, scooters, and other forms of powered two-wheelers (PTWs). This initiative was part of the council's longstanding commitment to establish appropriate pricing incentives, encouraging all motorists to opt for active and sustainable travel over the use of private transport. The consultation received responses from over 4,000 people, reflecting significant public engagement on this issue.
7. 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.
8. Following the approval of the initial proposals by Cabinet in 2021, campaigners expressed their concerns at some of the proposals leading to a petition and two deputations raised in 2022. After a decision by full council in November 2022 to refer the original decision back to Cabinet, discussions were held with campaign groups to explore the issues they raised, and to see how the original proposals could be revised, within the council's framework of objectives, to provide a fair and balanced set of proposals for managing the parking of PTWs in the years ahead. As a result, the proposals were amended, taking into consideration the concerns that were raised. These updated recommendations were presented to Cabinet in March 2023 and were approved.
9. Following approval of the proposals by Cabinet, the Council put forward a proposed traffic order to introduce motorcycle parking charges in the London

Borough of Hackney in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 reg. 7

10. Members of the public were given the opportunity to raise any valid objections in line with reg. 8 and the Council has taken all those into account in line with reg. 13.
11. This report has been prepared and recommends the Group Director, Climate, Homes and Economy proceeds with the proposed traffic orders. Details of the objections raised, and the council's response to them can be found in the "Summary of Objections" below, but in summary, the proposals will:
 - a. Introduce a fair and proportionate set of charges, that will see solo motorcycles charged based on their tailpipe emissions for permits, and discounted fees for short stay parking in solo motorcycle bays.
 - b. Encourage sustainable transport choices, including encouraging alternative modes of transport such as walking, cycling and public transport, by making it cheaper over time to travel by public transport than by private transport for shorter journeys.
 - c. Protect couriers and delivery drivers whilst working from parking charges.
 - d. Provide a three year transitional period, to give riders ample time to assess and determine the most suitable mode of transport for them in the long term.
 - e. Support the delivery of the Council's commitment to reducing CO2 emissions as the borough works towards achieving net-zero emissions by 2040.

- f. Improve air quality, through a reduction in road miles driven in Hackney, and support the Manifesto commitment to reduce the total number of miles driven on Hackney's roads by 15%.

Consultation process

12. The Council's consultation process is not a referendum, but an important tool in understanding how proposals impact motorcyclists, residents, businesses and visitors to the borough and how best to mitigate them.
13. Parking Services consulted residents, businesses and stakeholders in line with the council's parking policies, the PEP 2015-20 and the Council's Consultation Guide (see links below).

<https://drive.google.com/file/d/1Y9Wi9YICzAVSBsVwe6SpCU6ImagE0lYk/view>

https://drive.google.com/file/d/14vB3ye054FiBU-uQZS_STCfeywnUYcgc/view

14. 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. A total of 4,333 responses were received.
15. The consultation was open to all residents, businesses, stakeholders and visitors to the borough.
16. In accordance with our consultation standards, Parking Services ensured that clear unbiased information was provided within the consultation documents. This approach allowed all respondents to consider the information provided and make an informed decision on motorcycle parking in the borough.
17. After reviewing the feedback the proposals were amended, so that a resident or business could purchase both motorcycle and vehicle parking permits,

eliminating the need for individuals and households to choose between them due to existing permit limits for individuals and households.

Policy considerations

18. The PEP outlines all parking related policies and procedures including permit and vouchers, parking provisions and services and enforcement.
19. The PEP 2015-2020 outlined Hackney Council's vision to introduce parking charges for PTWs. In it, Section 4.31 explained "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 emissions of motorcycles, residents with motorcycles would usually pay the lowest chargeable rate of £51.00 for their resident parking permits."
20. In addition, the PEP 2015-20 recommended "To introduce a charge for all motorcycle parking in Hackney." As a result of this commitment, the initial consultation on the introduction of charges for PTWs was conducted in 2020, and the initial proposals were submitted to Cabinet in 2021.
21. The PEP 2022-27 was approved by Cabinet in October 2022, and further defines the proposed policy for motorcycle parking.
22. Section 5.45 states "the requirement for all motorcycles to hold a valid e-permit, e-voucher or paid-for parking session to park in any permit holder bay. Alongside these plans, Parking Services is committed to installing on request or converting existing solo motorcycle bays where there is demand and feasibility to lockable solo motorcycle bays."
23. Section 5.46 states "Motorcycle parking policy has now been aligned to all aspects of parking policy for vehicles. Residents, estate and business motorcycle permits will mostly follow the same terms and conditions as for other vehicle types. Residents who live in car-free developments will not be

allowed to purchase a permit for their motorcycle as this would contravene Section 106 of the Town and Country Planning Act 1990.“

Equality Impact Assessment

24. Under section 149 of the Equality Act 2010, the Council must comply with its Public Sector Equality Duty (PSED). This duty necessitates that the Council, in all its activities and decisions, must have due regard in the exercise of its functions, to the need to eliminate any form of unlawful discrimination, advance equal opportunities for everyone, and cultivate positive relationships between individuals from diverse backgrounds. By doing so, the Council can foster a more inclusive and equitable environment for all residents and visitors in the borough.
25. Conducting an Equality Impact Assessment at different stages of the consultation process has been instrumental in the Council's effort to comprehensively evaluate the potential impact of the proposed changes in motorcycle parking policy. By undertaking this assessment, the Council has been able to systematically identify whether any of the recommendations, particularly those concerning the introduction of motorcycle parking charges, could disproportionately affect individuals with protected characteristics. This inclusive approach has ensured a thorough examination of the parking needs of various groups, such as male motorcycle riders who are commuters and black and global majority gig / delivery workers, who have specifically communicated their unique parking requirements to the Council. The assessment's findings, as outlined in the appended report, provide valuable insights into the potential impact of the proposed changes and have informed the Council's decision-making process, promoting a more equitable and considerate approach to policy implementation.
26. Section 149(3)(b) of the Equality Act allows public authorities to take different steps towards persons who share a protected characteristic in order to meet any particular needs they may have that are not shared by others, in order to

advance equality of opportunity. Part of the PSED is the need to foster good relations between persons who share a protected characteristic and those who do not.

27. As detailed in the Equality Impact Assessment, the Council has implemented measures to foster positive impacts and minimise negative effects on individuals with protected characteristics and other affected groups resulting from the proposed motorcycle parking charges. It is crucial to recognise that the PSED is a process, obliging the Council to consider the objectives outlined in section 149(1) of the Equality Act, rather than a tool designed to guarantee a specific outcome. Consequently, equality considerations have been weighed against other factors that inform parking management decisions when recommending the introduction of motorcycle parking charges. This balanced approach ensures that the Council fulfils its obligations while also addressing broader aspects of parking management in the borough.

Consultation Feedback

28. The motorcycle policy consultation in 2020 was open to residents, businesses and visitors to the borough. All feedback received was analysed to identify trends in the results, which were then categorised according to their relevant theme(s). These main themes were then categorised into sub-themes.
29. The consultation asked residents, businesses, stakeholders and visitors for their comments on the proposals under two open questions.
- a. To what extent do you agree or disagree with the proposal to introduce permits for motorcycle parking in Hackney?
 - b. Please give us any other comments you have on the proposals, for example on introducing lockable motorcycle stands, visitor vouchers for motorcycles and permit allocation limits.
30. The consultation results showed that 3,285 comments were made by respondents to Question A. 492 agreed with the proposal and 2,588 disagreed

with the proposal. Question b received a total of 2,525 comments from respondents; the top themes were lockable stands, and for/against general comments.

31. The consultation also included questions relating to vehicle ownership, vehicle usage behaviour, crime and security. These questions were designed to discern patterns within various stakeholder groups and to identify any issues that the proposals might not have addressed adequately. This comprehensive approach aimed to ensure a thorough understanding of the community's needs and concerns regarding motorcycle parking.
32. After careful review of the feedback received during the consultation and considering the Council's commitments to reduce CO2 emissions and improve air quality, it was recommended to Cabinet that parking charges for motorcycles be introduced in all permit bays.
33. See the cabinet reports for further information:

<https://docs.google.com/document/d/1zT4IFJMCCXVdRwFg5qc-bHLTQEQ1M1GUd7PaR4jhOJQ/edit>

Traffic Order process

34. The traffic order proposals were advertised on 14 July 2023 in local newspapers Hackney Citizen and London Gazette. For a period of 21 days from that date, members of the public were able to comment or object to the proposed scheme. See appendix 4 for a copy of this notice.
35. 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, members of the public and persons likely to be affected were made aware of the Council's proposals in the making of the order.

36. Members of the public were afforded multiple avenues to contribute their feedback during the statutory consultation. This encompassed channels such as the Council's dedicated traffic order webpage, the option to submit written responses via post to the Head of Streetscene, and the opportunity to provide input through the email address and postal address specified on the on-street notices and newspaper adverts.
37. Details on how to formally object to the Council's proposals were prominently featured on posters distributed throughout the affected areas, in newspaper advertisements, and on the dedicated section of the Council's website focusing on motorcycle parking.
38. Motorcycle parking campaign representatives from Motorcycle Action Group and Save London Motorcycling were also informed of the statutory consultation on the 14th of July, and directed to the relevant website for more information.

Comments objecting to TMO and officers' response:

39. A summary of the objections and/or representations received following the Notice of Proposal, for the statutory phase of consultation from 14 July to 04 August 2023 and officers' recommendations are provided below. Appendix 1 contains copies of all emails and correspondence received against the TMO notice issued on 14 July 2023.
40. During the recent consultation phase, the Council received a total of 650 objections to the proposed Traffic Management Order. Among these objections, 295 specifically addressed concerns related to congestion and traffic flow, 260 comments emphasised the argument against charges for motorcycles, and 232 specific comments highlighted the perception that motorcycles are low-pollution vehicles and less polluting than cars.
41. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 Part 2 Regulation 8 states that "any person may object to the making of an order". The regulation does not specify additional preference for

those directly affected by the traffic order, and therefore, the Council has treated all objections equally. It is worth noting that all objections were submitted via email, with the majority choosing not to include their address. Among the 650 objections received, only 33 provided an address, and the majority of those were from outside the borough.

42. The majority of the objections received were from individuals. Many of the objections covered the same topics, where similar sentiments and comments were expressed. The main points of objection can be grouped under the headings listed below:

- Motorcycles ease congestion and reduce traffic on roads.
- No charges should be levied on motorcycles.
- Motorcycles pollute less than cars and are better for the environment.
- Encourage motorcycle use as part of the solution to tackle pollution.
- Motorcycles are used by the least well-off and the introduction of charges will cause hardship to those on low incomes.
- Public transport is not a safe or fit alternative to travelling by motorbike.
- Cars should be charged more.
- The amount of kerb space and congestion caused by cars and motorbikes should be factored into the calculation of charges.
- Other boroughs' charging structures for motorcycles should be looked at as more viable alternatives.

43. Some individually written letters also proposed alternative suggestions for the Council to consider, including ideas like charging cars more due to their perceived higher pollution levels, reviewing policies from other boroughs regarding motorcycles, and actively promoting increased motorcycle use. In accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 Part 2 Regulation 13, the Council has considered all objections duly made and any equality impacts arising from its proposed traffic orders.

44. Four objections and feedback were received from motorcycle campaign groups, echoing similar themes and concerns as those expressed in individual responses. These collective views are summarised in table 2 below.

45. The objections that raised similar issues have been grouped together, and corresponding responses have been provided. See table 1 for a breakdown of the different objections/requests received.

Table 1

Respondents	Total
Public responses	646
Campaign groups	4
Total	650

Table 2

Main Theme	Sub-theme	Number of objections
Pollution	Objections <ul style="list-style-type: none"> • Low pollution/pollute less than cars/better for environment • Motorcyclist are a minority/other motorists vehicle groups cause more pollution 	254
Traffic	Objections <ul style="list-style-type: none"> • Ease congestion/reduce traffic/smaller and takes less space on road and parking space • Filtering/ Move faster through traffic/on road for shorter time/reduce pollution argument • Quicker to get around e.g. reduces commuting time/convenience/time saving argument 	427
Cost	Objections <ul style="list-style-type: none"> • More cost effective/cheaper to run 	262

	<ul style="list-style-type: none"> Motorcycles used by least well off/ cause hardship to those on low income. Council money-making idea 	
Encourage	<p>Objections</p> <ul style="list-style-type: none"> Motorcycle use should be encouraged/part of the solution/ more motorcycle parking/ encourage to switch from cars to motorcycles Policy will encourage car use 	253
General Against	<p>Objections</p> <ul style="list-style-type: none"> ULEZ adherence already/ULEZ soon to apply in borough Unfair Lack of evidence/air quality argument does not hold/Consultation concerns Delivery drivers concerns/ Gig workers Look at other London Boroughs charging structures Public transport unsafe/ not fit for purpose/ cycling not appropriate option Impacts local economy/ affects businesses/ workers/ visitors to the borough Motorcycle implementation query/ suggestion/ Car-free developments Crime/ Security/ Motorcycles are safer options. 	501
Fee	<p>Objections</p> <ul style="list-style-type: none"> Fee too high/support in principle/if implemented, fee needs to be reduced Consider other factors such as space and congestion in any charges Charge cars more / cars and motorcycles not charge the same No charges for motorcycles 	651
Other	<p>Objections</p> <ul style="list-style-type: none"> Discussions with motorcycle groups Changes made to original scheme proposal 	6

	<ul style="list-style-type: none"> • Charges of £14,000 for bike commuters 	
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46. The objections raised in connection with the proposed motorcycle parking charges have been duly considered and taken into account. Despite the concerns expressed, it is the considered opinion of the Council that the overall benefits of the scheme outweigh the issues raised in the objections. A detailed explanation of the reasons supporting this conclusion is provided in the concluding section of this report.

Please see appendix 1 for detailed objections* received. **Out of the 650 objections, there are 649 detailed objections referenced in the appendix as one objection has requested that their email not be published.*

47. In response to the significant number of objections and feedback received during the statutory consultation, the Council has developed a frequently asked questions document (FAQ). This document is designed to address the various comments and requests raised by individuals, providing a comprehensive response to the objections. The document will be made publicly available for all residents, businesses and stakeholders, ensuring transparency and clarity in addressing the concerns raised by respondents. In addition to letter responses, the FAQ seeks to ensure respondents get a response to their objection which addresses all points raised.

Please see appendix 3 for the FAQ document.

Summary of Objections

The objections received can be summarised into a number of topics as listed below. Each topic has various sub themes and will be addressed in turn.

1. Pollution
2. Traffic
3. Cost
4. Encourage
5. Against General
6. Fee
7. Other

Objection 1 – Pollution

Received from:

A total of 254 comments and objections were received relating to issues under pollution, for details please see appendix 2 Table 1

Themes under this objection included:

- Motorcycles are low polluting vehicles.
- Motorcycles pollute less than cars.
- Motorcycles are better for the environment.
- Not many motorcyclists, they are a minority group.
- Other motorist/vehicle group cause more pollution.

Response:

In regard to the feedback that motorcycles pollute less than other vehicles, Hackney Council adheres to a long-standing policy that determines permit prices based solely on tailpipe CO2 emissions, with a surcharge for diesel vehicles. This approach aims to encourage all drivers to choose environmentally cleaner vehicles. Other factors, such as the size or weight of a vehicle, how often it is driven, how far it travels each year, for what purpose, the number of passengers it carries, its

impact on congestion, or the amount of parking space it utilises are not considered in the pricing model. The inclusion of a wider range of factors in the calculation of permit prices would be neither feasible nor desirable - our view on such factors is that road pricing is a much more effective mechanism for addressing congestion in the long term, and we continue to advocate for charging on behalf of our residents.

Within this established pricing framework, Hackney Council recognises that motorcycles and mopeds generally have lower emissions compared to other vehicles. Under the proposed 13 band charging structure, which we outlined in this consultation, most powered two wheelers will be charged around 7-10 times less than the owners of the most polluting vehicles, which is in recognition of the lesser environmental impact they have.

Acknowledging that motorcycles represent a relatively small portion of overall road users in Hackney, the Council recognises the need for a comprehensive approach to achieve its ambitious goals of enhancing air quality, reducing CO2 emissions, and minimising road miles driven and ridden. This holistic strategy aims to incentivise users of all private road transport, including motorcyclists, to opt for the most environmentally friendly choices in their transportation preferences moving forward.

Objection 2 – Traffic

Received from:

A total of 427 comments and objections were received relating to issues under traffic, for details please see appendix 2 Table 2

Themes under this objection included:

- Motorcycles ease congestion, reduce traffic.
- Motorcycles are smaller and take less space on road and within parking spaces.
- Motorcycles filter through traffic as they move faster.

- Motorcycles on road for a shorter time.
- Motorcycles are quicker to get around e.g. reduce commuting, convenience and time saving mode of transport.

Response:

In relation to motorcycles easing congestion and reducing traffic, Hackney Council parking pricing is based on the emissions of a vehicle rather than other potential factors such as the space occupied, congestion and time spent on the road. The implementation of charging for motorcycle parking supports the Council's broader air quality objectives of mitigating the impact of transport on the climate, reducing congestion levels, alleviating parking stress in Hackney and helping reduce vehicle movements on Hackney's roads.

We draw a clear distinction between private motorised transport that is necessary for work, and its use solely for commuting. Hackney Council does not endorse commuting, and seeks to diminish private vehicle use. Commuting is placed at the bottom of the Council hierarchy of road use, and the Council does not facilitate commuting for any other road users.

While it may be true to say that in local authorities where commuting by car is commonplace, policies geared towards encouraging drivers to transition towards PTWs could help to reduce emissions, this is not applicable to Hackney, where the Council's long standing position has been that commuting by car is not encouraged, and which is enforced by the boroughwide use of maximum stay restrictions. Due to this position, we do not see realistic potential for a modal shift from cars to motorcycles, as such journeys are being carried out via public transport, walking or cycling. Instead, the Council believes that promoting solo motorcycle use may detract from more sustainable forms of transportation, such as public transport, walking, or cycling.

Nevertheless, Hackney Council recognises that motorcycles are, on average, less polluting than cars. In our efforts to reduce CO2 emissions and improve air quality our broader aim is to ensure that - as a borough - we move towards a position where it becomes cheaper for the public to travel by walking, cycling or public

transport than to travel by private transport for most journeys. It is crucial to emphasise that seven out of ten Hackney residents do not own a car or a motorcycle, relying instead on walking, cycling, or public transport to move around London.

The proposals we have consulted on, under which the average motorcycles will be charged about half the amount for a permit than the average car, and where short stay parking charges in solo motorcycle bays will be five times cheaper than the equivalent price for cars, achieve this by offering reduced fees to those who opt for solo motorcycles over cars.

Furthermore, the introduction of an hourly charge in solo motorcycle bays, allowing for all-day parking by solo motorcycles - a privilege not afforded to car drivers - will enable riders to continue commuting as needed or when alternative modes of transport are unavailable. The proposed prices will also ensure that, over the next three years, it becomes cheaper to commute to Hackney using public transport for shorter journeys, which will help in reducing the number of road journeys made in Hackney.

We recognise the short term challenges that these changes will have on some riders, particularly given the current economic conditions. Therefore, the introduction of these changes will be phased in gradually over a three year period. This approach gives riders ample time to assess and determine the most suitable mode of transport for their needs in the long term.

Objection 3 – Cost

Received from:

A total of 262 comments and objections were received relating to the theme of cost, for details please see appendix 2 Table 3

Themes under this objection included:

- Motorcycles are cost effective and cheaper to run.
- Motorcycles are used by least well off, policy could cause hardship to those on low income.
- Policy is a money making scheme.

Response:

The Council acknowledges that motorcycles are generally less expensive to buy and run than cars. However, in our efforts to reduce CO2 emissions and improve air quality our broader aim is to ensure that - as a borough - we move towards a position where the daily cost for the public to travel by walking, cycling or public transport becomes cheaper than to travel by private transport for most journeys. It's important to emphasise that seven out of ten Hackney residents do not own a vehicle or motorcycle, relying instead on walking, cycling, or public transport to move around London.

The proposals presented in the consultation outline a scenario where the average motorcycles will incur lower charges compared to the average car. Furthermore, short stay parking charges in solo motorcycle bays will be five times cheaper than the equivalent price for cars. This approach provides a cost advantage for those who opt for solo motorcycles over cars with lower fees.

The proposed hourly charge in solo motorcycle bays, allowing all-day parking for solo motorcycles—a privilege not extended to car drivers—aims to accommodate riders who need to commute when alternative means of transportation are impractical. The proposed prices will also ensure that, over the next three years, it

becomes cheaper to commute to Hackney using public transport for shorter journeys, contributing to the reduction of road journeys within the borough. This approach aligns with the broader goal of promoting sustainable and eco-friendly modes of transportation.

The Council acknowledges the short term challenges that these changes will have on some riders, particularly in the current economic climate. Consequently, the phased implementation of these changes over a three-year period is intended to provide riders with sufficient time to assess and adapt to the evolving landscape of transportation options, enabling them to make informed decisions about their preferred mode of travel in the long term.

The Council is committed to understanding and meeting the needs of local residents and businesses. For this reason there will be various concessions in place for residents and businesses who qualify for a motorcycle permit. During the three-year transition period, residents and businesses will benefit from a 100% discount in the first year and a 50% discount in the second year. Additionally, permit holders will also have the flexibility to purchase permits for periods of three months, six months and one year, allowing them to pay for permits only when they require them. Under the proposed 13 band charging structure, outlined in this consultation, most powered two wheelers will be charged around seven to ten times less than the owners of the most polluting vehicles.

The Council is also introducing more dedicated shared-use motorcycle bays, providing motorcyclists the opportunity to park their vehicles at a discounted short-stay rate during operational hours. These motorcycle bays will be strategically placed in areas where there is a demand from permit users. The Council is committed to actively monitoring requests for dedicated motorcycle bays and, where feasible, will implement additional bays during the implementation of the motorcycle policy.

Regarding the suggestion that these proposals are intended for financial gain, it's important to clarify that the Council cannot use parking as a revenue-generating tool. Legislation tightly governs any surplus generated from parking, and the use of

such funds is restricted to activities specified in Section 55 of the Road Traffic Regulation Act 1984 (as amended).

By law revenue generated must be invested back into transport related improvements such as concessionary fares, meeting costs relating to the provision or operation of, or of facilities for, public passenger transport services. Hackney Council allocates surplus funds from its Parking account to contribute towards its charges for the London-wide Freedom Pass scheme and improvements to transport infrastructure.

Objection 4 – Encourage

Received from:

A total of 253 comments and objections were received, relating to issues around encouraging the use motorcycles and promotion for details please see appendix 2 Table 4

Themes under this objection included:

- Motorcycles should be encouraged as they are part of a solution for sustainability.
- More motorcycle parking.
- Motorists should be encouraged to switch from cars to motorcycles.
- Motorcycle policy will encourage car use.

Response:

We draw a clear distinction between private motorised transport that is necessary for work, and its use solely for commuting. Hackney Council does not endorse commuting, and aims to reduce private vehicle use, which is why commuting is placed at the bottom of the Council hierarchy of road use. The Council does not facilitate commuting for any other road users.

Given our commitment to discouraging commuting by car in Hackney, which is enforced by the boroughwide use of maximum stay restrictions. We do not see a realistic potential for a modal shift from cars to motorcycles. Commuting is better served by public transport, walking, or cycling. Encouraging solo motorcycles would prioritise their use over other, more sustainable transportation options.

Hackney Council acknowledges that motorcycles are generally less polluting than cars. The overarching goal is to transition towards a scenario where it is cheaper for the public to choose walking, cycling, or public transport over private transport for the majority of journeys. It's important to emphasise that seven out of ten Hackney residents do not own a vehicle or motorcycle, and rely on walking, cycling, or public transport to move around London.

The consulted proposals, wherein the average motorcycle permit will be approximately half the cost of an average car permit, and short-stay parking charges in solo motorcycle bays will be five times more economical than the equivalent for cars, benefits solo motorcycle use over cars by providing reduced fees for motorcyclists.

Furthermore, the proposed hourly charge in solo motorcycle bays, allowing all-day parking for solo motorcycles—a privilege not extended to car drivers—aims to support motorcycle commuters when necessary. The suggested pricing structure over the next three years is designed to make commuting to Hackney using public transport for shorter journeys more economical, contributing to a reduction in the overall number of road journeys in Hackney.

The Council acknowledges the short-term challenges that these changes may pose for some riders, especially considering the current economic situation. Therefore, the implementation of these changes is planned to occur gradually over a three-year period. This phased approach aims to provide riders with sufficient time to assess and decide on the most suitable mode of transportation for their long-term needs.

Regarding the provision of solo motorcycle bays, the Council acknowledges that the proposed changes may generate demand for such bays in areas of the borough where historically there has been no need due to the availability of free parking. To address this, a comprehensive communication plan will be implemented before motorcycle charging is introduced. This plan will ensure that riders are informed about the process for requesting the installation of solo motorcycle bays in areas where there is a demonstrated demand from riders.

Regarding the perceived risk of riders switching to cars, the Council has thoroughly examined this concern and believes there is not a realistic risk for two main reasons. Firstly, car drivers are subject to maximum stay restrictions of up to 4 hours. If a rider were contemplating switching to a car, they would not be able to travel into Hackney and park all day due to these restrictions. Additionally, the cost of parking a car all day would be five times higher than the proposed cost for motorcycles in short stay bays. Secondly, as highlighted by many motorcyclists in their responses to the consultation, they highly value their bikes for their ability to navigate and avoid congestion. Transitioning to cars would significantly increase the duration of almost every rider's journey, making it an unattractive option. Therefore, the perceived risk of a substantial shift to cars due to these changes are considered negligible.

Objection 5 - General against

Received from:

A total of 501 comments and objections were received relating to general issues against the motorcycle policy, for details please see appendix 2 Table 5

Themes under this objection included:

- Motorcycles adhere to ULEZ requirements, ULEZ soon to apply in the borough.
- Policy is unfair.
- Lack of evidence for the policy, the air quality argument does not hold.

- Consultation concerns.
- Delivery driver concerns inc concerns over Gig workers.
- Review other London boroughs charging structures on motorcycle parking.
- Public transport is unsafe and not fit for purpose, including cycling which is not an appropriate option.
- Impact on local economy and effect on businesses, workers and visitors to the borough.
- Motorcycle implementation query, car free development concerns.
- Crime, security, motorcycles are a safer option.
- Against the policy.

Response:

In relation to the Ultra Low Emissions Zone, only 1 in 10 vehicles presently on London's roads fail to meet the ULEZ standard, and will incur a fee. Therefore, while ULEZ will help encourage drivers and riders of the most polluting cars and motorcycles, it won't affect the decisions of the 90% who will not incur the daily charge.

Hackney's ambition to improve air quality and reduce CO2 emissions requires a more holistic approach, and emissions-based charging plays a crucial role in incentivising all drivers and riders to choose the greenest option available when selecting their next motorcycle.

With regards to fairness, the Council is actively working on proposals which tackle climate change and promote sustainable modes of transport, it does not intend to discriminate one group of private vehicle ownership over another. Rather it is seeking to discourage the negative effects of vehicles on air quality and pollution by introducing charges and encouraging motorists to consider their driving behaviours.

Hackney Council is committed to reducing poor air quality and tackling climate change, by implementing policies that promote alternative modes of transport such

as walking, cycling and public transport with the goal of discouraging reliance on private motor vehicles.

Data is sourced from government statistics, academic studies and newspaper investigations.

Examining specific types of Powered Two Wheelers (PTWs), it is evident that certain mid-sized bikes emit more CO₂ per km than small cars. Consequently, it is deemed proportionate to incorporate PTWs into the same charging structure as other vehicle types.

Vehicle brand	Vehicle type	CO₂ emissions
Peugeot Kisbee	Scooter	41g/km
Honda PCX 125	Scooter	49g/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

Addressing concerns raised during the consultation, in 2020 the Council conducted an extensive six-month consultation on the introduction of charges for motorbikes, scooters, and other powered two-wheelers (PTWs). This initiative reflects a longstanding commitment to establishing appropriate pricing incentives across all private transport modes, encouraging motorists to opt for active and sustainable travel rather than private transport. The consultation elicited responses from over 4,000 individuals.

Extensive consultation was carried out specifically for residents and businesses, using the following methods:

- Direct mail was sent to all permit holders, targeting those that had cars or vans as well as motorcycles.

- Outdoor advertising boards were used in all major town centres and areas of interest such as Stamford Hill, Stoke Newington, Dalston, Hackney Central, Clapton, Shoreditch and Hoxton. In addition to this, public notice boards were attached to lamp posts and displayed in all solo motorcycle bays, train stations, libraries, sports centres, all council offices and areas of interest as aforementioned.
- Advertising banners and posters were placed in all major council offices and Hackney-managed neighbourhood estate offices. Estate residents were also sent a generic text message.
- Digital notice boards were also displayed in Hackney-managed neighbourhood estate offices.
- Small cards informing motorcyclists were placed on individual bikes with details on how to engage and feedback, across the borough on residential roads.
- Newspapers were also a focal point for local residents and businesses, the Council advertised Hackney life, Hackney today, Hackney Gazette, Londra Gazette and Jewish Tribune.
- Social media advertising and promoted posts were also done via Facebook & Twitter, as well as the Hackney Matters newsletter.
- 12 drop-in sessions were held, face-to-face and online webinars, plus call-in sessions with policy subject matter experts.
- The Policy Team also cold-called local stakeholders - including businesses to inform them of the consultation and encourage them to take part.

To address the concerns of those who rely on motorcycles or scooters as tools of trade, the Council acknowledges the significant contribution made by couriers and delivery drivers to Hackney's economy. Understanding that many riders in these roles are on low wages, the proposed plans have been thoughtfully designed to minimise the impact of these charges on couriers and delivery riders while they are working.

To facilitate the needs of couriers and delivery drivers, active loading and unloading can take place in parking bays, and on all single and double yellow lines where there are no loading restrictions. This will enable riders to undertake deliveries or and carry out pick ups of food and goods from local businesses. In locations where

riders may need to wait for longer periods of time, Hackney Council has implemented extended time loading restrictions for motorcycles where there is need for them, exemplified by the measures on Ashwin Street in Dalston. We will continue to work with gig economy representatives to ensure practical solutions are identified in other areas of the borough as needed.

In assessing various charging options, Hackney Council considered and benchmarked against other local authorities. Approaches like the one in Westminster, where motorcyclists are charged £1 a day or £100 a year, and other boroughs where flat-rate fees were applied to solo motorcycles were evaluated. However, these approaches were deemed inappropriate as they did not account for the diverse environmental impact of individual bikes and set fees primarily for parking regulation rather than reflecting environmental considerations. The chosen approach aligns with a more comprehensive and emissions-based framework.

The council has consistently communicated its ambitious goal of significantly reducing CO2 emissions and improving air quality. To achieve this, there is a strong emphasis on encouraging individuals to prioritise walking, cycling, or using public transport as sustainable alternatives to private vehicle usage. This overarching vision aligns with the broader commitment to create a greener and healthier environment within the borough.

Regarding the comment on public transport, the primary objective is to decrease CO2 emissions, improve air quality, and promote shorter journeys by prioritising walking, cycling, and the use of public transport. Hackney has seen a significant number of residents adopting cycling, boasting the highest rate of people cycling to work in London. In 2020, the council introduced trial of protected cycle lanes, a measure that has since been permanently implemented and expanded, further supporting the commitment to sustainable modes of transportation.

The Council's Transport Strategy 2015-25 sets out the proposals and initiatives to improve public transportation provision and the experience of using it in Hackney. This includes being able to travel safely by bus, identifying existing barriers to travel in Hackney.

<https://drive.google.com/file/d/173Yz8wZuSdjnXb15q0dSslhWzEkRGkBo/view>

We recognise that walking, cycling and public transport may not present viable alternatives for some, which is why - under our plans - we will continue to enable motorcyclists to travel and park their bike all day in solo motorcycle bays.

<https://tfl.gov.uk/info-for/boroughs-and-communities/hackney>

In relation to the points raised on the impact on local economy and businesses, consultation and engagement has taken place with local businesses, it is a priority for the Council to ensure business needs are met where possible and in line with Council goals. Parking around businesses is designed to ensure there are adequate facilities for visitors such as pay and display and shared use parking bays. Local businesses catering to motorcycles and their upkeep, can request parking provisions directly from the Council - where possible these requests will be reviewed and accommodated.

As part of our commitment to be net-zero by 2030 reducing pollution from transport to encourage more active transport such as walking, cycling and public transport is being encouraged.

Regarding the concerns raised about crime and security, the Council has consulted with the police on safety aspects related to motorcycle parking. Additionally, the Council is planning a campaign focused on security and motorcycle safety. To address security concerns, there is a commitment to exploring the installation of secure motorcycle parking where needed across solo motorcycle bays. Information about the security campaign will be communicated to users after the policy is implemented.

While motorcycles offer advantages such as ease of navigation through traffic, it's crucial to note that motorcyclists are identified as one of the most vulnerable user groups by the Department of Transport. Unlike car occupants, motorcyclists lack the protection of a vehicle body and are often more challenging for other drivers to

see on the road. In 2022, Transport for London reported that motorcyclists accounted for 895 fatal and serious injuries in Greater London. This figure was over six times higher than the comparable number for bus or coach occupants (142) and 69% more than car occupants (529).

Regarding the argument against the introduction of motorcycle charges, it's important to emphasise that adopting a no-charge policy for motorcycles is not in line with the Council's overarching goals. The Council acknowledges that emissions from various forms of fossil-fuel-powered transport contribute significantly to CO2 emissions and poor air quality in Hackney. To address these challenges comprehensively and achieve the objective of reducing CO2 emissions and improving local air quality, the Council has determined it necessary to apply the same approach to all types of vehicular transport parked on Hackney's roads, including motorcycles.

Objection 6 - Fee

Received from:

A total of 65- comments and objections were received relating to issues under fee, for details please see appendix 2 Table 6

Themes under this objection included:

- Fees are too high and need to be reduced.
- Fee needs to take into consideration other factors such as space and congestion in any charges.
- Charge cars more, motorcycles and cars should not be the same price.
- No charges for motorcycles.

Response:

The Council acknowledges concerns about the financial impact of introducing fees for some riders. To address these concerns, the decision has been made to implement these fees gradually over a three-year period. This phased approach

aims to provide riders with sufficient time to acclimate to the new regulations and make necessary adjustments. Additionally, during this transition period, riders can explore alternatives, such as considering electric motorbikes, which will benefit from a 90% discount on the equivalent charges for electric cars.

Addressing the suggestion that cars should be charged more, the Council maintains a consistent policy of setting permit prices based solely on tailpipe CO2 emissions, with an additional surcharge for diesel vehicles. This approach is designed to incentivise drivers to choose cleaner and more environmentally friendly vehicles, thereby encouraging a shift towards greener modes of transport.

This policy has been effective - the number of diesel cars has fallen by a third since 2019 - but we have a long way to go in reducing emissions within Hackney.

To expedite the transition towards cleaner transport options, the Council has taken proactive steps in 2023 by expanding the number of charging bands within the permit structure from six to 13. This strategic enhancement aims to reinforce incentives for owners of the most environmentally harmful vehicles to transition to greener alternatives. Simultaneously, permit prices for low-emission modes of transport, including a majority of scooters and motorcycles, remain at a lower rate, supporting the Council's commitment to sustainability.

The current pricing framework, centred on tailpipe emissions for permit holders, aligns with the Council's commitment to environmental considerations. This approach acknowledges the significant variability in emission levels not only between different types of motorcycles but also among various forms of transport, including cars. By prioritising tailpipe emissions as a decisive criterion, the Council ensures a fair and logical system that accurately reflects the environmental impact of each vehicle, fostering a more sustainable and ecologically responsible approach to transportation.

Within the proposed 13-band charging structure, Hackney Council recognises the comparatively lower environmental impact of most motorcycles and mopeds. This acknowledgment is reflected in the pricing, where most powered two-wheelers

would be charged approximately seven to ten times less than owners of the most polluting vehicles. This approach aims to incentivise and reward environmentally conscious choices, aligning with the Council's commitment to promote greener modes of transportation and reduce overall environmental impact.

In response to concerns raised by campaigners, particularly regarding the challenges commuting by motorbike, the Council has revised its plans for short stay parking charges in solo motorcycle bays. Motorcyclists who work in Hackney will retain the ability to ride in and park all day, providing them with a unique advantage not available to other motorists. This adjustment aims to address the specific needs of motorbike commuters and recognises their distinct parking requirements.

In response to feedback and concerns raised, particularly regarding the simplicity of the charging structure and its accommodation of emissions variations among private transport, the Council has made adjustments. Short-stay parking charges in solo motorcycle bays will now be 80% lower than the equivalent charges for cars. Additionally, charges for electric powered two-wheelers (PTWs) will be reduced by 90% compared to electric cars. To facilitate a smoother transition for riders, these revised charges will be gradually phased in over a three-year period.

In response to concerns about the introduction of motorcycle charges, the Council emphasises that adopting no charges for motorcycles is not an option in line with its Parking and Enforcement Plan 2022-27. The Council asserts that emissions from transport contribute significantly to CO2 emissions and poor air quality in Hackney. Recognising that all forms of fossil-fuel powered transport produce tailpipe emissions, the Council underscores the need for a comprehensive approach to address these issues, extending to all vehicular transport parked on Hackney's roads, including motorcycles.

Objection 7 - Other

Received from:

A total of 6 comments and objections were received relating to other issues, for details please see appendix 2 Table 6

Themes under this objection included:

- Discussions with motorcycle groups.
- Changes made to original scheme proposal.
- Charges of £14,000 for bike commuters.

Response:

Following a recent listening exercise on permit prices, the Council engaged with motorcycling groups such as the Motorcycle Action Group (MAG) and Save 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.

In response to concerns raised by motorcycling groups about the potential impact of maximum stay restrictions, the Council revised its proposals after listening to feedback. The updated plans now allow motorcyclists who work in Hackney to continue riding and parking all day in solo motorcycle bays.

The Council has addressed concerns about the charges for short-stay parking in solo motorcycle bays by reducing the proposed charges to 80% lower than the equivalent price for cars.

The revised proposals, subject to the outcome of the statutory consultation, will see such electric powered two-wheelers (PTWs) being charged 90% less than electric

cars, incentivising the uptake of zero emissions transport over internal combustion engined PTWs.

Finally, in response to concerns about affordability, we have proposed phasing these charges in over 3 years, with charges starting from just 6p an hour.

These changes are in addition to our existing commitment to phase in permit charges for motorcycles over 3 years, with residents and businesses having nothing to pay for the first 12 months.

In addressing concerns about the level of charges that commuters may face, it's important to emphasise that the Council's goal is to transition to a scenario where it is more cost-effective for people to travel by public transport than by private transport, including powered two wheelers (PTWs), for most journeys.

It's important to clarify that no riders will be charged anywhere near £14,000 a year. The costs for riders will depend on the frequency and duration of their parking, and the proposed charges are designed to be reasonable and phased in gradually over a three-year period.

To clarify, as outlined in our proposals, most Powered Two Wheelers (PTWs) will pay no more than £1 per hour for parking. Based on an eight-hour stay, 20 times a month, this would equate to £160 a month in the parts of the borough with the highest short stay fees. The aim is to implement charges that are reasonable and reflect the environmental impact of different vehicles, while also taking into account the needs of riders.

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 (as of February 2023).

- Monthly Bus and Tram Pass: £89.50
- Monthly Travel Card

- Zones 1 and 2: £156.30
- Zones 1-3: £184

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

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

Summary of objections, motorcycle lobby groups

Four motorcycle lobby groups submitted formal objections and feedback to the statutory consultation. The themes expressed were not dissimilar to the comments and feedback raised by individuals, however the Council has addressed each topic in turn as set out in the documents listed, following the below table.

Table 3

Motorcycle Campaign Group	Themes	Sub themes
British Motorcyclists Federation	Pollution Traffic General Against Fee	<ul style="list-style-type: none"> • Low pollution/pollute less than cars/better for environment • Ease congestion/reduce traffic/smaller and takes less space on road and parking space • Look at other London Boroughs charging structures • Motorcycle implementation query/ suggestion • No charges for motorcycles
National Motorcyclists Council (NMC)	Pollution Traffic General Against Fee	<ul style="list-style-type: none"> • Low pollution/pollute less than cars/better for environment • Ease congestion/reduce traffic/smaller and takes less space on road and parking space • Quicker to get around e.g. reduces commuting time/convenience/time saving argument • Delivery drivers concerns/ Gig workers • Look at other London Boroughs charging structures • Motorcycle implementation query/ suggestion • Fee too high/support in principle/if implemented, fee needs to be reduced • Consider other factors such as space and congestion in any charges
Motorcycle Action Group	Pollution Traffic Encourage General Against	<ul style="list-style-type: none"> • Low pollution/pollute less than cars/better for environment • Ease congestion/reduce traffic/smaller and takes less space on road and

	Fee	<p>parking space</p> <ul style="list-style-type: none"> • Motorcycle use should be encouraged/part of the solution/ more motorcycle parking/ encourage to switch from cars to motorcycles • Lack of evidence/air quality argument does not hold/consultation concerns • Look at other London Boroughs charging structures • Public transport unsafe/ not fit for purpose/ cycling not appropriate option • Fee too high/support in principle/if implemented, fee needs to be reduced • Consider other factors such as space and congestion in any charges • Charge cars more / cars and motorcycles not charge the same • No charges for motorcycles
Save London Motorcycling	Cost General Against Fee	<ul style="list-style-type: none"> • More cost effective/cheaper to run • Motorcycles used by least well off/ cause hardship to those on low income • Lack of evidence/air quality argument does not hold/consultation concerns • Charge cars more / cars and motorcycles not charge the same • No charges for motorcycles

Response to British Motorcyclists Federation:

Firstly I'd like to address the points you raised in relation to your view that motorcycles should be charged less as they require less space, and that lower charges can encourage the use of motorcycles over cars.

As you may be aware, Hackney Council has a long-standing policy of basing permit prices solely on the tailpipe CO2 emissions, with a surcharge for diesel vehicles, in order to encourage all drivers to opt for the cleanest vehicle they can. This policy encourages those driving the most polluting vehicles to move towards greener means of transport.

This policy has been effective - the number of diesel cars has fallen by a third since 2019 - but we have a long way to go in reducing emissions within Hackney.

In order to accelerate the pace of change, in 2023 we have expanded the number of charging bands within our permit structure from 6 to 13 bands, in order to strengthen the incentives for drivers of the most polluting vehicles to move away

from these, while keeping permit prices low for low emitting transport, including most scooters and motorcycles.

Within this framework, there is no logical rationale for charging different forms of transport based on what type of transport they are, or how much space they take up, when in reality emission levels vary greatly between different types of motorcycles, as they vary greatly between cars. That is why it is right to set permit prices based on tailpipe emissions for permit holders.

In relation to congestion, this is one of a range of other factors that could theoretically be factored into pricing, including the length, height, width, or weight of a vehicle, how often it is driven, how far it travels each year, for what purpose, the number of passengers it carries, and whether or not it contributes to congestion. Our view on such factors is that road pricing is a much more effective mechanism for addressing congestion in the long term, and we continue to advocate for congestion charging on behalf of our residents, but the inclusion of a wider range of factors in the calculation of permit prices would be neither feasible nor desirable, and that emissions figures published by motorcycle manufacturers provide a fair and proportionate basis for the calculation of charges.

In regard to the usage of motorcycles, I should start by explaining that Hackney Council draws a clear distinction between private motorised transport that is necessary for work (such as delivery riders), and its use solely for commuting. Hackney Council does not support commuting and wants to reduce private vehicle use, which is why commuting is at the bottom of the Council hierarchy of road use. The Council does not facilitate commuting for any other road users, primarily through the use of 4-hour maximum stay restrictions in short stay bays.

Within this context, and against a backdrop of a long standing position that commuting by car is not facilitated in Hackney, we do not believe that there is realistic scope for a modal shift from cars to motorcycles, as such journeys are being carried out via public transport, walking or cycling. What encouraging solo motorcycles would instead result in is their use over other, more sustainable forms of transportation.

Nevertheless, Hackney Council understands that motorcycles are, on average, less polluting than cars. As we work to reduce CO2 emissions and improve air quality our broader aim is to ensure that - as a borough - we move towards a position where it becomes cheaper for the public to travel by walking, cycling or public transport than to travel by private transport for most journeys. It's important to emphasise that 7 in 10 Hackney residents don't own a vehicle or motorcycle, and rely on walking, cycling, or public transport to move around London.

The proposals we have consulted on, under which the average motorcycles will be charged about half the amount for a permit than the average car, and where short stay parking charges in solo motorcycle bays will be five times cheaper than the equivalent price for cars, delivers this, by rewarding those who opt for solo motorcycles over cars with lower fees.

In respect of those for whom their motorcycle or scooter is a tool of trade, we recognise the contribution couriers and delivery drivers make to Hackney's economy, and we also know that most riders are on low wages. It is for these reasons that our plans have been carefully designed to minimise the impact of these charges on couriers and delivery riders whilst working.

Active loading and unloading can take place in parking bays, and on all single and double yellow lines where there are no loading restrictions. This will enable riders to undertake deliveries or and carry out pick ups of food and goods from local hospitality businesses. In areas where riders may need to wait for longer periods of time, we provide loading and unloading bays, which provide short term parking for riders for up to 20 minutes. These have helped riders in areas such as Dalston, and we will continue to work with gig economy representatives to provide practical solutions elsewhere in the borough where needed.

In respect of short stay parking charges in solo motorcycle bays, following discussions with campaigners, we listened to concerns that our initial plans for maximum stay restrictions would make commuting by motorbike challenging, which is why motorcyclists who work in Hackney will be able to continue riding in and parking all day, which other motorists cannot.

We also have listened to concerns about the level of charges for short stay parking in solo motorcycle bays, where the simpler charging structure doesn't cater as well for the differences in emissions from private transport as we can for permits.

As a result, charges will now be 80% lower than the equivalent price for cars for short-stay parking. We have also listened to concerns about charges for electric PTWs, and our revised proposals will see such bikes being charged 90% less than electric cars.

Furthermore, we recognise the short term challenges that these changes could have on some riders, which - in light of the current economic situation - is why these changes are being introduced gradually over a three year period. This will give riders ample time to determine what the best way to travel is for them in the long run. The proposed prices will also ensure that, over the next 3 years, it becomes cheaper to commute to Hackney using public transport for shorter journeys, which will help in reducing the number of road journeys made in Hackney.

In relation to your proposals that Hackney Council should consider providing free parking for motorcycles, or a reduced fee such as the £1 per day fee levied by Westminster, we do not believe that this is the right approach, as it does not consider the environmental impact of individual bikes, which vary considerably, and also sets fees at a level that seek to only regulate parking. Hackney Council has been clear that we are much more ambitious in our goal of reducing CO2 emissions and improving air quality, and that in order to achieve this we need to encourage more people to walk, cycle or take public transport.

In regard to the provision of solo motorcycle bays, we recognise and understand that the changes we have consulted on will lead to demand for solo motorcycle bays in parts of the borough where there has historically been no demand for them, due to free parking presently being available. That is why, as part of our communications plan before motorcycle charging is introduced, we will ensure that riders are informed of how they can request a solo motorcycle bay to be installed where there is demand for them for riders.

Response to National Motorcycle Council (NMC):

Firstly I'd like to address the points you raised in relation to your view that motorcycles should be charged less as they require less space, and that lower charges can encourage the use of motorcycles over cars.

As you may be aware, Hackney Council has a long-standing policy of basing permit prices solely on the tailpipe CO2 emissions, with a surcharge for diesel vehicles, in order to encourage all drivers to opt for the cleanest vehicle they can. This policy encourages those driving the most polluting vehicles to move towards greener means of transport.

This policy has been effective - the number of diesel cars has fallen by a third since 2019 - but we have a long way to go in reducing emissions within Hackney.

In order to accelerate the pace of change, in 2023 we have expanded the number of charging bands within our permit structure from 6 to 13 bands, in order to strengthen the incentives for drivers of the most polluting vehicles to move away from these, while keeping permit prices low for low emitting transport, including most scooters and motorcycles.

Within this framework, there is no logical rationale for charging different forms of transport based on what type of transport they are, or how much space they take up, when in reality emission levels vary greatly between different types of motorcycles, as they vary greatly between cars. That is why it is right to set permit prices based on tailpipe emissions for permit holders.

In relation to congestion, this is one of a range of other factors that could theoretically be factored into pricing, including the length, height, width, or weight of a vehicle, how often it is driven, how far it travels each year, for what purpose, the number of passengers it carries, and whether or not it contributes to congestion. Our view on such factors is that road pricing is a much more effective mechanism for addressing congestion in the long term, and we continue to advocate for charging on behalf of our residents, but that the inclusion of a wider range of factors in the calculation of permit prices would be neither feasible nor desirable, and that emissions figures published by motorcycle manufacturers provide a fair and proportionate basis for the calculation of charges.

In regard to the usage of motorcycles, I should start by explaining that Hackney Council draws a clear distinction between private motorised transport that is necessary for work (such as delivery riders), and its use solely for commuting. Hackney Council does not support commuting and wants to reduce private vehicle use, which is why commuting is at the bottom of the Council hierarchy of road use. The Council does not facilitate commuting for any other road users, primarily through the use of 4-hour maximum stay restrictions in short stay bays.

In relation to the papers you submitted with your response, the paper from Transport and Mobility Leuven looked at the impact of modal shift from commuting by car to commuting by motorcycle. While it may be true to say that in local authorities where commuting by car is commonplace, policies geared towards encouraging drivers onto PTWs could help to reduce emissions, this is not relevant to Hackney, where the council has not facilitated commuting by car for many years.

As a result we don't believe that there is realistic scope for a modal shift from cars to motorcycles as you suggest, as such journeys are presently being carried out via public transport, walking or cycling. What encouraging solo motorcycles would instead lead to is their use over other, more sustainable forms of transportation, which runs contrary to our aims.

Nevertheless, Hackney Council understands that motorcycles are, on average, less polluting than cars. As we work to reduce CO2 emissions and improve air quality our broader aim is to ensure that - as a borough - we move towards a position where it becomes cheaper for the public to travel by walking, cycling or public transport than to travel by private transport for most journeys. It's important to emphasise that 7 in 10 Hackney residents don't own a vehicle or motorcycle, and rely on walking, cycling, or public transport to move around London.

The proposals we have consulted on, under which the average motorcycles will be charged about half the amount for a permit than the average car, and where short stay parking charges in solo motorcycle bays will be five times cheaper than the

equivalent price for cars, delivers this by rewarding those who opt for solo motorcycles over cars with lower fees.

In respect of those for whom their motorcycle or scooter is a tool of trade, we recognise the contribution couriers and delivery drivers make to Hackney's economy, and we also know that most riders are on low wages. It is for these reasons that our plans have been carefully designed to minimise the impact of these charges on couriers and delivery riders whilst working.

Active loading and unloading can take place in parking bays, and on all single and double yellow lines where there are no loading restrictions. This will enable riders to undertake deliveries or and carry out pick ups of food and goods from local hospitality businesses. In areas where riders may need to wait for longer periods of time, we provide loading and unloading bays, which provide short term parking for riders for up to 20 minutes. These have helped riders in areas such as Dalston, and we will continue to work with gig economy representatives to provide practical solutions elsewhere in the borough where needed.

In respect of short stay parking charges in solo motorcycle bays, following discussions with campaigners we listened to concerns that our initial plans for maximum stay restrictions would make commuting by motorbike challenging, which is why motorcyclists who work in Hackney will be able to continue riding in and parking all day, which other motorists cannot.

We also have listened to concerns about the level of charges for short stay parking in solo motorcycle bays, where the simpler charging structure doesn't cater as well for the differences in emissions from private transport as we can for permits.

As a result, charges will now be 80% lower than the equivalent price for cars for short. We have also listened to concerns about charges for electric PTWs, and our revised proposals will see such bikes being charged 90% less than electric cars.

Furthermore, we recognise the short term challenges that these changes could have on some riders, which - in light of the current economic situation - is why these changes are being introduced gradually over a three year period. This will give riders ample time to determine what the best way to travel is for them in the long run. The proposed prices will also ensure that, over the next 3 years, it becomes cheaper to commute to Hackney using public transport for shorter journeys, which will help in reducing the number of road journeys made in Hackney.

In relation to your proposals that Hackney Council should consider providing free parking for motorcycles, or a reduced fee such as the £1 per day fee levied by Westminster, we do not believe that this is the right approach, as it does not consider the environmental impact of individual bikes, which vary considerably, and

also sets fees at a level that seek to only regulate parking. Hackney Council has been clear that we are much more ambitious in our goal of reducing CO2 emissions and improving air quality, and that in order to achieve this we need to encourage more people to walk, cycle or take public transport.

In regard to the provision of solo motorcycle bays, we recognise and understand that the changes we have consulted on will lead to demand for solo motorcycle bays in parts of the borough where there has historically been no demand for them, due to free parking presently being available. That is why, as part of our communications plan before motorcycle charging is introduced, we will ensure that riders are informed of how they can request a solo motorcycle bay to be installed where there is demand for them for riders.

Response to Motorcycle Action Group:

Firstly I'd like to address the points you raised in relation to your view that motorcycles should be charged less as they require less space, and that lower charges can encourage the use of motorcycles over cars.

As you may be aware, Hackney Council has a long-standing policy of basing permit prices solely on the tailpipe CO2 emissions, with a surcharge for diesel vehicles, in order to encourage all drivers to opt for the cleanest vehicle they can.

This policy has been effective - the number of diesel cars has fallen by a third since 2019 - but we have a long way to go in reducing emissions within Hackney.

In order to accelerate the pace of change, in 2023 we have expanded the number of charging bands within our permit structure from 6 to 13 bands, in order to strengthen the incentives for drivers of the most polluting vehicles to move away from these, while keeping permit prices low for low emitting transport.

Within this framework, there is no logical rationale for charging different forms of transport based on what type of transport they are, or how much space they take up, when in reality emission levels vary greatly between different types of motorcycles, as they vary greatly between cars. That is why it is right to set permit prices based on tailpipe emissions for permit holders. Indeed, if the relationship between a car or motorcycles' emissions, and the kerbspace taken up by it, were considered, it is arguable that the environmental impact of motorcycles, on a CO2/km per linear metre occupied basis, would see proportionately higher charges for solo motorcycles than for many cars, due to motorcycles producing about half the CO2 per km of cars, but occupying only 1/8th of the kerb space that a car would fill.

In regard to your view that it is irrational and unfair to apply car parking charges to PTWs, this is a mischaracterisation of our plans. Hackney Council does not operate

charges based on vehicle type - its charges are solely based on the emissions of the private transport for which a permit is being sought. Nevertheless, Hackney Council acknowledges that on average, motorcycles pollute less than other vehicles, which is reflected in our emission charging framework, where private transport that is smaller and lighter will benefit from lower permit prices, due to their lower CO2 emissions, and smaller engine sizes. As a result, under the proposed 13 band charging structure, which we outlined in our recent consultation, most powered two wheelers will be charged about half the price of the average car, and around 7-10 times less than the owners of the most polluting vehicles, which is in recognition of the lesser environmental impact they have.

In relation to the other factors that you have suggested should form part of the considerations, such as congestion, vehicle size, or kerb space taken up, these represent a few of a wider range of other factors that could theoretically be factored into pricing, which also include the length, height, width, or weight of a vehicle, how often it is driven, how far it travels each year, for what purpose, and the number of passengers it carries. Our view on such factors is that road pricing is a much more effective mechanism for addressing congestion in the long term, and we continue to advocate for charging on behalf of our residents. Nevertheless, the council's view is that the inclusion of a wider range of factors in the calculation of permit prices would be neither feasible nor desirable in the delivery of the council's goals, and in addition would lead to the creation of an overly complex and bureaucratic application process, which would be to the detriment of the customers we serve.

I would also like to reiterate that Hackney does not charge for any form of parking based on the size of the vehicle. While we have upper limits in terms of what we will consider issuing parking permits for, this does not constitute a charge based on a vehicle's size, and we have no plans to move to such an approach.

In relation to the number of motorcycles on Hackney's roads, we understand that they make up a small proportion of overall road users. However, Hackney's ambition to improve air quality and cut CO2 emissions, and reduce road miles driven and ridden in Hackney, requires a holistic approach, which incentivises users of all forms of private road transport - including motorcyclists - to make the greenest choice they can when making future choices about their preferred method of transport.

It is not true to say that the impact of the proposals will not be measurable. Over the proposed three years of the implementation of motorcycle charges, we anticipate that the impact of the fees will be seen in a reduction of the number of solo motorcycle journeys made, particularly by commuters, as riders adapt over time to the phased introduction of charges. The council will monitor these trends closely.

In regard to the usage of motorcycles, I should explain that Hackney Council draws a clear distinction between private motorised transport that is necessary for work (such as delivery riders), and its use solely for commuting. Hackney Council does not support commuting and wants to reduce private vehicle use, which is why commuting is at the bottom of the Council hierarchy of road use. The Council does not facilitate commuting for any other road users, and enforces this, primarily through the use of 4-hour maximum stay restrictions in short stay bays.

In respect of those for whom their motorcycle or scooter is a tool of trade, we recognise the contribution couriers and delivery drivers make to Hackney's economy, and we also know that most riders are on low wages. It is for these reasons that our plans have been carefully designed to minimise the impact of these charges on couriers and delivery riders whilst working.

Active loading and unloading can take place in parking bays, and on all single and double yellow lines where there are no loading restrictions. This will enable riders to undertake deliveries or and carry out pick ups of food and goods from local hospitality businesses. In areas where riders may need to wait for longer periods of time, we provide loading and unloading bays, which provide short term parking for riders for up to 20 minutes. These have helped riders in areas such as Dalston, and we will continue to work with gig economy representatives to provide practical solutions elsewhere in the borough where needed.

In response to your views that motorcycles have an important role to play in helping reduce emissions, we have reviewed the papers that you submitted with your objection. While it is true to say that in local authorities where commuting by car is commonplace, policies geared towards encouraging drivers onto PTWs could help to reduce emissions, this position - as outlined in the papers you provided as evidence - are not applicable to Hackney, where the council has not facilitated commuting by car for many years. As a result we don't believe that there is realistic scope for a modal shift from cars to motorcycles as you suggest, as such journeys are presently being carried out via public transport, walking or cycling. What encouraging solo motorcycles would instead lead to is their use over other, more sustainable forms of transportation, which run contrary to our aims.

In relation to your feedback on the proposed prices for commuters, I should explain that as we work to reduce CO2 emissions and improve air quality our broader aim is to ensure that - as a borough - we move towards a position where it becomes cheaper for the public to travel by walking, cycling or public transport than to travel by private transport for most journeys, on a day-to-day basis. It's important to emphasise that 7 in 10 Hackney residents don't own a vehicle or motorcycle, and rely on walking, cycling, or public transport to move around London.

The proposals we have consulted on, under which the average motorcycles will be charged about half the amount for a permit than the average car, and where short stay parking charges in solo motorcycle bays will be five times cheaper than the equivalent price for cars, delivers this, by rewarding those who opt for solo motorcycles over cars with lower fees.

In regard to e-PTWs, Hackney Council has a broader aim of ensuring that the pricing of its services is structured in a way that ensures it pays to travel by the most sustainable form of transport available. It is for this reason that the council has committed to ensuring that the cost of any annual parking permit will remain above the cost of an annual rental of a space in a cycle hangar, and is why the starting price for all permits of £50 represents the lowest price that will be available for all motorists.

In respect of short stay parking charges in solo motorcycle bays, following discussions with campaigners, we listened to concerns that our initial plans for maximum stay restrictions would make commuting by motorbike challenging, we made substantial changes to our original plans as we recognised that - given the historical differences in the way that parking of PTWs has been managed - the original plans represented too big a change. That is why we amended our original plans to enable motorcyclists who work in Hackney will be able to continue riding in and parking all day (which other motorists cannot), which we believe are a fairer way to incentivise riders to walk, cycle or take public transport wherever possible, while ensuring that for those for whom these aren't an option, it remains possible for them to travel to work by motorcycle.

We also have listened to concerns about the level of charges for short stay parking in solo motorcycle bays, where the simpler charging structure, which is based on fuel type and not the emissions of individual vehicles, doesn't cater as well for the differences in emissions from private transport as we can for permits.

As a result, charges will now be 80% lower than the equivalent price for cars for short-stay sessions. We have also listened to concerns about charges for electric PTWs, and our revised proposals will see such bikes being charged 90% less than electric cars. This will ensure that for those who don't have alternative travel options, e-PTWs become more popular over time as a lower-cost form of travel, when compared to commuting using solo motorcycles powered by internal combustion engines.

Furthermore, we recognise the short term challenges that these changes could have on some riders, which - in light of the current economic situation - is why these changes are being introduced gradually over a three year period. This will give riders ample time to determine what the best way to travel is for them is in the long run.

While I understand you believe these charges to still be too high, the combined package of hourly fees, which will be five times cheaper than the equivalent cost for other vehicles, together with all day parking availability, and a phased implementation over 3 years, represents a fair and balanced set of proposals, which will - over time - ensure that it becomes cheaper to commute to Hackney using public transport for shorter journeys, which will help in reducing the number of road journeys made in the borough.

In respect of your concerns that the pricing structure for commuter parking is too complex, I should explain that this charging model is now commonplace in many boroughs across London, and over 80,000 short stay sessions a month are bought using it by customers in Hackney.

In relation to your proposals that Hackney Council should consider alternative pricing structures, such as a reduced fee of £1 per day levied by Islington and Westminster, or £2 per day levied by Lewisham, we don't believe that these models represent the right approach in Hackney, as they do not consider the environmental impact of individual bikes, which vary considerably, and also set fees at a level that seek to only regulate parking.

Hackney Council has been clear that we are much more ambitious in our goal of reducing CO2 emissions and improving air quality, and that in order to achieve this we need to encourage more people to walk, cycle or take public transport.

As we have explained previously, we as a borough, do not support commuting by private transport and want to reduce private vehicle use. It was for this reason that our original plans sought to introduce maximum stay restrictions, to ensure that all road users, including PTWs, were subject to the same parking restrictions. While the initial proposals have been amended to address some of the concerns raised by campaigners, the ambition to reduce commuting remains, and we believe that the fees set out in our plans represent the best way to achieve this.

In regard to the provision of solo motorcycle bays, we recognise and understand that the changes we have consulted on will lead to demand for solo motorcycle bays in parts of the borough where there has historically been no demand for them, due to free parking presently being available. We will be introducing new solo motorcycle bays across Hackney to cater for riders ahead of the launch of motorcycle charging, and in addition will ensure that riders are informed of how they can request a solo motorcycle bay to be installed where there is both demand for them for riders, and insufficient coverage of existing solo motorcycle bays.

Response to Save London Motorcycling:

Firstly I'd like to address the points you raised in relation to your view that motorcycles should be charged less as they require less space. As you may be aware, Hackney Council has a long-standing policy of basing permit prices solely on the tailpipe CO2 emissions, with a surcharge for diesel vehicles, in order to encourage all drivers to opt for the cleanest vehicle they can.

This policy has been effective - the number of diesel cars has fallen by a third since 2019 - but we have a long way to go in reducing emissions within Hackney.

In order to accelerate the pace of change, in 2023 we have expanded the number of charging bands within our permit structure from 6 to 13 bands, in order to strengthen the incentives for drivers of the most polluting vehicles to move away from these, while keeping permit prices low for low emitting transport.

Within this framework, there is no logical rationale for charging different forms of transport based on what type of transport they are, or how much space they take up, when in reality emission levels vary greatly between different types of motorcycles, as they vary greatly between cars. That is why it is right to set permit prices based on tailpipe emissions for permit holders. Indeed, if the relationship between a car or motorcycles' emissions, and the kerbspace taken up by it, were considered, it is arguable that the environmental impact of motorcycles on a CO2/km per linear metre would be higher for solo motorcycles than for many cars, due to motorcycles producing about half the CO2 per km of cars, but up to 8 solo motorcycles being able to fit in the space that only one car would fill.

We do not agree with your view that there is no evidence to underpin our proposed policy. On the contrary, the evidence is clear, both in respect of the impact of poor air quality on the lives of those who live and work in London, as explained earlier in our response, but also in terms of the impact of all forms of road transport - including PTWs - on climate change. This evidence was laid out in the Cabinet paper that was approved by Cabinet in March 2023.

Since 2016, transport has been the largest emitting sector in the UK², 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 static³.

²

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

³

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

In relation to the number of motorcycles on Hackney's roads, we understand that they make up a small proportion of overall road users. However, Hackney's ambition to improve air quality and cut CO2 emissions, and reduce road miles driven and ridden in Hackney, requires a holistic approach, which incentivises users of all forms of private road transport, including motorcyclists, to make the greenest choice they can when making future choices about their preferred method of transport.

It is also not true to say that the impact of the proposals will not be measurable. Over the proposed three years of the implementation of motorcycle charges, we anticipate that the impact of the fees will be seen in a reduction of the number of solo motorcycle journeys made, particularly by commuters, as riders adapt over time to the phased introduction of charges. The council will monitor these trends closely.

In addressing your question, I want to make absolutely clear that we have not set any target in relation to the levels of motorcycle usage - the 70% figure that you refer to is neither a prediction or target, but was simply a model that sought to estimate the potential impact of introducing charging on income.

In relation to the affordability of our proposals, I should begin by explaining that our broader aim is to ensure that - as a borough - we move towards a position where the daily cost for the public to travel by walking, cycling or public transport becomes cheaper than to travel by private transport for most local journeys, in order to accelerate our efforts to reduce CO2 emissions and improve air quality. It's important to emphasise that seven out of ten Hackney residents do not own a vehicle or motorcycle, relying instead on walking, cycling, or public transport to move around London.

Within this policy framework, the Council acknowledges that motorcycles are generally less expensive to buy and run than cars. The proposals presented in the consultation outline a scenario where the average motorcycles will incur lower charges compared to the average car. Furthermore, short stay parking charges in solo motorcycle bays will be five times cheaper than the equivalent price for cars. This approach provides a cost advantage for those who opt for solo motorcycles over cars with lower fees. As a result, solo motorcycles will remain considerably cheaper to park than cars in Hackney, which will ensure that they remain a popular choice for those who would like to use them over other forms of private transport.

The proposed hourly charge in solo motorcycle bays, allowing all-day parking for solo motorcycles - a privilege not extended to car drivers - aims to accommodate riders who need to commute when alternative means of transportation are impractical. The proposed prices will also ensure that, over the next three years, it

becomes cheaper to commute to Hackney using public transport for shorter journeys, contributing to the reduction of road journeys within the borough. This approach aligns with the broader goal of promoting sustainable and eco-friendly modes of transportation.

The Council acknowledges the short term challenges that these changes will have on some riders, particularly in the current economic climate. Consequently, the phased implementation of these changes over a three-year period is intended to provide riders with sufficient time to assess and adapt to the evolving landscape of transportation options, enabling them to make informed decisions about their preferred mode of travel in the long term.

This will include residents and businesses benefiting from a 100% discount in the first year and a 50% discount in the second year. Additionally, permit holders will also have the flexibility to purchase permits for periods of three months, six months and one year, allowing them to pay for permits only when they require them. Under the proposed 13 band charging structure, outlined in this consultation, most powered two wheelers will be charged around seven to ten times less than the owners of the most polluting vehicles.

In regard to your view that it is irrational to apply car parking charges to PTWs, this is a mischaracterisation of our plans. Hackney Council does not operate charges based on vehicle type - its charges are solely based on the emissions of the private transport for which a permit is being sought.

Nevertheless, Hackney Council acknowledges that on average, motorcycles pollute less than other vehicles, which is reflected in our emission charging framework, where private transport that is smaller and lighter will benefit from lower permit prices, due to their lower CO2 emissions, and smaller engine sizes. As a result, under the proposed 13 band charging structure, which we outlined in our recent consultation, most powered two wheelers will be charged about half the price of the average car, and around 7-10 times less than the owners of the most polluting vehicles, which is in recognition of the lesser environmental impact they have.

In relation to the other factors that you have suggested should form part of the considerations, I have addressed your point about the kerbspace taken up earlier in this letter. In respect of other potential considerations, such as congestion, this is just one of a wide range of other factors that could theoretically be factored into pricing, which also include the length, height, width, or weight of a vehicle, how often it is driven, how far it travels each year, for what purpose, and the number of passengers it carries. Our view on such factors is that road pricing is a much more effective mechanism for addressing congestion in the long term, and we continue to advocate for charging on behalf of our residents. Nevertheless, the council's view is that the inclusion of a wider range of factors in the calculation of permit prices

would be neither feasible nor desirable in the delivery of the council's goals, and in addition would lead to the creation of an overly complex and bureaucratic application process, which would be to the detriment of the customers we serve.

I would also like to reiterate that Hackney does not charge for any form of parking based on the size of the vehicle. While we have upper limits in terms of what we will consider issuing parking permits for, this does not constitute a charge based on a vehicle's size, and we have no plans to move to such an approach.

In respect to your objection that the consultation basis was unsound, Hackney Council does not accept your view that the public were misled.

As you are aware, the original proposals consulted on in 2020 did not propose a different price for motorcycles from the charges levied on other vehicles in short stay bays for visitors. The consultation instead 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.

Hackney Council recognises that a balance needs to be struck between the Council's desire to reduce CO2 emissions from road transport, improve local air quality, and incentivising 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.

Following discussions with campaigners last winter, the revised proposals that were approved by Cabinet in March 2023 saw a number of revisions to the initial proposals, and set out plans for a lower charge be introduced in solo motorcycle bays, that will incentivise riders to park in solo motorcycle bays over other bay types, with solo motorcycles receiving an 80% discount on the hourly rate charged to other vehicles, and a 90% discount for electric PTWs on the hourly rate charged to other electric cars, in recognition of the lower level of emissions they produce.

Furthermore, motorcyclists who work in Hackney will retain the ability to ride in and park all day in solo motorcycle bays, providing them with a unique advantage not available to other motorists. In addition, these changes are proposed to be phased in over three years, to give riders time to adapt to the changes.

In relation to your concerns that the emission to engine size relationship in the banding structure is incorrect in relation to PTWs, as you may be aware, Hackney Council's charging structure for all permits determines the price based on CO2 emissions (with a diesel surcharge where relevant), with engine size being used where CO2 emissions are not available.

While most forms of motorised transport have had their CO2 emissions recorded by the DVLA since 2001, we recognise that the DVLA have been much less consistent in recording CO2 emissions for motorcycles.

We already have safeguards in place to ensure that drivers and riders are not subject to unfair fees. All of our application processes enable the applicant to amend their vehicle information where the details held by the DVLA are incorrect or incomplete. Such applications are then reviewed, together with supporting documentation, before approval.

This mechanism will allow riders of PTWs to submit additional information, such as CO2 emissions data from manufacturers, which will then allow for permits to be charged based on their CO2 emissions, instead of engine sizes for modern bikes.

In addition, you may be aware that since the initial proposals were introduced, we have introduced several new engine size bands for smaller engined motorcycles to ensure fairer fees are charged.

In relation to older solo motorcycles, Hackney Council has a long-standing position that we charge older vehicles, where the DVLA holds no information on a vehicle's CO2 emissions, at a higher rate as they are typically higher polluting and do not conform to modern emissions standards.

This is an area that we are committed to monitoring closely during the phase implementation of charges, and we will keep the bandings under constant review during the rollout of charges.

In regard to your objection that no differential has been made between the charges for electric PTWs and electric cars, and your concerns about the link between permit prices and cycle hangar rental fees, I should begin by explaining that one of the purposes of our charges, for all forms of transport schemes we operate, is to ensure that the pricing of our services is structured in a way that ensures it pays to travel by the most sustainable form of transport available.

It is for this reason that the council has committed to ensuring that the cost of any annual parking permit will remain above the cost of an annual rental of a space in a cycle hangar, and is why the starting price for all permits of £50 represents the lowest price that will be available for all motorists.

In respect of short stay parking charges in solo motorcycle bays by e-PTWs, following discussions with campaigners we listened to concerns that our initial plans for maximum stay restrictions would make commuting by motorbike challenging, we made substantial changes to our original plans as we recognised

that - given the historical differences in the way that parking of PTWs has been managed - the original plans represented too big a change.

That is why we amended our original plans to enable motorcyclists who work in Hackney will be able to continue riding in and parking all day (which other motorists cannot), which we believe are a fairer way to incentivise riders to walk, cycle or take public transport wherever possible, while ensuring that for those for whom these aren't an option, it remains possible for them to travel to work by motorcycle.

Furthermore, under our plans the use of e-PTWs will be incentivized through a 90% discount on hourly parking charges when compared to battery powered vehicles, which will make them much more affordable for those who will need to continue to commute by PTW in future, due to hourly parking charges being around 60% lower than the price to park in the same location with a petrol-powered PTW.

Alternative proposals and research

In relation to your proposals that Hackney Council should consider alternative pricing structures, we have looked at all of these charging models and I will respond to each of these by group.

Firstly, in regard to permit prices, we do not believe that these models you have presented as alternatives represent the right approach in Hackney, as they all propose a flat fee for PTWs, and do not consider the environmental impact of individual bikes, which vary considerably, as shown by the table below.

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

In relation to short stay and commuter parking, we are firmly of the view that reduced fees of £1 per day as levied by Islington and Westminster, or £2 per day

levied by Lewisham, or annual commuter charge of £50-125 for an annual commuter pass are set at a level that seek to only regulate solo motorcycle parking, and not to discourage their use for commuting.

Hackney Council has been clear that we are much more ambitious in our goal of reducing CO2 emissions and improving air quality, and that in order to achieve this we need to encourage more people to walk, cycle or take public transport.

As we have explained previously, we as a borough, do not support commuting by private transport, and want to reduce private vehicle use. Indeed, commuting is not included in our hierarchy of road use, and we do not facilitate commuting for any other road users.

It was for this reason that our original plans sought to introduce maximum stay restrictions, to ensure that all road users, including PTWs, were subject to the same parking restrictions.

While the initial proposals have been amended to address some of the concerns raised by campaigners, the ambition to reduce commuting remains, and we believe that the fees set out in our plans represent the best and fairest way to achieve this.

In relation to the papers you submitted with your response, the paper from Transport and Mobility Leuven looked at the impact of modal shift from commuting by car to commuting by motorcycle. While it may be true to say that in local authorities where commuting by car is commonplace, policies geared towards encouraging drivers onto PTWs could help to reduce emissions, this is not applicable to Hackney, where the council has not facilitated commuting by car for many years.

As a result we do not believe that there is realistic scope for a modal shift from cars to motorcycles as you suggest, as such journeys are presently being carried out via public transport, walking or cycling. What encouraging solo motorcycles would instead lead to is their use over other, more sustainable forms of transportation, which runs contrary to our aims.

Nevertheless, Hackney Council understands that motorcycles are, on average, less polluting than cars. As we work to reduce CO2 emissions and improve air quality our broader aim is to ensure that - as a borough - we move towards a position where it becomes cheaper for the public to travel by walking, cycling or public transport than to travel by private transport for most journeys, on a day-to-day basis. It's important to emphasise that 7 in 10 Hackney residents do not own a vehicle or motorcycle, and rely on walking, cycling, or public transport to move around London.

The proposals we have consulted on, under which the average motorcycles will be charged about half the amount for a permit than the average car, and where short stay parking charges in solo motorcycle bays will be five times cheaper than the equivalent price for cars, delivers this by rewarding those who opt for solo motorcycles over cars with lower fees. This is in line with the findings of the Zemo PLV paper.

Recommendation:

After considering all of the objections and representations to the publication of the proposals as part of the traffic management order, it is recommended to proceed with the making of traffic proposals to:

- **Revoke Paragraph 7 (k) from the Hackney (Parking Places) (Map Based) (Consolidation No. 2) Order 2018, effectively removing the exemption allowing solo motorcycles to park without a valid permit, visitor voucher or paid for parking session.**
- **Introduce a permit pricing structure for solo motorcycles and other powered two wheelers, allowing vehicles to park in resident, permit, shared use and business bays within their parking zones.**
- **Include the requirement of having a valid permit, visitor voucher or paid for parking session during the operational hours of the surrounding parking zone to the existing “at any time” solo motorcycle bays.**
- **Introduce a parking payment structure on all shared use dedicated motorcycle bays, requiring solo motorcycles and powered two wheelers to park with a valid paid parking session during the operational hours of the zone.**
- **Replace existing solo motorcycle bays on estates with shared use solo motorcycle bays.**

The Council is committed to implementing a robust communication campaign during the transition period to motorcycle charges. This campaign will aim to inform motorists about the upcoming changes to motorcycle parking and clarify how these changes will impact them. The goal is to ensure that all affected individuals are well-informed and understand the details of the new policies.

The Council will actively work with its enforcement team to monitor motorcycle parking post implementation.

Approval

I have noted the contents of this summary and agree with the recommendations contained therein.

A handwritten signature in black ink, appearing to read 'R. Hyatt', with a horizontal line drawn underneath it.

Signed:

Dated 30/01/24

Rickardo Hyatt – Group Director Climate, Homes and Economy

CC. Kevin Keady - Assistant Director, Parking and Market Services

CC. Councillor Mete Coban – Cabinet Member for Environment and Transport

CC. Tyler Linton – Assistant Director of Streetscene

CC. Geeta Subramaniam-Mooney - Director Environment and Climate Change

APPENDIX 1: All comments, feedback and objections received
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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[Redacted content]

----- Forwarded message -----

From: [Redacted]
Date: Fri, 14 Jul 2023 at 13:41
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

I object to motorcycle parking charges. Motorcycles are more environmental than cars and ease congestion on roads and for parking.

Sent from my iPhone

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 14 Jul 2023 at 13:39
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Hello

I object to this for the following reasons.

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges.

Kind regards

[REDACTED]

--

Best

[REDACTED]

Sent from my iPhone

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From [REDACTED]
Date: Fri, 14 Jul 2023 at 13:43
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Hi

Good Afternoon
Sir/Madam

The plan proposals for parking motorcycle is outrages and I reject to this plan proposal it will cause sever hardship to those who are on lower income.

Please I request council to drop the proposal plan for motorcycle.

Thanks

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[Redacted content]

----- Forwarded message -----

From: [Redacted]
Date: Fri, 14 Jul 2023 at 13:44
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Ridiculous that you're charging motorcycles, this is not the solution. They have a small impact. Focus on charges for larger vehicles instead of small ones. Generally bikers can't afford cars. Motorcycles use less road space, less pollution and less damage to the actual road.

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 14 Jul 2023 at 13:53
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Dear Sirs,

I am so disappointed that you think it's okay to charge for motorcycles coming into the area. I am a car driver as well as a motorcycle rider and use my car less now and use my bike more, my motorcycle uses less petrol than my car so by doing this creates less pollution for the environment which can only be a good thing.

By charging motorbike users you are making a lot of people to go back to car driving. In my honest opinion these charges being rolled out by councils up and down the country are just an excuse to use the public for extracting money out of them.

I understand councils need money but using motorists and motorcyclists is not fair and I ask you not to implement this charging.

> Regards,

>

> [REDACTED]

>

> [REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[Redacted content]

----- Forwarded message -----

From: [Redacted]
Date: Fri, 14 Jul 2023 at 16:55
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackey Council

I am writing to declare an objection to the proposed introduction of parking fees for motorcycles in Hackney borough.

In my view, introducing parking fees is neither reasonable or justifiable. I outline some reasons below:

- Discouraging use of motorcycles may backfire in some cases. For those with the option whether to ride a motorcycle or drive a car, the decision may swing towards driving a car if these new parking fees are introduced
- Motorcycles take up a fraction of the road footprint compared to a car. For each car parking bay, it is possible to fit many more motorcycles
- Motorcycles have a negligible effect on congestion
- Motorcycles make up a fraction of total road users

Surely if the purpose is to discourage motorists from congesting the road network, discouraging motorcyclists will have little to no effect and may indeed be counter productive.

Kind regards

[Redacted signature]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[Redacted]

----- Forwarded message -----

From [Redacted]
Date: Fri, 14 Jul 2023 at 17:07
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Hello,

I replied to your previous consultation and would like to reiterate my position that I'm strongly opposed to motorcycle charges in Hackney.

I believe that motorcycles should be embraced as a part of the future of transport in London and the UK in general, not victimised. I think the previous consultation must have been nothing but a sham since I have not heard anything back and I know several people who replied to your request for a consultation. I can't believe that anyone who was consulted would have favoured charges - especially as punitive as those proposed.

I strongly feel that motorcycles should be an integral part of the future transport mix of London and I love the fact that they can park for free in Hackney. This surely must encourage their use and for me this is another car off the road. It is unlikely that the people who use motorcycles in Hackney / London will jump on a bicycle - they will use a car if you make motorbikes a less appealing option.

I'm strongly opposed to the new charges for PTWs. I ask you to vote against the charges and support your residents and workers in this difficult economic time.

These unprecedented charges will triple the cost of commuting for the average rider, adding £2,300 per year in parking charges alone. It's outrageous that Hackney is imposing this when people are already struggling with the cost of living. The charges are far higher than any other Borough.

PTW riders have on average lower incomes and many can't afford the charges. The Council assumes they will see a 70 percent decrease in PTW commuting, so know the charges are only affordable for the richest riders. There is no reasonable explanation for a Borough that claims to care about workers' welfare to charge such an extortionate fee.

Riders met with the Council in good faith, but none of their concerns have been addressed, and their evidence has been ignored. There was clearly never any intention of reconsidering the policy. Riders have been deliberately misled.

These charges and the way in which they have been handled damage the reputation of Hackney Council. I urge you to vote against them.

Best wishes

[Redacted]
[Redacted]



Fwd: Motorcycle Parking Charge Consultation

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 14 Jul 2023 at 17:08
Subject: Motorcycle Parking Charge Consultation
To: <streetscene.consultations@hackney.gov.uk>

Dear Streetscene Networks Team,

I am writing to inform you that I regret say that I think that your published proposals to introduce charging for motorcycles following the Consultation are poorly thought out and misguided.

Whilst your aims to reduce pollution and congestion are laudable, your proposed structure goes about this in entirely the wrong way.

It has been demonstrated repeatedly that encouraging road users to "downsize" from four wheels to two reduces congestion because motorcycles and mopeds take up much less space on the roads and also, in relation to this consultation, they require less space to park in, for instance you can get up to six powered two-wheelers in the space that one car requires!

Similarly, because motorcycles and mopeds spend much less time stationary or stuck in traffic, they burn less fuel, so basing proposals on engine size or static emissions is not the correct way to judge the effects of people using these vehicles and charging people to park them will only deter people from using them which will not achieve your stated aims.

What would be eminently more sensible would be to *increase* the amount of parking available for motorcycles and to make it free. This would encourage drivers to switch, reducing both congestion and pollution and have a positive benefit for all concerned.

I trust you will withdraw your plans without implementing any of the measures.

Yours Sincerely,
[REDACTED]



Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 14 Jul 2023 at 17:09
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Hi
I'm objecting to the proposed parking charges for motorcycles. I think this is unfair as motorcycles take up so much less space and cause far less pollution especially ULEZ bikes. Cars cause so much more pollution and there are far more bad drivers of cars. The vulnerability of the motorcycle makes most much more cautious.

The following should be considered:

1. Follow other councils examples and charge less for motorcycles as they don't cause traffic and take up much less room.
2. Increase charges for cars as this would deter car drivers from driving if they don't actually need cars. On my road in particular there is constant noise from cars honking their horns and arguments between car drivers that get very heated. If you don't believe me come and spend an afternoon on [REDACTED] and I guarantee you'll witness this. Not only that but they drive down my road at 70mph. Putting children at risk.

Yours sincerely
[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]
Date: Fri, 14 Jul 2023 at 17:10
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

I'm a regular commuter to Hackney to visit client offices. I'd like to object to the borough's plans to tax motorcycles for parking.

Rather than taxing them, encouraging motorcycles would be likely to get people out of their cars. After all, this is exactly what you do for bicycles. Motorcycles pollute less, don't congest, are quick, effective and cheap. That makes them a progressive form of transport.

The knock-on effects of taxing bikes, even at a reduced rate, hits riders hard. They often struggle to afford to buy and run even a small bike, so extra tax hurts. For some, it's the difference between a viable job and not being able to travel to a job.

Bikes work for women too, who are often over represented in poorer paying job - they remove the threat of travelling on unsafe public transport. Again, taxing them for parking is regressive.

I urge you to reconsider.

All best wishes

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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Fwd: Motorcycle and scooter parking

1 message

[Redacted content]

----- Forwarded message -----

From: [Redacted]
Date: Fri, 14 Jul 2023 at 17:12
Subject: Motorcycle and scooter parking
To: <streetscene.consultations@hackney.gov.uk>

Dear councillors

Motorcycles and scooters are a solution to congestion and limited parking space in residential and shopping areas whilst providing flexible transport to residents.

It especially provides affordable transport for those on low incomes and those working unsociable hours when public transport is less frequent.

Consequently imposing excessive parking charges on motorcycles and scooters is going to cause unnecessary financial hardship on the lower paid and deter others from using a form of transport that can reduce congestion, pollution and demand in parking spaces.

Regards

[Redacted signature]

Motorcycle commuter.

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Fwd: Motorcycle parking charge

1 message

[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]
Date: Fri, 14 Jul 2023 at 17:21
Subject: Motorcycle parking charge
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

I am opposed to the above proposed charge, which I understand has been put forward to tackle emissions and climate change.

This will have a minimal effect in reducing emissions, as this targets what is a very low source of emissions, namely motorcycles. This is even more so where newer bikes are concerned, which will have been manufactured to meet the latest emissions standards.

There are better ways to achieve this, rather than unfairly targeting bikers:

- 1) lower/no charges for motorcycles, scooters and electric vehicles, to encourage replacement of older, more polluting cars;
- 2) greater charges for cars that are shown to cause the greater percentage of emissions, and for oversized cars like Range Rovers and other SUVs;

Regards

[Redacted]

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Fwd: Motorcycle parking in Hackney - objection to charges

1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 14 Jul 2023 at 17:22
Subject: Motorcycle parking in Hackney - objection to charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Sirs,

I object strongly to charging motorcycles to park in Hackney. Promoting people to switch to two wheels must be encouraged to help reduce congestion and therefore emissions, and motorcycles are the solution for many having to travel 3 plus miles where a cycle might be less practical.

Studies have shown if 10% of car drivers switched to motorcycles, there would be a 40% reduction in congestion.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED] commuter to East London through Hackney occasionally.

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Fwd: Hackney & district motorcycle parking charges.

1 message

[Redacted content]

----- Forwarded message -----

From: [Redacted]
Date: Fri, 14 Jul 2023 at 17:34
Subject: Hackney & district motorcycle parking charges.
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I object to the proposed motorcycle parking charges in the strongest way possible. Motorcycles are the answer to congestion and should be allowed free parking.

Thanks.

[Redacted]
Sent from my iPhone

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Fwd: Proposed motorcycle parking charges.

1 message

[Redacted]

----- Forwarded message -----

From: [Redacted]
Date: Fri, 14 Jul 2023 at 17:56
Subject: Proposed motorcycle parking charges.
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I hereby express my opposition to the proposed motorcycle parking charges that Hackney Council are trying to introduce.

I have lived in London for over 5 years, I've commuted all over this city on my motorcycle for both educational and working responsibilities.

I understand that London as a city and the boroughs within it are trying to stride towards a cleaner environment for us all to live in, but I must say I find it horrifying that motorcycles do not seem to be part of these revolutionary missions.

Motorcycles are one of the most efficient ways of commuting in our great city and of course through the vibrant borough of Hackney, they are small and lightweight, they cause never little if any damage to our highways, they do not cause congestion, they have been proven to be cleaner than driving a car, or other large vehicle. I honestly don't understand why Hackney Council would not want to encourage the use of motorcycles rather than punish those who are already doing their bit both for congestion and climate change.

If everyone was to ride motorbikes in Hackney then the borough would see less congestion and less pollution than if everyone was to commute or travel by car.

Motorcycles make up a very small percentage of UK road users, so again I am confused by what Hackney Council are hoping to achieve by directly targeting such a small group with this outrageous proposal.

I would hope you would think more about why being ride motorcycles, a lot of the time it is because they are also a much more cost effective way of getting around, cars are expensive and the public transport system in London is both unreliable and creeping up in costs.

Again I believe motorcycling should be being encouraged by Hackney Councils and that motorcyclists shouldn't be being targeted with these unreasonable charges.

Kind regards,
[Redacted]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Charging for Motorcycle Parking

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 14 Jul 2023 at 17:57
Subject: Charging for Motorcycle Parking
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam

I am emailing you to register my opposition and disgust at your Draconian proposal to charge for motorcycle parking within your borough. This is an anti-green action. Surely you should be encouraging powered two wheeled transport as they are part of the solution to reducing carbon emissions. Why punish and discourage the greenest powered transport available. This is just a knee jerk reaction to follow other misinformed London boroughs who have not thought this action through and are blindly led by a power crazed Mayor. Please rethink this needless discriminatory action.

Regards

[REDACTED]

Sent from my iPhone

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: OBJECTION to new motorcycle and scooter parking charges in Hackney

1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Fri, 14 Jul 2023 at 18:30

Subject: OBJECTION to new motorcycle and scooter parking charges in Hackney

To: <streetscene.consultations@hackney.gov.uk>

Dear Madam / Sir,

I would like to express my objection to the new motorcycle and scooter parking charges in Hackney.

I believe this new proposal goes against the Hackney community. The financial and social negatives coming out of this proposal far outweigh any potential gains from collecting the proposed parking charges.

--

Best Regards,

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: No to motorcycle parking charges

1 message

[Redacted content]

----- Forwarded message -----

From: [Redacted]
Date: Fri, 14 Jul 2023 at 18:45
Subject: No to motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Charge the L plate moped delivery rats but not proper bikers

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Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 14 Jul 2023 at 18:46
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

To whom it may be concerned,

I would like to enter my opposition to Hackney's proposed motorcycle parking charges. In a time when we are trying our best as a society to reduce our vehicular emissions I simply cannot fathom how imposing such severe charges on using motorcycles makes any sense.

The use of motorcycles is essential for a large number of London's residents, alongside this motorcycle reduce the overall congestion on the road as they take up far less room than cars, vans, lorries, and taxis. By reducing the size of the vehicles in the road it reducing the length of time vehicles are sat idling in traffic, which is the major contributor in traffic produced pollution.

I believe the council would be doing a huge injustice to the local residents by imposing these charges and effectively driving motorcycles off the road.

As alternative options for the council to consider please review the following:

- No charges for motorcycles and scooters to encourage car drivers to downsize to two wheeled transport.
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney.
- Account for factors such as space and congestion in any charges applied as motorcycles take up less space, and create very little congestion.

I strongly believe that moving people from cars onto to two wheeled transport could have the greatest impact in reducing the congestion and pollution across the capital. There are so many vans, diesel cars, lorries, minibuses and the like moving through London everyday, creating far more congestion and pollution, I do not see how targeting motorcycles and motorcyclists is a sensible use of the councils time and resources.

I look forward to hearing back from you.

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 14 Jul 2023 at 18:47
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Hi,

I'm a Hackney resident and I'm writing to you to help us **stop the new plans for motorcycle and scooter parking charges** in Hackney.

I think these new plans are very bad for Hackney, they are just a quick money grab without a proper reasoning and they will mostly affect the weaker part of society (which is what Labours are supposed to protect...), like the riders that helped everyone surviving during the pandemic for example.

A few points that I have against this charges:

- motorbikes take much less space and pollute much less than cars so **they should not be charged the same price as cars**
- **electric** cars and motorbikes **should not pay as much as petrol** ones
- we should **incentivise the use of motorbikes** compared to cars.. not vice versa... so to reduce congestion and hence pollution
- **Solo Motorcycle bays in London are currently free in all councils.** Hackney will become the first unfriendly council to motorbikes, starting an escalation in all councils.
In some councils, like Islington, bikes only pay in car park spaces and they pay a reduced fare. This allows the council to make money from people commuting and wanting to park very close to the destination place (in a car park), without charging people that cannot afford the parking prices as they can park in the solo motorbikes bays for free. This makes much more sense.
- People riding a motorcycle are in most cases very unlikely to own a garage or a car in London, so **you are basically forcing them to pay the price of not being able to afford a bigger house or a car**
- motorcycles also don't pay for the ULEZ charges because they have a much smaller impact on the environment compared to cars, so it doesn't make sense to do it for parking

More arguments can be find here :

<https://www.change.org/p/stop-plans-for-new-motorcycle-and-scooter-parking-charges-in-hackney-savehackneymc>

Please help us stop this stupid plans,

[REDACTED]

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Fwd:

1 message

[REDACTED]

----- Forwarded message -----

From [REDACTED]
Date: Fri, 14 Jul 2023 at 19:04
Subject:
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir,
I oppose the idea of charging motorcycles for parking.

1. There's nowhere to display a parking ticket on a motorcycle, without it either blowing away or being stolen.
2. Not everyone likes or wants to use phone payment systems. Myself included.
3. Motorcycles don't take up much room. Unlike cars.

If Government & local authorities want to reduce pollution & traffic congestion they should be encouraging people to switch from cars to motorcycles.

If you look at this: 4 motorcycles = the same area as 1 standard car.

Most car journeys are, 1 car 1 person = more fuel used, more road wear (4 wheels & weight).
A motorcycle is only 2 wheels & a lot less weight & fuel usage.

If maximum people were car sharing: 1 car = 5 people.
But if you had 4 motorcycles that takes the same area as a car that equals 8 people.

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Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 14 Jul 2023 at 19:04
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Hello,

I ride a Vespa. I am a retired OAP. I find the Vespa to be one of the best ways to get round London and one that is exempt from ULEZ and congestion charges (being a more recent model). Motorbikes do not contribute significantly to road traffic congestion and they are not nearly as polluting as internal combustion automobiles. Introducing onerous charges on a mode of transport that addresses the main societal and environmental issues surrounding internal combustion engine automobiles seems to me to be, quite frankly, absurd.

Please reconsider.

Best,

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

----- Forwarded message -----

From [REDACTED]
Date: Fri, 14 Jul 2023 at 19:30
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I am writing to express my concern with regards to the new charges being proposed by the borough of Hackney.

Firstly, I am in total support that we need to make changes to help tackle climate change and create cleaner air for us and future generations. However, what puzzles me is that these new charges will put pressure and prevent motorcyclists from using their motorbikes to travel into Hackney.

Motorcycles are far more efficient, cleaner and less disruptive than normal cars and vans. They do not take up much space on the road and do not cause traffic congestion. So the question is, why would you want to decrease the use of motorcycles?

We should be actively encouraging people to take up riding a motorcycle and downsize from their motor car. Many people who drive a car, drive on their own; this is not a good use of space and certainly not environmentally friendly. Motorcycles use far less fuel, give off less emissions and take up a lot less space on the road thus reducing congestion.

It is not realistic to assume that the majority of people will use alternative transport like public transport or cycling. Cycling can be very impractical for people, especially those who live outside of the borough. Public transport may not give them enough flexibility or be practical enough.

There are alternative methods to help combat climate change and improve air quality:

- Increase charges for larger, more inefficient vehicles, which are the real cause of emissions and congestion.
- Create a charge based on the size of the vehicle
- Offer incentives for people to take up riding a motorcycle and not use their car. More motorcycles on the road will improve safety for motorcyclists and create a more free flowing traffic profile.

I would be grateful if you would consider and address my above points.

Regards,
[REDACTED]

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[Redacted content]

----- Forwarded message -----

From: [Redacted]
Date: Fri, 14 Jul 2023 at 19:32
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

With the present email I'd like to express my objection to the prospected motorbike policy as will not achieve the objective of reducing pollution. All the contrary. My view is that no charges and a more friendly attitude to motorbikes will actually be more effective, eventually encouraging car drivers to downsize.

I look forward to hearing from you.

Thanks

[Redacted signature]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Excessive charges levied on motorcycles

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 14 Jul 2023 at 19:38
Subject: Excessive charges levied on motorcycles
To: <streetscene.consultations@hackney.gov.uk>

Dear Sirs

I have been following your proposals aimed at reducing congestion and lowering emissions.

I find some of your proposals sensible and others quite honestly laughable.

Bikes by their very nature have a vastly smaller footprint on the road than other modes of transport. Bikes by and large emit substantially lower CO₂. Bikes are the quickest and most cost effective way for movement around the city. Yet you are hell bent on trying to force them off the road. Perhaps if as you like to say "everything has to pay its way" then why is public transport and as such passengers not paying the true cost of their travel and not having it subsidised at the great expense of others.

Until you get the balance correct I will find you the council very hard to take seriously

Regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 14 Jul 2023 at 19:59
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

I am contacting you regarding the statutory consultation Traffic Order TT1654.

I strongly oppose your policy for the following reasons:

The fact that you initially attempted to avoid holding proper consultations and pass your policies without the proper procedure shows your true intentions and inability to hold the minimum ethical standards. Your policy is simply an attack on all motorcyclists which will negatively impact everyone in your borough.

For the sake of me I cannot understand how you thought it is fair to charge motorcyclists £60 a day to simply park. This was absolutely outrageous and shows your greediness and your inability to make a reasonable decision. It is unfair and illogical to claim that the main reason behind your policy is to tackle climate change. I wonder if you take the public as idiots who cannot think for themselves.

Motorcycles are significantly less polluting than cars, vans or taxis, yet you are expecting us to pay the same amount. Motorcycles don't cause nearly as much congestion as car users do, we use by great extend less space for parking than cars, and we cause less pollution.

Instead of your suggestions, you can do the following:

- increase the charge for cars to tackle the real cause behind congestion if you truly care about the environment, which will also encourage people to downsize their vehicles as well.
- increase the solo motorcycle parkings around the borough since you are banning commuter parking, which in itself I strongly disagree with
- introduce charges similar to other boroughs such as Westminster which charges far less for motorcycles, especially for resident permits.
- all solo motorcycle parking should remain free and the number of solo motorcycle parking should be at least 4-5 times the current amount if you decide to charge for parking for non resident motorcycles, even those charges should be significantly less than suggested (such as £1-2 per day Max)

Many people are already struggling with inflation and keeping up with the essential bills they have. To see your plans to add such high chargers which you plan to DOUBLE by 2025-26 truly shows how out of touch you are with the residents of the Borough. You pretend to care about the environment as excuse for being a greedy bunch who only care about making the life of others more difficult for your own selfish reasons.

How are you aiming to charge doctors a minimum of £511 ! When doctors are striking as a result of not affording the rise living costs ! Truly shameful to see how you act in such difficult times.

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Fwd: Encourage green choices

1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 14 Jul 2023 at 20:03
Subject: Encourage green choices
To: <streetscene.consultations@hackney.gov.uk>

I hope this letter finds you well. I write to you today on behalf of the general public, appealing for the preservation of the current free parking policy for motorcycles in our city. This request is driven not by mere convenience for motorcyclists, but by the broader implications this policy holds for our community, our environment, and the safety of our streets.

Motorcycles, being considerably smaller and more fuel-efficient than cars, inherently contribute to reducing our carbon footprint. They consume up to 50% less fuel per mile than the average car, according to the U.K Department of Energy. By continuing to offer free parking for motorcycles, we incentivize this mode of transportation, directly contributing to lowering the city's overall greenhouse gas emissions.

In addition to being more environmentally friendly, motorcycles make more efficient use of our limited urban space. A single car parking space can accommodate up to four motorcycles. Thus, encouraging motorcycle usage can greatly alleviate the chronic congestion in our city parking facilities, leading to less circling for parking, decreased traffic congestion, and subsequently, lower overall vehicle emissions.

Furthermore, studies, including those conducted by the Motorcycle Safety Foundation, have shown that motorcycles, due to their size and maneuverability, can help improve road safety by reducing traffic density. Motorcycles are often able to move smoothly through traffic where cars cannot, reducing the risk of accidents caused by congestion.

Keeping motorcycle parking free is not just a benefit to riders, but to our entire community. It sends a powerful message about our city's commitment to sustainable, efficient, and safe transportation. It incentivizes the use of motorcycles, eases our parking crisis, reduces our carbon emissions, and can even contribute to safer roads.

We understand that city resources are finite and that parking fees are a source of revenue. However, the long-term socio-environmental benefits of sustaining the free motorcycle parking policy far outweigh the immediate financial gains from imposing such fees.

Therefore, we kindly urge you to consider the far-reaching positive implications of maintaining free parking for motorcycles. We believe this policy is in the best interest of our residents, our environment, and our city's future.

Thank you for your attention and consideration. We are confident in your commitment to the wellbeing of our home and look forward to your favorable response.

Yours sincerely,

The public

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 14 Jul 2023 at 20:08
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I don't go to Hackney much , but us motorcycles need some where to park. I don't mind paying a small fee for that.
We only take up a small space and it helps keep my car off the road

Sent from [Mail](#) for Windows

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[Redacted content]

----- Forwarded message -----

From: [Redacted]

Date: Fri, 14 Jul 2023 at 20:24

Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection to proposed motorcycle parking charges for Hackney

1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 14 Jul 2023 at 21:05
Subject: Objection to proposed motorcycle parking charges for Hackney
To: <streetscene.consultations@hackney.gov.uk>

Hello,

I strongly oppose the proposed charges towards motorcyclists.

To really impact climate change, it's much smarter to go after larger vehicles that are much more commonly used.

The council is better off introducing Increased charges for cars (expensive models, old models, etc depending on which cause the most emissions) to target the real source of transport emissions and congestion in Hackney. Targeting motorcycles, who are much more sparsely used by Londoners, are used way less frequently, and emit way less carbon emissions is simply unwise and an ineffective strategy.

Thank you

[REDACTED]

Sent from my iPhone

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 14 Jul 2023 at 21:59
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

I would like to object about the proposed parking charges . Mopeds are used to deliver food and ate much less polluting than cats. If it is still free to park it may encourage more people to ride them and give up their cars. It's also a bit greedy and money grabbing to start charging bikers.

Sent from my iPhone

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From:

[REDACTED]

Date: Fri, 14 Jul 2023 at 22:41

Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Why would you want to discourage motorcycles from Hackney? They take up less room on the road, smaller engines therefore less pollution, some workers in Hackney commute some distance, not all Hackney residents are young and fit enough to travel round the borough on a pushbike. .

[REDACTED]

Sent from Yahoo Mail on Android

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 14 Jul 2023 at 22:47
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

I wish to state my objection to Hackney council's plan to introduce motorcycle parking charges.

The council's thinking seems to be that parking charges will discourage powered 2 wheeled vehicles (P2Ws) which will tackle climate change and reduce air pollution.

I propose that the use of motorcycles should be encouraged rather than discouraged as congestion and therefore air pollution will be reduced compared to the use of cars.

I propose that electrically-powered P2Ws be treated in the same way as electric bicycles are treated and not charged for parking at all.

I propose that, as can be seen in the City of Westminster, there is no need to charge more than £1 per day for motorcycle parking; motorcycle bays there are far more orderly than before the introduction (and electric motorcycles in Westminster do not have to pay.)

I propose that the council should expand the number of motorcycle parking bays and encourage their use in the borough by offering their users free parking while decreasing the number of car parking spaces. This will have the effect of reducing air pollution, lowering congestion and tackling air pollution.

Sincerely,

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 15 Jul 2023 at 00:20
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

The cost of living crisis has made it hard for everyone a new p/w parking charge would set people back in a time when the environment is important bikes polite less and should be encouraged

Sent from [Outlook for Android](#)

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]
Date: Sat, 15 Jul 2023 at 00:26
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I am writing to voice my strong objection to the proposed motorcycle parking charges in Hackney, as outlined in your recently released final statutory consultation.

As a motorcycle rider, I find these charges a clear disincentive to the sustainable and convenient mode of transportation that motorcycles provide. The charges seem to be a punitive measure against riders, and if left unchallenged, may well discourage motorcycle use not only in Hackney but potentially all over London and the UK.

Motorcycles, due to their size and fuel efficiency, can actually help alleviate some of the congestion and environmental issues that urban areas face. Imposing undue charges on them seems counterproductive to the broader goals of promoting sustainable and efficient transportation methods.

I urge you to reconsider the imposition of these charges. I believe it is important to foster policies that support, rather than hinder, the use of all forms of efficient transportation, including motorcycles.

I hope my feedback will be taken into account during the final review process of these proposed charges. I look forward to hearing more about how Hackney Council plans to support sustainable transportation methods, including motorcycle use, in the future.

Yours faithfully,

[Redacted]

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Fwd: Motor bike charges

1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 15 Jul 2023 at 02:02
Subject: Motor bike charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Street scene

Surely charging motor bikes is counter productive.

You should be encouraging it instead to encourage transition away from cars.

More motor bikes and scooters means less congestion. Surely that would mean less pollution too.

I'd suggest no charges.

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Parking charges for motorbikes

1 message

[REDACTED]

----- Forwarded message -----

From [REDACTED]
Date: Sat, 15 Jul 2023 at 04:02
Subject: Parking charges for motorbikes
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam

I am writing regarding the proposed charges for motorcycle parking. I feel this is unfair as there are other options available

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

I await your reply

Regards [REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[Redacted content]

----- Forwarded message -----

From: [Redacted]
Date: Sat, 15 Jul 2023 at 06:54
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I live at [Redacted] and strongly oppose your proposal.

These are potentially better alternatives to tackle climate change:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

Regards

[Redacted signature]

Sent from [Outlook for iOS](#)

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Fwd: Proposed Motorcycle parking changes

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 15 Jul 2023 at 07:06
Subject: Proposed Motorcycle parking changes
To: <streetscene.consultations@hackney.gov.uk>

After 25 years of living in Hackney and reading about your proposed changes, I am glad I moved away.

PTW paying the same as cars! Who does this?

You can park 4/6 bikes in one car space.

PTW cause less congestion and pollution so you should be able encouraging people onto them!

Hackney will lose business in the end as people will avoid the borough (as I intend to do if this proposal goes ahead)
I will no longer attend the shops and businesses I once did.

To say this is done in the name of pollution and climate change is a bald face lie.
This is a money making exercise - pure and simple.

If PTW were the pollutants you seem to think they are why not ban them completely? Not - you can pollute as much as you like as long as you pay for it. This is what you are saying by doing this.

They are many people in low paid jobs who use PTW for the reason they are cheaper to run.
You are screwing people over not just PTW owners but the 100s of businesses who will lose out because of this ludicrous decision.

Shame on you Hackney.

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]
Date: Sat, 15 Jul 2023 at 08:08
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Hello

Bringing in charging for motorcycle parking doesn't make any sense in terms of making our city cleaner and less congested. You need to stop this proposed policy.

The council should be encouraging those of us who ride on 2 wheels, less pollution (non in my case as mine is electric), less congestion. Policies that discourage car use should be considered.

How about a vision for a 2 wheeled city, electric motorbike like mine are becoming more popular with some delivery companies using them too. At the low city speeds of 20mph, imagine us all getting about easily and pollution free, cycles, scooters, motorbikes, all electric. Healthier for us and our kids.

The council should be leading on new ideas not looking backwards.

[Redacted]

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Fwd: Motorcycle parking charge.

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 15 Jul 2023 at 08:48
Subject: Motorcycle parking charge.
To: <streetscene.consultations@hackney.gov.uk>

What an outrageous attack on a fantastic form of transport, that's easy to park/ causes minimal environmental damage and is fun to use. You can easily park four motor bikes in one car space. Have any of the proposers of this ever rides a motorcycle?
Motorcycle parking should be free as it would encourage those able to switch to two wheels an incentive to do so, and as for pollution which is minimal, this is just an excuse to ban bikes.
Regards [REDACTED]

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Fwd: Motorcycle parking charges

1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 15 Jul 2023 at 09:09
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Hi there,

I'd like to object to the proposed motorcycle parking charges and provide some alternative suggestions.

Given the levels of congestion in London, motorcycling should be encouraged as an alternative mode of transport. A motorcycle takes up far less space than a car does and 125cc bikes, the kind that are used by commuters all around London, are especially fuel and space efficient. A car parking bay easily fits at least three or four motorcycles, so it doesn't make sense for motorcyclists to pay the same parking fees as drivers.

In terms of air pollution, small motorcycles are very efficient as mentioned previously. Given that motorcycles can filter, journey times are significantly reduced so bikes spend much less time idling in traffic, reducing air and noise pollution.

Fewer cars on the road would encourage more people to ride a motorcycle or even a bicycle, as cars pose a very real threat to both vulnerable roads users. The small size of a motorcycle makes it easy to pass cyclists and leave them lots of space, keeping them safe too.

Instead I suggest:

- further raising the parking fee for cars to discourage car use
- installing more ground anchors and secure motorcycle parking to encourage motorcycle use and prevent theft
- free parking for motorcycles, or at least a very small charge
- more motorcycle parking bays, perhaps by replacing car bays

I look forward to hearing back

[REDACTED]

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Fwd: Proposed changes to motorbike charges

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 15 Jul 2023 at 09:30
Subject: Proposed changes to motorbike charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hi,

This is an email objecting to the proposed changes to motorbike and scooter charges in Hackney.

I don't want this email to become just an angry rant and I will make sure I propose some alternative solutions. BUT I have to say, in my opinion these proposed changes are extremely counter intuitive and short sighted.

I think I'm right in saying that these changes are proposed in order to reduce emissions in the borough. Given that Motorcycles produce a FRACTION of the emissions of cars, lorries and vans, should we not be ENCOURAGING the use of motorcycles and scooters?! More motorcycles and less cars, vans and lorries means less emissions, less traffic and far fewer accidents. To me this fact alone is a no-brainer for aborting the proposed changes which massively punish motorcycle riders.

Westminster have, successfully, implemented reduced parking charges for motorcycles to great applause, and I am with them. As a Londoner, I want reduced emissions and traffic, we all do! But punishing motorcycles in the same breathe with cars, vans and lorries makes no sense.

What is the end goal with these changes? A Hackney where everybody is completely priced out of owning personal transport unless it's electric?! If that's the case, where are all these electric vehicles going to be charged? And those very few who are fortunate enough to have off-street parking to charge their vehicles, where is that electricity coming from? Non-renewables is, unfortunately, mostly the answer.

There have been widely publicised studies that actually the best thing we can do for the environment is to stop buying new cars, electric or internal combustion, so why push people to do the opposite?

If there is a real problem with emissions in Hackney and London which needs urgent attention and funding, it's air quality on public transport. Air quality in London Underground can be over 10 times the World Health Organisations 'safe limit', meanwhile, even our busiest streets are below the 'safe limit'. I would propose consultation with TFL to resolve this, thereby encouraging commuters to use public transport rather than driving or riding.

As a council, you are elected to solve problems, not create them. These proposed changes only create problems. If you want to reduce emissions, look to the root cause of them, don't just crudely introduce thinly veiled money grabbing, draconian and short-sighted charges on the one group of motorists who produce less than 1% of emissions in London.

A Hackney with more motorbikes and less cars is a safer, cleaner Hackney, a fact that cannot be disputed and one that is actually achievable.

I encourage you to think beyond the additional income you'll generate and about what the people you represent actually want and need, as is your job. Reduce emissions for us, reduce polluting cars, vans and lorries cluttering our streets, encourage cleaner and much smaller motorcycles. You'll not find anyone disagreeing with that policy.

I hope this email is considered in full, it's not something I thought I'd even have to write and explain. Let's be a beacon of common sense here in a World full of madness!

Thank you,



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Fwd: Motorcycle Charging

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 15 Jul 2023 at 09:31
Subject: Motorcycle Charging
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sirs

I write with reference to the proposed introduction of motorcycle charging within the borough.

I strongly object to the proposal and would ask the borough re consider the proposal, and consider the alternatives:

- The proposal envisages charging motorbikes the same as cars for resident and business permits, clearly this is manifestly unfair, if a charge is levied why is it not proportionate?
- Residents of 'car-free' developments will now be banned from parking a motorcycle, why are the same rules applicable, motorcycles do not caused the same levels of pollution or congestion as cars
- Historically motorcycles have been a cheaper sources of motoring for the working classes, those who undertake shift work, or work in areas where public transport is less accessible will be harshly financially penalised by these charges during a time of economic uncertainty and the impact of the cost of living crisis, and high inflation – how is this fair to penalise those who can least afford to pay?
- If no charges for motorcycles were levied it may create an incentive for car drivers to down size, surel this is preferable and should be encouraged?
- Both Westminster and Lewisham have implemented far lower changing for motorcycles, why have you not followed this model?

- Motorcycles take up far less space than cars – why is charging not proportional to size?
- Motorcycles create far less congestion than cars why is charging not proportional to congestion?

I look forward to your considered responses to the above.

Yours faithfully,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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Fwd: No to these ridiculous charges..

1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 15 Jul 2023 at 10:51
Subject: No to these ridiculous charges..
To: <streetscene.consultations@hackney.gov.uk>

I work in Hackney a few times a year,
Using my motorcycle for transport, you put these ridiculous charges in and i won't be working in Hackney...

[REDACTED]

Sent from my iPhone

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Fwd: Motorcycle parking charges.

1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 15 Jul 2023 at 10:56
Subject: Motorcycle parking charges.
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

To whom it may concern.

I wish to register my objection to any charges being brought into place regarding motorcycle parking. This is patently another revenue harvesting exercise and does nothing whatsoever to ease congestion or lower carbon emissions.

[REDACTED]

Sent from Samsung Mobile on O2
Sent from [Outlook for Android](#)

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Fwd: Charges for motorcycle consultation

1 message

[Redacted]

[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]
Date: Sat, 15 Jul 2023 at 11:04
Subject: Charges for motorcycle consultation
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

To whom it may concern

As a motorcycle rider this consultation is particularly frustrating. The environment is something close to all conscientious citizens hearts. I applaud moves to make communities more environmentally friendly. However, you're literally picking on the little guys and girls all on their own using 2 wheels.

I would like to highlight other areas where I would suggest you reconsider directing your environmentally friendly energy

- air travel across your borough and London as a whole
- offices and building leaving electrics on over night in the borough
- require ALL commercial enterprise operating in the borough to identify their carbon footprint. Including small businesses.
- banning diesel engines in the borough
- tax incentives for making local produce
- increasing green spaces
- improving the energy efficiency of ALL housing in the borough. Ensuring a minimum standard rating for ALL properties in the borough

I would like to suggest alternative considerations to your motorcycle proposal

- motorcycle contributions to congestion and air pollution are a fraction of all vehicles. I would suggest that any proposed charges were no more than 1/10 to 1/5 of what you would charge a car. My preference would be for any charge to be nominal, e.g £1 per day, to show a move towards a more environmental community until 2030.
- e motorcycles to be exempt from any charges until 2040.

I am not asking for no action, just a reasonable response to a very very very small part of the issue you're trying to address. Picking on people is never cool!

Kind regards

[Redacted]

Sent from my iPhone

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Fwd: Motorcycle parking charges

1 message

[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]
Date: Sat, 15 Jul 2023 at 11:06
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Hi,

I am in agreement that emissions and congestion in London need to be reduced, however motorcycles and scooters are not the problem. One car space can fit up to 6 motorcycles. Almost all scooters and motorcycles are ulez compliant. The economy relies on motorcycle and scooter couriers who live and work in London. These are not high paid jobs.

To reduce the amount of polluting and space taking cars, charge parking based on emissions and target large vehicles. Price motorcycles and scooters in line with other central London boroughs such as Westminster, where it is £1 per day.

I commute by motorcycle to London several times a week and made the switch from driving a car due to cost and with air quality in mind. Pricing motorcycles the same as cars won't get people out of cars. People who can afford the charge will opt for the car. By pricing motorcycle parking low it will encourage people to switch to a less polluting and less congesting vehicle.

Look forward to seeing future changes to the proposals.

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Fwd: No to Hackney motor cycle parking charges

1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 15 Jul 2023 at 12:56
Subject: No to Hackney motor cycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Hi. I live in chichester and often visit London
, Hackney area. I always ride.
More charges will definitely make me want to visit to Hackney less and less and spend my money there.
Please reconsider [REDACTED]
Sent from my iPhone

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Fwd: Motorcycle parking public consultation

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 15 Jul 2023 at 13:53
Subject: Motorcycle parking public consultation
To: <streetscene.consultations@hackney.gov.uk>

I am writing to offer feedback to the proposed amendments to the two orders listed in the public consultation document (TT1654).

I am a resident of the London Borough of Newham and a motorcycle rider. I regularly visit other London Borough's on my motorcycle, including Hackney, and have cause to park there for various periods of time ranging from less than one-hour to all-day.

I wish to object to the proposal to introduce charges for short-stay parking.

Whilst not a resident, I also wish to object to the introduction of a charge for residents to purchase a permit to allow them to park.

It is well documented that travelling by motorcycle is a large part of the solution to both the congestion and pollution that is caused by so many cars, vans and lorries on the road. Whilst travelling by public transport does play a large part in trying to reduce both, it is not always practical for people to use. It does not run at all hours and, particularly late at night, does not feel safe for many people to use (there is often a very real threat to personal safety from harassment and violence, either on the bus/tube or waiting to board them). Consequently, many choose to use their own transport and for those choosing motorcycles, these offer a cleaner and greener alternative to the private car. Many people on a tight budget will also choose a small motorcycle or scooter which is much cheaper to own and run than a car and by charging for parking you will add a further burden to those already struggling with financial issues.

If you want to encourage people to transition away from private cars, it would be preferable to encourage them to take up motorcycle use. It is often the case that private cars, particular those commuting to/from work, contain only 1 occupant. The road space and parking bays taken up by all these cars, could be massively reduced if you tried to persuade the people for whom public transport is not a viable option, to move to motorcycling instead. Have these benefits been subject to a full analysis?

If a large part of the desire to charge for parking is to reduce pollution, why do you also propose to charge for zero emissions motorcycles? Surely their use should be further encouraged.

One could easily surmise that Hackney Council is falling for that age old and ill-informed view that motorcycles are all somehow polluting, noisy and ridden by undesirable elements of society. This is far from the case. It would be interesting to hear why promoting the many benefits of motorcycling are not further up the Council's agenda.

I would invite the council to consider some alternative strategies, such as:

- Encouraging those that commute into Hackney for work/study to do so by motorcycle in preference to car. Part of the incentive would be to continue to offer free parking for motorcycles where it currently applies.
- Encourage residents to transition from car ownership to motorcycles.
- Reconfigure some car parking bays to become motorcycle only bays. It ought to be possible to park at least 4 motorcycles in the space taken by one car.

[REDACTED]

15 July 2023

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Fwd: Motorcycle charges in Hackney

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 15 Jul 2023 at 14:33
Subject: Motorcycle charges in Hackney
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

Targeting motorcycles is not the issue, I understand many of them may not be euro 6 compliant but they are not the problem.

1. You can park 4 motorcycles to every 1 car parking space and space in London generally is a premium.
2. There are only 55,000 motorcycles registered in the whole of London but there are over 2.6 million cars registered which calculates to be just 2.1% compared to cars
3. Therefore if you actively encouraged motorcycle use in London and Hackney there would actually be LESS congestion creating less pollution Euro 5 or not.
4. So targeting motorcycles in Hackney has no environmental affect whatsoever and is purely, yet another, money making scheme for the council

Regards

[REDACTED]

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Fwd: I must protest - Parking and Traffic Plans

1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 14 Jul 2023 at 22:48
Subject: I must protest - Parking and Traffic Plans
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

As an employee of a firm in [REDACTED] I travel into Hackney on a daily basis.

I have seen in the last few years all sorts of changes to your traffic policies and also seen what central government and the London mayor are attempting.

Whilst I understand that you have needs to finance hackney and also requirements to reduce pollution, the steps that are being taken are counter productive and fail to address the needs for freedom of movement.

When covid19 and lockdown happened all sorts of businesses suffered and London has not as yet recovered.

I have this week been saddened to see my local healthy baker has closed as it is untenable and the local shops are being put out of business as supply chains and costs increase and customers move to the internet and major chains that deliver.

The high street is dying and so is passing trade, have a look at the average high street and look at all the closed shops as rents squeeze the shop owners.

You are now seeking to shut out the basic commuters with giving them no effective places to park.

For those that cant afford to change the car/ vehicle, the £12.50 daily charge now adding £10 -£22.50 a day you are really squeezing the poor and the marginalised. Regardless of the vehicle these costs you seek to bring are unsustainable to the average pocket.

Carers will not be able to use there vehicles to care and we will see an even bigger squeeze on the local employment market. I already changed jobs from Camden to [REDACTED] because of the proposed anti motorcycling legislation and now you are about to do the same, there are 4 bikers employed in the same company and as a result all of our salaries will be squeezed by around £2400 a year each – after tax.... Circa £3000 and I know my employer will not be giving away pay rises just so that we can park. Which means time to move jobs again, your local businesses will lose my trade, lunches and items I need for the home as well as the entertainment I so enjoy

The LTN's in place are futile as once you enter one, you haven't considered how to get out of them, vehicles stop start and travel and re travel roads looking for the way out. You have closed off the most direct routes and caused more congestion. Twice I have settled you punitive bills by following a satnav into the area and not being able to unpick the route out.

As a motorcyclist you are planning to remove further areas from my reach and this will restrict my ability to do my job as I have multiple locations to visit in the area for my work, without incurring parking costs and having to

The 20mph zones with no consideration of the timing of the lights on the routes is even further proof that road strategies are wrong and no thought out except as tax and revenue. If you had consideration for health and safety and reducing pollution you would think this through.

Lets not start with the pollution from the heavier vehicles via brakes and tyres.

Motorcycles and Bicycles are a part of a sound strategy and are overlooked by most as a solution to large vehicles with 5 seats and only one bum sat in them taking up so much more of the road. Plus the bikes all filter through reducing the congestion.

In all seriousness Hackney should consider what it is doing as you need to be encouraging expenditure and footfall, rather than reducing it by making your borough inaccessible. There are so many facilities and things to do in the local area that your transport policies need review as you are building unnecessary financial barriers and your neighbouring boroughs are putting up sufficient barriers to prevent random footfall.

What are you really all about as I don't think I could commute to work by Boat up the Lea!!!

Probably best I stay at home and "keep it local"!

Sent from [Mail](#) for Windows

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 15 Jul 2023 at 16:11
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

I'm kind requesting to stop charging for park motorcycle for parking. Also stop playing with resident. Already road closed everywhere in hackney. It's not greener. Council closure one road for greener hackney but other road get and get wors.

Please come back from introduce to motorcycle parking charge. This is completely wrong.

I hope council not introduce motorcycle parking charge.

Thanks
[REDACTED]

Sent from my Galaxy

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Motorcycle parking charges

1 message

[Redacted content]

----- Forwarded message -----

From: [Redacted]
Date: Sat, 15 Jul 2023 at 17:32
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Re your proposed charges for motorcycles and scooters:

Motorcycles ease congestion and up to eight bikes can park in one car space.

The average motorcycle clocks up 2000 miles per year, the average car 10,000.

Small spaces unsuitable for other vehicles can be utilised by motorcycles.

If you want to ease congestion then I suggest you raise car parking charges.

No charges for motorcycles and scooters to encourage car drivers to downsize

[Redacted signature]

Sent from my iPhone

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Fwd: Hackney Motorcycle parking consultation

1 message

[Redacted]

[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]
Date: Sat, 15 Jul 2023 at 19:17
Subject: Hackney Motorcycle parking consultation
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

It has come to my attention that plans are set in motion to greatly restrict parking for motorcyclists in the Hackney area. As a motorcyclist who frequents the area for both work and pleasure, I feel compelled to speak out against this.

Quite frankly, this reeks of yet another green scheme by a London council to infringe upon the way of life for thousands of two and four wheeled motorists: Another blatant attempt to generate more income for the council, inevitably furthered with the public's "best interests" in mind, and based on dubious (at best) science.

If I momentarily humour the highly-contested notion that London air truly is as bad as it is because of motorists then I counter on behalf of two-wheeled commuters with this: Motorcycles do not generate carbon emissions in amounts anywhere near that of a diesel-chugging SUV. Common sense alone should illustrate this fact - and there is plenty of data out there to reconfirm that for wilful skeptics.

Why motorcyclists should be disincentivised for using smaller, unobtrusive, fuel and cost efficient private transport is beyond me. Illogical agendas like this serve only to enflame the hostility that many Londoners already have towards their locally elected governors.

Hackney, in particular, has a vibrant and active motorcycling scene. The area does not experience the same tourist footfall as Westminster, and the borough's activities - both business and communal - draw engagement from its own inhabitants as well as neighbouring communities. If robbing locals of a viable transport option (as your plans inevitably will do) is efficient, and damaging the "quirky, youthful, hipster" identity Hackney's community has successfully developed for itself is conducive to good business, then there is little wrong with your scheme. That said, I would encourage you to reconsider your ideas out of respect for your community, its way of life and its financial well-being.

Thank you for taking the time to read this.

[Redacted]

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Fwd: Objecting to new charges for motorcycles in Hackney - statutory consultation - a response

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 15 Jul 2023 at 20:13
Subject: Objecting to new charges for motorcycles in Hackney - statutory consultation - a response
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir or Madam,

I object to the idea of charging two wheeled vehicles/motorcycles/scooters.

I am objecting on the grounds that the council appears to have no coherent transport policy.

It is not clear what objectives the council has in imposing charges on motorcycles other than raising money.

The council has not demonstrated how imposing charges will achieve any policy aim. It appears the basis for imposing charges may be ultra vires.

It is not clear how the imposition of charges on motorcycles (and other forms of two wheeled vehicle) allow the council to :

better ensure the expeditious movement of traffic as required under section 16 of the TMA, Network Management Duty,
Improve road safety
Improve the local environment
Improve the quality and accessibility of public transport
Has taken into account the needs of local business

I believe these are criteria outlined by the Department of Transport as part of the council's duties.

The council has never published clear, measurable objectives that the public understands with regards to its traffic management and transport policy. Consequently we are subjected to a clogged streets with MORE pollution, and more traffic...allied to vague statements about encouraging cycling (a laudable aspiration) and active travel. Specifically, what is the objective of charging motorcyclists the same as cars?

Why have specific motorcycle parking - if the proposition is to charge bikes the same as cars - shouldn't motorcycles be able to park anywhere a car is allowed to park?

I have not seen an economic impact assessment with regards to the impact of new parking charges.

This is an ill thought out measure that will garner more resentment.

Regards

[REDACTED]

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Fwd: Objection to your proposed parking charges for motorcycles

1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 15 Jul 2023 at 21:36
Subject: Objection to your proposed parking charges for motorcycles
To: <streetscene.consultations@hackney.gov.uk>

Dear Sirs

I object to your proposed parking charges for motorcycles.

Are you not aware that motorcycles are better for the environment than an electric car ?

Motorcycles use less physical space cars, they do no damage to the roadway while cars contribute to the wear. Per mile a motorcycle requires less carbon than an electric car.

You should be aware that more oil is used to construct vehicles than they burn during their working life, metal is straight forward to recycle while plastics are difficult is not impossible to recycle. Electronics contains trace elements of rare earths and carcinogenic materials and electric vehicles have vast amount of electronics. Lithium batteries cannot be recycled in this country.

As a London borough you should be encouraging motorcycles, they will reduce the carbon used in the transport system, they are without doubt part of the solution.

You should consider what council vans could be exchanged for motorcycles, they are cheaper, environmentally and financially, are faster and will allow parking to be reduced.

Regards

[REDACTED]

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Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 15 Jul 2023 at 21:37
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

I would like to object to the proposed charges for motorcycle parking in Hackney. As I commute to work regularly by scooter, the introduction of charges, akin to that of parking a car, are prohibitive and would result in me being unable to continue to afford my commute.

I regularly work anti-social hours both at morning and evening and the only way I can continue to do this is by having my own transport. Surely alternatives could be considered such as increased charges for over-sized vehicles like the enormous Range Rovers and Land Cruisers regularly driving in inner city London. Increased charges for drivers may encourage more people to ride / cycle.

Do not penalise motorcyclists / scooter riders in this way. Our vehicles are lower emissions vehicles and certainly don't contribute to congestion in the same way that cars, SUVs and vans do.

Best,

[REDACTED]

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Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 15 Jul 2023 at 22:53
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern

I have huge objections to the proposed changes namingly

£10 for all day commuter parking in solo motorcycle bays. Currently these are only found around Old Street so commuter parking is still banned in the rest of the borough

The fact that business rely on short parking.

The fact that commuters are tax paying and these services to pay designated bays are not going to be freely available .

This sneaky tax grab will harm business and people at a tough time .

People who are self employed who do not have a chance for a pay rise. This extra burden on travel will seriously harm people and businesses

This will be the straw that breaks the camels back and will force more people to be unemployed. Pushing more of a burden on the council.

Charging motorcycles and scooters the same as cars for residents and business parking permits

This is simply ridiculous , no boroughs think this way, in the UK or Europe , this has to be more thought through a progressive, and not so narrow-minded and focused on one agenda. No consideration whatsoever is being given to people livelihoods .

Residents permits up to £596 a year and business permits up to £1560, rising to £843 and £1800 by 2027

Once again, this is such a sneaky ,ill thought , way to steal from the public through stealth tax.

Residents of 'car-free' developments will now be banned from parking a motorcycle.

I am furious with these changes , oppose them , and will do everything I can to voice these horrible , draconian stealth tax.

Please reconsider these ill advised changes.!!

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 16 Jul 2023 at 01:07
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

I wish to oppose the new motorcycle parking charges in the strongest possible terms.

I have several questions for you to answer about your proposals. Firstly with the suggestion that bikes should pay the same as cars for resident and business permits, will you therefore ensure that motorcycles are allowed to take up the same amount of space by parking parallel to the kerb rather than perpendicular as they usually would and will they be ensuring that furniture is installed to allow these paying users to park securely? Secondly will the council be introducing more solo motorcycle bays in order to capitalise on the (extortionate) proposed charges they will be levying and to enable people to commute? will there be some kind of scheme for those who are not commuting and parking for the day but perhaps simply visiting a business or individual? How will those who use a motorcycle or scooter to travel due to having, for example, mental health conditions preventing them from using public transport be impacted by these proposals?

Whilst i am not totally against motorcycles paying for parking. Its clear that the purpose of this policy is to eliminate them altogether, this will inevitably hit those on lower incomes harder and those in lower paid jobs during unsociable hours. How is the council assessing the impact on these people and mitigating any negative impact? We know that congestion in london is high as is pollution but with the ULEZ restrictions on emissions, only those vehicles which emit lower levels of pollution are likely to be used anywhere in london and we know for certain that motorcycles and scooters emit far less emissions than other vehicle types. Would it not be more productive to introduce several larger parking areas for motorcycles and scooters with a way of parking them securely and charging a modest fee, perhaps with the option of a "season ticket" or commuter ticket whereby parking would be allowed say 8am to 6pm mon to fri. This would allow for social use to continue without putting barriers in place whilst still ensuring that all pay a fair charge. Even in the city of Westminster parking for motorcycles is a nominal amount which makes perfect sense since using a bay the size of two average cars you can still fit around 8 motorcycles or more! By this metric the parking charge for motorcycles can only possibly be fair if it is 25% that of a car. Otherwise theyre paying more for less. In that event, will the council consider charging larger or longer vehicles more since they take up more space? A Mercedes sprinter for example takes up at least double the space of a smart car or 5 or 6 motorcycles so it would be totally fair (especially since it will be more polluting even if its the most efficient model) for that vehicle user to pay more as that is the stated aim of the policy is it not? Will the council admit that it is simply using buzzwords and rhetoric to justify a totally unfair and targeted attack on one group of road users?

I look forward to your response and to your explanations and opinions on my suggestions.

Kindest Regards,
[REDACTED]

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Fwd: Motorcycle charging & restrictions consultations.

1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 16 Jul 2023 at 10:09
Subject: Motorcycle charging & restrictions consultations.
To: <streetscene.consultations@hackney.gov.uk>

I write to respond to the proposed charging & restrictions for motorcycles in the Hackney districts of London.

First of all the proposals are a money making tax on the very people who cannot afford to pay.

The charges, "tax", do not address what your attempting to achieve, just charging people, "workers", is not a solution for reducing congestion. Motorcycles are a realistic part of the solution to reduce congestion & emissions.

Most people who use motorcycles in cities do so to give them a cheaper means of getting around for work when 24hr public transport is not available.

The workers cover a huge range of different types of services & skills that are required in Hackney & the city 24hrs a day.

When I got an apprenticeship many years ago In Camden Town I had to travel at times when public transport was not available to meet start & finish times for the work.

Many of the other apprentices & myself traveled by means of a motorcycle which enabled us to get too & from various places of work all around London as was required by the employer & job.

The motorcycles enabled us to be able to afford to be employed in an industry that gave us a career & a means of supporting ourselves, without the motorcycles we would not have been able to have complied with the terms of employment, the motorcycles were vital as transport & affordability. Charging workers for using motorcycles is not the way forward.

Of resent times my parents had to have care workers attend to their needs several times of the day & evening & many of the care workers used motorcycles & scooters to get around because it was much more affordable & also enabled them to meet appointment times so the job was worthwhile, without the PTWs the job would not pay enough for them to carry on. This is also why more PTWs parking bays are needed more than ever, rather than removing them & or restricting access & charging ridiculous amounts to use the ones that remain.

The charges that are proposed are way to high & should not even be considered.

London is made up of a range of workers, not all workers sit behind a computer all day 9-5 & have an Oyster card to travel at convenient times.

The proposals to charge PTWs those amounts is not in line with what PTWs can deliver & contribute to reducing congestion & emissions.

PTWs are & can be a much bigger part of the solution to reducing congestion & emissions if only the proposals were changed to prioritise PTWs, motorcycles.

So I do object to the proposed charges & restrictions to PTWs.

The whole of the London districts councils need to, & should be, focused on helping PTWs, not hindering them & charging them off the road.

Motorcyclist & worker.

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Fwd: London Motorcycle Charges

1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 16 Jul 2023 at 10:15
Subject: London Motorcycle Charges
To: <streetscene.consultations@hackney.gov.uk>

Hi,

This is in response to your proposed charges for parking.

I wholeheartedly Object. Not only does free parking encourage people to come in to the City, therefore generating income, but it remove congestion by filtering certain traffic down certain roads.

Once again, I Object. London is extremely hard to get around and finding parking is a challenge...we don't want to be paying in a time when us plebs get less and less money in our pocket.

Regards,

[REDACTED]

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Fwd: Motorcycle charging

1 message

[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]
Date: Sun, 16 Jul 2023 at 13:41
Subject: Motorcycle charging
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern

I have been following your consultation on charges particularly to motorcycles. I would urge you not to treat motorcycles the same as cars or higher polluting vehicles. As a person originally from Hackney and who has to visit the area fairly regularly for work reasons i know the benefits of using a motorcycle over a van or a car. Unfortunately, public transport from outside London into London is not only very expensive but often difficult, unsafe or unreliable.

I understand and fully agree that traffic in London needs to be reduce, not just for the residents but for the air quality of everyone and that is why I stopped using a car and bought a Vespa scooter with low emissions. It allows me to get to all the places I need to in town in the time I need to that public transport can not. They are an excellent alternative to cars and vans and should be encouraged, cycling is only an option for healthy people locally.

Please can you ensure that you do not discourage the use of motorcycles and make parking in Hackney affordable like other London councils have done.

Kind regards

[Redacted]

Sent from my iPhone

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Fwd: Parking charges

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Sun, 16 Jul 2023 at 16:14

Subject: Parking charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hello , i am sending this email to express my concern / objections to the motorcycle parking charges proposed for the borough of Hackney

Thank you [REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Motorcycle parking charges

1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 16 Jul 2023 at 16:25
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Hi,

I understand you're considering applying parking charges for motorcycles in the borough and I'd like to seek clarification of why this is happening and perhaps suggest alternative ideas for consideration.

I've been led to believe this decision has been made to attempt to reduce congestion and pollution emitted in the borough but this makes no sense to me. Motorcycles do not cause congestion in the way that cars do as they can filter around traffic, so they don't add to queues around town.

They have smaller engines and are more efficient, by dint of the fact they're not sitting for hours in queues of traffic. They therefore emit significantly less pollution than cars so their use really should be encouraged if the stated aims are to be believed.

I'd like to suggest that in fact no charges should be applied to motorcycles or scooters, to encourage more drivers to downsize. You should also take into account factors such as space and congestion taken by vehicles when considering these charges, so my thinking is that means cars should be targeted more for as they are the real cause of emissions and congestion around London.

I appreciate your time and look forward to your response.

Kind regards,

[REDACTED]

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Fwd: Opposition to Proposed Motorcycle Parking Charges

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 16 Jul 2023 at 16:54
Subject: Opposition to Proposed Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Good day,

I am opposed to the proposed update and implementation of parking charges for motorcycles in the borough of Hackney.

I have many reservations but in summary;

Motorcycles are a more eco-friendly form of motorised transport.

Not everywhere is easily accessible directly by public transport or (e-)bicycle. Where residents and visitors to Hackney require motorised transportation, motorcycles are also more fuel efficient and use less fuel and take up less space than a single person alone utilising a car, or even a single person in a bus or on a train. Hackney should recognise, if not incentivise their use in support of these plusses to their usage.

Motorcycles being more cost effective also mean that they're predominant use is for affordable transport by the less wealthy. Larger motorcycles as leisure 'toys' exist, but the vast majority are the only mechanised transport affordable to their owners and parking charges never before imposed only serve to make Hackney less affordable (in the midst of a cost of living crisis) for those who can ill afford the increased financial pressure.

Small motorcycles are also a source of income for many delivery drivers, and imposing these charges not only affects them and their livelihoods, but also the immediate economy of Hackney as businesses may need to pass these costs along to the end consumer (residents of Hackney) to ensure these delivery personnel can earn a living wage.

In short these parking charges seem ill-informed and a money grab from those least able to afford it.

Thank you,
[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Final statutory consultation on their proposed motorcycle parking charges

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 16 Jul 2023 at 17:41
Subject: Final statutory consultation on their proposed motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

As a Hackney resident I oppose your proposed motorcycle parking charges.
We should incentives car drivers to downsize and drive two wheelers instead of making it more difficult. Due to distance or other personal reasons people may not be able to adopt cycling as main way of commuting.
It seems you are only going for the money. Westminster has a much fairer structure where in the motorcyclists pays you pay 1 pounds for a full day (I believe it is similar in Islington). You are introducing if I understand correctly a 1 GBP an hour in high demand zones.. for commuters this is not acceptable.

Your battle should be against stationary motorcycles typically link to delivery services and often also link to crime activities. Instead you are focusing on raising money and making your residents poorer.

Regards,
[REDACTED]

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Fwd: Final consultation

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 16 Jul 2023 at 17:47
Subject: Final consultation
To: <streetscene.consultations@hackney.gov.uk>

To Hackney Council,

I am writing to express my objection to your price increase proposal for motorcycle parking.

I find your initiative outrageous because these charges are not logic, considering that people owning motorbikes are not the millionaires riding flashy cars and that they run a higher risk of injury on the road than cars do, not to talk about the exposure to the cold and wet weather of this Country! This will result in millions having to give up on their motorbikes, only because of your greed!

Below are some options you should consider:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

I hope you will agree with me that what you are proposing is not in line with the category of people you will be affecting with your initiative.

Regards,



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Fwd: No to parking charges in Haringey or any other borough

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 16 Jul 2023 at 18:56
Subject: No to parking charges in Haringey or any other borough
To: <streetscene.consultations@hackney.gov.uk>

Hi there,

The point behind using a motorbike is that it can make it easier to commute around central London rather than using a wider form of transport like a car or van. It is because motorcyclists can filter along traffic queues or use bus lanes that allow motorcyclists to bypass heavy traffic and have a shorter journey time altogether. All bus lanes in London should enable motorcycles to use them at 'anytime', not with restricted use between certain times or for buses only at any time in some places.

If you introduce parking space charges, there is no point in buying a motorcycle. Those who use it for commuting might swap it for a car instead and worsen car congestion.

I don't park my motorbike in pay-by-phone motorbike bays in any greater London boroughs that do this. I know where they are, and plan any trip into London to avoid using those bays deliberately.

Due to austerity measures over the past decade, the underlying cause behind the possible imposition of motorcycle parking charges is that many boroughs don't have enough money to carry out essential services. While I sympathise with councils whose revenues have been affected, please don't punish motorcycle users for increasing shortfalls in your coffers.

Best Regards,



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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[Redacted]

[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]
Date: Sun, 16 Jul 2023 at 18:57
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I am writing in response to the motorcycle charges being introduced by the council. I understand that the council aims to address the carbon emissions caused by motorcycles.

I must express my view that these charges are ridiculous and highly unfair to us, the motorcycle users. If the council genuinely wants to tackle emissions, it should focus on car usage instead. Motorcycles emit only a tenth of the emissions produced by a ULEZ-compliant car. Moreover, motorcycles do not contribute to congestion like cars do, they occupy less parking space, and they are actually a more efficient mode of transportation compared to bicycles.

In terms of parking, a small car can easily occupy space that could accommodate five motorcycles. Motorcycles have never caused the severe congestion that cars do, yet the council plans to impose exorbitant charges on motorcycles. If the council truly wishes to address emissions, it should encourage the use of motorcycles instead of cars. Many of us choose to commute with motorcycles due to the reasons mentioned above, but if we are unfairly burdened, more of us will inevitably be forced to switch to cars for commuting. The council's plan is counterproductive to its emission reduction goals and only exacerbates the problem.

The Hackney council governors should look to Westminster Council as an example. Westminster provides a fair solution by offering a considerable number of motorcycle parking bays throughout the borough, with a reasonable charge of one pound per day. Hackney council should promote motorcycle and scooter usage by providing an adequate number of parking bays within the borough, with charges similar to those in Westminster. This approach will encourage more car users to switch to motorcycles, leading to a significant reduction in congestion and emissions. This is the real solution for your emission reduction plan, and if deemed insufficient, additional charges should be imposed on cars, the primary contributors to emissions.

I hope that the council governors will recognize the advantages of using motorcycles for commuting, as I have outlined above. Therefore, I urge you to reconsider your unfair plan regarding motorcycles and focus on addressing the real emission issues caused by car usage.

Yours faithfully,

[Redacted]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection to charges for motorcycle parking by Hackney council

1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 16 Jul 2023 at 19:33
Subject: Objection to charges for motorcycle parking by Hackney council
To: <streetscene.consultations@hackney.gov.uk>

Dear all,

I object to the imposition of parking charges for motorcycles and mopeds; they should have free parking as they are one way of getting more cars off the road. Cars, which often carry only one person, though they seat 4-5, cause congestion, unlike powered two-wheelers; cars cause much pollution when sitting in traffic jams, unlike two-wheelers which can get through; and cars are the principal vehicles hitting pedestrians and cyclists. You can also park six mopeds on the space needed for just one car.

[REDACTED]

Sent from my iPad

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Fwd: PROPOSED MOTORCYCLE PARKING CHARGES CONSULTATION

1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 16 Jul 2023 at 20:04
Subject: PROPOSED MOTORCYCLE PARKING CHARGES CONSULTATION
To: <streetscene.consultations@hackney.gov.uk>
Cc: [REDACTED]

PROPOSED MOTORCYCLE PARKING CHARGES CONSULTATION

Good afternoon.

Can someone explain why these completely outrageous charges are still being considered for implementation?

For years everyone has been encouraged to use two motorised wheels to lessen the effect on climate change and the traffic problems on our roads.

Now you are seemingly trying to persuade us to stop using two wheeled motorised transport even though it is completely obvious that this goes against any sensible rationale concerning climate change and road congestion, not to mention parking issues.

Parking should be, and should continue to be, free for those on two wheels in recognition of their contribution towards lessening the effects of climate change, congestion on our roads, the minimal impact of two wheeled parking, and the fact that they should not be yet another source of unfair taxation by local authorities.

Riders pay road tax which is meant to pay their share of road costs why should they then have to pay more?

[REDACTED]



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Fwd: Motorcycle and scooter parking charges; consultation.

1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 16 Jul 2023 at 20:22
Subject: Motorcycle and scooter parking charges; consultation.
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sirs,

The attitude, the plan and the intended charges are just plain mean and highly discriminatory. This is indicative of a misguided council that believes instead of them working for the people, the people are working for them. Their plan makes me wonder whether they are in financial trouble due to poor accounting or whether somebody is feathering a nest - if the council is solvent, such radically high charges should be completely unnecessary.

Although I don't live in Hackney, I am at times a motorcyclist as well as a driver. When Greater London catches a cold it isn't long before the sneezing moves northward infecting the other English towns and cities, making life more difficult for everyone, therefore it is in my (our) interest that you moderate your plans. I have just paid £60 for a resident's parking permit and that is as expensive as it is possible to pay on a basic state pension - we don't need our council thinking they can charge whatever they like because Hackney council get away with robbery...

Sincerely,

[REDACTED]

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Fwd: Unfair charges for motorcyclists

1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 16 Jul 2023 at 20:32
Subject: Unfair charges for motorcyclists
To: <streetscene.consultations@hackney.gov.uk>

- These charges that you're proposing are unfair there's many other ways to achieve lower emissions and congestion here are a few ideas,
No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

Thanks [REDACTED]

Sent from my iPhone

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**Fwd: Objection to - THE HACKNEY (PARKING PLACES) (MAP BASED)
(CONSOLIDATION) (AMENDMENT No. **) ORDER 2023 TT1654**

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 16 Jul 2023 at 20:37
Subject: Objection to - THE HACKNEY (PARKING PLACES) (MAP BASED) (CONSOLIDATION) (AMENDMENT No. ***) ORDER 2023 TT1654
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sirs,

I object to this nonsense **THE HACKNEY (PARKING PLACES) (MAP BASED)
(CONSOLIDATION) (AMENDMENT No. **) ORDER 2023 TT1654**

You should consider the following:

No charges for motorcycles and scooters to encourage car drivers to downsize

Increase charges for cars to target the real source of transport emissions and congestion in Hackney

Follow the Westminster or Lewisham models with far lower charges for motorcycles

Account for factors such as space and congestion in any charges.

Thank you,

[REDACTED]

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Fwd: Motorcycle parking charges

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 16 Jul 2023 at 23:12
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

The motorcycle parking charges that you propose are discrimination, if you want to implement them then you should do it to all cars as well & while you're at it all residents.

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Fwd: Proposed motorcycle parking charges

1 message

[Redacted content]

----- Forwarded message -----

From: [Redacted]
Date: Mon, 17 Jul 2023 at 07:43
Subject: Proposed motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hi Hackney Council.

In response to your final statutory consultation on your proposed motorcycle parking charges, I am opposed to your plans to charge for motorcyclists and my rationale is as follows:

1. Motorcycles take up less space than cars, so charging for motorcycle parking would be unfair and disproportionate.
2. Motorcycles are a more environmentally friendly form of transportation than cars, so charging for motorcycle parking would discourage people from using them, which would be counterproductive to Hackney Council's environmental goals.
3. Motorcycles are often used by essential workers, such as delivery riders and healthcare professionals, so charging for motorcycle parking would make it more difficult for them to do their jobs.
4. Charging for motorcycle parking would disproportionately affect low-income people, who are more likely to rely on motorcycles for transportation.

Please consider the below alternative solutions to charging for motorcycle parking:

1. No charges for motorcycles and scooters to encourage car drivers to downsize. This would make motorcycles a more attractive option for people who are looking to reduce their carbon footprint or save money on transportation costs.
2. Increase charges for cars to target the real source of transport emissions and congestion in Hackney. This would be a more equitable way to raise revenue from parking, as it would target the vehicles that are causing the most environmental and traffic problems.
3. Follow the Westminster or Lewisham models with far lower charges for motorcycles. These boroughs have found that charging lower rates for motorcycles can help to reduce congestion and improve air quality, while still generating revenue for the council.
4. Account for factors such as space and congestion in any charges. This would ensure that motorcycle parking charges are fair and equitable, and that they are not discouraging people from using motorcycles in areas where they are needed.

Please reconsider your plans to charge motorcyclists for parking. We are a minority group (compared to other road users) and need all the help and support to get vehicle users to reduce their car usage and consider a practical two wheel solution. I appreciate that we don't have the best weather in the UK, which can discourage potential future road users from considering a better environmental option (motorcycles instead of a larger vehicle eg: car) and continuing to keep motorcycles parking free is an incentive, given the ever increase cost of living.

Regards,



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Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 17 Jul 2023 at 09:47
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Good morning

I fail to understand why motorbikes are being targeted in this way, they are the obvious way out of cars but continue to be categorised as "traffic" but contribute to no congestion and minimal emissions.

I visit my daughter in Hackney using my motorbike because the journey from Lewisham isn't easy and can take up to 1.5hrs on occasions (35 mins on my motorbike) now you expect me to pay a extortionate amount considering the dimensions of a motorbike just to park?

I don't understand why you would want to penalise motorcyclists who chose not to drive a huge metal box. Personally I have not owned a car for approx 14 years.

[REDACTED]

[REDACTED]

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Fwd: Hackney parking charges

1 message

[Redacted content]

----- Forwarded message -----

From: [Redacted]
Date: Mon, 17 Jul 2023 at 11:05
Subject: Hackney parking charges
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

I find it very worrying that Hackney council is trying to put in place new charges for motorcycle parking that will match that of cars parking in the borough.

Where is the logic or justification in this? Asides from trying to drain us residence if more money. Would it not make sense to look into other alternatives such as:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

Best,

[Redacted signature]

Sent from my iPhone

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[Redacted]

----- Forwarded message -----

From: [Redacted]
Date: Mon, 17 Jul 2023 at 11:08
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Hi,

I would like to register my objection to the current proposed motorcycle parking charges in Hackney.

I reside in Haringey but spend a lot of time in Hackney, and I commute there on my motorcycle as that is my usual and preferred form of transport. The introduction of these charges as they stand would make me far more reluctant to go to Hackney for leisure activities or to visit a couple of my friends who live there. I know a lot of other motorcycle users who will feel the same - and a lot who will not have a choice so will have to deal with these charges during a cost of living crisis.

My primary objection is to motorcycle/scooter users being treated the same as cars. We are smaller - a car parking bay can comfortably fit 3 powered two wheelers. We are for the most part less polluting - my 2013 cb500f Honda emits 85.8 CO2 g/km, which is well below the average for a car and also well within the 2020 target of 95g/km. We are able to filter through traffic unlike other vehicles, which means we contribute to congestion far, far less.

I understand the council has net zero targets to hit, and I wholly agree with this mission, but treating powered two wheelers the same as cars is inappropriate and unfair. As such I propose that you reconsider your approach and either increase charges for cars before turning your attention to the far lesser problem of powered two wheeler emissions (which the council has still not quantified!), or if you insist on charging us to park, to follow the Westminster or Lewisham model which is viable to us while still benefiting the council.

As you will by now know, we are a small but passionate and vocal community. I believe your charges will disproportionately affect our community with minimal overall effect on your targets. If this is truly being done with the aim of reducing emissions - I implore you to bear in mind the difference in size, emissions effect and also road use (filtering through traffic and not adding to congestion) between powered two wheelers and cars when considering the appropriateness and cost of parking charges.

Sincerely,

[Redacted]

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Fwd: Motorcycle Parking Public Consultation

1 message

[REDACTED]

----- Forwarded message -----

From [REDACTED]
Date: Mon, 17 Jul 2023 at 11:14
Subject: Re: Motorcycle Parking Public Consultation
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I trust this email finds you in good health and high spirits.

I am writing to provide my personal input regarding the ongoing public consultation on motorcycle parking. As a proud resident of Hackney, I commend the efforts being made to alleviate traffic congestion and reduce emissions within our community.

As an avid motorcycle rider myself, I firmly believe that these endeavors should be implemented in a fair and balanced manner. Every day, I observe Homerton Road congested with cars occupied by just a single passenger. The space occupied and emissions generated by such car usage cannot be compared to those of motorcycles. I would greatly prefer to witness a line of motorcycles and scooters replacing these cars on the road, as it would considerably alleviate traffic congestion and minimize environmental impact.

Hence, I respectfully propose that you consider adjusting the proposed measures to appropriately account for this notable disparity.

Thank you for taking the time to consider my perspective.

Yours sincerely,

[REDACTED]

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Fwd: Proposed motorbike charges

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 17 Jul 2023 at 11:57
Subject: Proposed motorbike charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

As a keen motorcyclist, I find it unbelievable that you are looking to introduce these outrageous charges!

A motorbike is much smaller than a car & does not produce as much pollutants etc. It also decreases traffic & therefore improves congestion.

By penalising motorcyclists you are effectively damaging the appeal of riding in the Hackney area and the desire to help the environment.

Please reconsider this money making scheme!

Thank you

[REDACTED]

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Fwd: Motorcycle parking charges

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 17 Jul 2023 at 12:39
Subject: Motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I would like object to Hackney Council's plans to charge motorcycles to park. While I understand the issues that pollution causes I think that penalising motorcycles is not the best solution. London still has too many cars with one occupant on its roads, would it not be wise to target these people? Cars are larger and often far greater polluters, I'd also suggest that 4x4 or large capacity engines be targeted if Hackney genuinely wants to reduce road use rather than covertly generate income.

[REDACTED]

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Fwd: Proposed parking charges for motorcycles

1 message

[Redacted content]

----- Forwarded message -----

From: [Redacted]
Date: Mon, 17 Jul 2023 at 14:09
Subject: Proposed parking charges for motorcycles
To: <streetscene.consultations@hackney.gov.uk>

Dear Council,

Please please do not bring in charging for motorcycle parking. I see no justification in your plans. This appears as a swinging tax on the motorist, you might not like traffic but it's a fact of life that we can not do without. Regards your assertions of cleaner air well there is no logic in that as vehicles are all becoming cleaner as advances come along so nullifying your claims of poor air quality. You risk in these charges, first, making people very angry, poorer and the end of your logic will be that motorists are not welcome in the borough and therefore will go elsewhere for work, entertainment and living, leaving you in a deserted ghost town pressuring other areas because of your forced policies. You should in fact be welcoming to motorcycles of all shapes and sizes as they would if encouraged and promoted bring benefits to the area by reducing other traffic, take up less space and wear roads less. Free parking and with no areas off limits to parking motorcycles should be promoted it would free up people and business to move around at will and promote the economy of the area, with people residents or not having not to afford unwarranted extra charges or having to think about where or not they can park, this is not nonsense this has enabled me to thrive over the last 40 years or so in my work and life. So please see sense and scrap the idea of charges for motorcycles and encourage them in to improve the area. If you persist with this draconian action it will prove what people are saying that you are hell bent on this course and are anti motorcycle. Scrap this idea of charges and show all the people of the borough you are serious about where they live by promoting and welcoming motorcycles.

Yours sincerely,

[Redacted signature]

Sent from my iPad

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Fwd: Against Motorcycle charges

1 message

[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]
Date: Mon, 17 Jul 2023 at 14:48
Subject: Against Motorcycle charges
To: <streetscene.consultations@hackney.gov.uk>

Dear sirs , it's with trepidation and surprise I read the proposed introduction of charges for motorcycles in the borough. Motorcycles are the most efficient way to travel longer distances and areas not reachable easily by public transport and logistics by cycle walking etc. In fact the council should target the main stay of pollution which is building, hgv, private cars in that order. Instead of trying to tax the motorcycles out of the road for parking. A car or lcv takes as much as 6-10 motorcycle spaces. The Council should encourage people to move to lesser burden transport i.e motorcycles rather than treating everyone with a number plate like a sitting duck and cash cow. A few specific alternatives to consider are

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

Best Regards

[Redacted]

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Fwd: Motorcycle parking charges

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 17 Jul 2023 at 16:16
Subject: Motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

As a regular visitor to your borough, I wish to ask you to not bring in motorcycle parking charges.

Motorcycles are congestion busting. They take up little space, don't get stuck in traffic, and are generally fuel efficient and responsible for a tiny percentage of pollution.

Their use should be encouraged to persuade car owners to switch to more environmentally friendly methods of transport. While public transport should also be promoted, it is not for everyone, particularly those that work unsociable hours, such as NHS workers, and others on low pay.

I understand also that the proposed levels of charging are very high, especially when you consider the space required for parking a 2-wheeler. You do not follow the level of Westminster council, which was the first to bring in bike charging. Neither are you offering free parking in underground (Q-Parks) that are common in Westminster.

Look forward to your reply.

Best regards,

[REDACTED]

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Fwd: Motorcycle parking charges

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 17 Jul 2023 at 16:17
Subject: Motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Good afternoon,

I am writing because I'm extremely concerned about the proposal to charge for motorcycle parking, I believe it's a massive step in the wrong direction, that will lead to increased congestion, poorer air quality, and increased wealth disparity across Hackney.

Motorcycling is the least congestion-causing means of transport, as unlike bicycles, motorcycles don't interfere with the traffic flow of other motor vehicles, and if only 10% of car drivers in Hackney switched to motorcycling, congestion and traffic jams would be a thing of the past, freeing up space for pavement widening, tree planting, outdoor seating, and countless public realm opportunities. Unfortunately however, Hackney council seems to prioritise car usage over alternative methods of transportation. Many bus lanes are unusable in Hackney, as the presence of car parking narrows the road to the point that oncoming traffic has to use up part of the lane, as is the case on Graham Road, Well Street, and Balls Pond Road to name a few. Buses are often stuck in traffic because of that, which ends up making the idea of taking the bus more undesirable, leading to a vicious cycle of increased car usage and congestion. Removing car parking and redesigning these vital traffic corridors to prioritize public transport and two-wheelers by allowing motorcycle in bus lanes, as is recommended by TfL and the mayor of London, should be the council's focus in order to achieve a reduction in congestion and air pollution. Instead, we are getting the opposite, the council's proposals will encourage car usage by making alternative means of transport less attractive, and it's a mistake we can't afford to make.

I urge the people responsible to reconsider this disastrous decision before it's too late, and Hackney becomes a car-centric dystopia, where the wealthier residents who can afford to, drive their cars around and pollute the poorer residents who often live, work, and study on main roads.

Kind regards,

[REDACTED]

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Fwd: Statutory Consultation, Traffic Management Order of 14 July 2023

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 17 Jul 2023 at 18:43
Subject: Statutory Consultation, Traffic Management Order of 14 July 2023
To: <streetscene.consultations@hackney.gov.uk>

I have the following representations to make regarding the Hackney Traffic Management Order advertised in the Hackney Citizen and London Gazette from 14 July 2023.

- Other than a few exceptions scooter and motorcycle owners are not rich people. In particular those using their scooters to work in the gig economy are amongst the poorest paid Londoners. They rely on their scooters for work and the magnitude of the proposed charges will unfairly penalise a section of the community who are already getting a very raw deal.
- Many F&B businesses rely on delivery drivers and these parking charges are going to drive costs up and low income consumers in particular will suffer higher charges
- Scooters and motorbikes are both an efficient and low emission means of transport. Pricing them the same as cars is disproportionate and unfair. It should be obvious that the contribution of scooters and motorbikes to both congestion and emissions is much lower than cars. Eight motorbikes can fit in the space of one car parking bay.
- I appreciate that you want everyone taking public transport or cycling. The reality is that this isn't going to happen. For those who have a preference for motorised transport then congestion and emissions will be much lower if you can persuade them to change their cars for motorbikes. This is a vastly preferable outcome to them continuing to use their cars. I have a car, I never use it in London but I do use my motorbike. This is a better outcome for London than me using a car or an Uber. It would be better for Hackney if car drivers switched to motorbikes and scooters, your pricing strategy will not make his behaviour happen, instead it reinforces use of cars.
- If revenue generation is your objective then this is also counterproductive. I ride a motorbike and I will not be visiting Hackney because I am not prepared to pay the prices for motorcycle parking that you are proposing to charge. I will instead visit Westminster where motorcycle parking is £1/day or Kensington and Chelsea where it is free. I won't be spending any of my discretionary disposable income in businesses in Hackney.
- It feels to me that for whatever reason Hackney Council just does not like motorcyclists and that you have it in for us. Most riders are considerate and law abiding citizens. You seem to think of us all as being Hells Angels or young hooligans in the drug trade: a very cliched and frankly insulting stereotype and as incorrect as assuming that everyone in a car is a ram raider.

I urge you to reconsider your draconian proposal and instead have motorcycle parking charges similar to those implemented in Westminster.

Best regards

[REDACTED]

[REDACTED]

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: hackney motorcycle charges

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 17 Jul 2023 at 21:56
Subject: hackney motorcycle charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

As many commuters choose a motorcycle for being cost effective transport, can you please explain what the alternative will be when you start charging £3500 per year on top of their current outgoings, or will you be providing free public transport ?

Obviously free public transport will remove a massive number of vehicles from the roads which will directly have a positive effect on the congestion and emissions that you are targeting, so will it be introduced from the date you implement the parking charges ?

Thank you for a comprehensive and prompt response,

Regards

[REDACTED]

Sent from [Mail](#) for Windows

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]

Date: Tue, 18 Jul 2023 at 11:02

Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654

To: <streetscene.consultations@hackney.gov.uk>

So much better needs to be done in tackling the desperate problems of pollution and congestion than targeting those least responsible for it.

Cars are obviously the major cause of all the problems, and the focus needs to be on those. We should be discouraging car drivers by encouraging what is a far more efficient alternative. I know of many people where I work who have seen the sense in downsizing to a motorbike or scooter, for affordability, but in doing so they're helping reduce congestion and pollution significantly. If they are discouraged everyone loses out.

Bike parking charges should be nominal to encourage more car drivers onto bikes. The vast majority of cars on the roads have a single occupant, and that seriously needs to be discouraged in every way possible; not only by encouraging a far better, and far more affordable alternative, but also by prioritising strategies focussed on the real culprits - city car drivers!

Hopefully all vehicles will be renewable electric powered before long, but that won't make a difference to the congestion problem that everyone suffers. Now is precisely the time to encourage people out of their oversized vehicles of choice into far more appropriate vehicles for cities as much as possible, as they are already considering a change of vehicle.

Please see sense, and keep the far better alternative a far better alternative!

Faithfully and hopefully,

[Redacted]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Motorcycle parking charges

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 18 Jul 2023 at 15:52
Subject: Motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I visited your region a short while ago and was very disappointed to find of your proposals for what many see as hugely extortionate pricing for the parking of motorcycles and scooters . As our cities and larger towns become increasingly congested , especially with people driving ever larger and larger cars , the use of these space saving vehicles should be encouraged not discouraged . It is possible to park four solo motorcycles / scooters in the space taken up by one average-sized car . A mono-track vehicle is also able to filter passed traffic unlike duo-track vehicles . Many more forward thinking regions now allow motorcycles in bus lanes for example . Any charges for parking motorcycles should be minimal if any at all . Again many places allow them free parking . All your proposals will achieve is encourage users of these vehicles to climb back into their cars and clog up your already congested streets even more . That is surely a huge backward step . Any suggestion that larger vehicles can carry more people , typically 4 to 6 , as opposed to motorcycles , typically 1 or 2 , falls flat as street-side observation often proves that most cars usually only have the driver in them at peak travel periods . I would appreciate a reply letting me know how far you intend to proceed down this extremely object-defeating route .

Yours sincerely , [REDACTED]

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Fwd: Motorcycle Parking Charges

1 message



----- Forwarded message -----

From: [REDACTED]
Date: Tue, 18 Jul 2023 at 14:38
Subject: Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern

I am writing to strongly object to Hackney Council's plans to introduce motorcycle parking charges.

I appreciate the council wishes to reduce emissions in the area, but the current proposal is not the way to achieve this. Here are some options you may not have considered:

1. Compared to cars, motorcycles produce significantly less emissions and are an efficient single-occupancy mode of transport. By not charging for motorcycle parking, this would encourage more motorists to leave their cars at home and switch to two-wheel modes of transport. This would result in both reduced emissions and reduced traffic congestion.
2. A solo motorcycle bay can easily accommodate at least three motorcycles. Any parking charges should reflect this. Charging motorcycles the same as car owners for resident permits is disproportionate and simply unfair.
3. If you are going to start charging for motorcycle parking, the council needs to consider installing ground anchors and CCTV to encourage motorcyclists to use them
4. Food delivery by motorcycle is now well established. If people are using their bikes for work, they should be exempt from parking charges. These are typically poorly paid jobs and discouraging riders will affect the local economy.
5. For a lot of riders, motorcycling is not simply a mode of transport - it is a passion and a way to easily escape the city and get out into the countryside. There will be a net negative impact on riders' mental health by pricing riders off their vehicles with these proposed charges.

I strongly urge you to reconsider the current proposal.

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message



----- Forwarded message -----

From: [REDACTED]
Date: Tue, 18 Jul 2023 at 14:34
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hi there,

I am writing to express my deep concern and strong opposition to the proposed motorcycle parking charges in Hackney.

As a resident and a motorcycle owner within the borough, I believe these charges are unjust and counterproductive to achieving sustainable and environmentally responsible transportation options.

Firstly, I would like to emphasize the importance of promoting use of motorcycles and scooters. Instead of discouraging their usage through imposing parking charges, the council should actively encourage car drivers to downsize and adopt greener alternatives.

By exempting motorcycles and scooters from parking fees, you will incentivize more people to opt for these two-wheeled vehicles, thus reducing the number of cars on our roads and subsequently cutting down emissions and congestion.

Moreover, it is essential to target the real culprits behind transport emissions and congestion in Hackney – under-utilised cars. I propose that, instead of burdening motorcycle owners with additional charges, the council should substantially increase the parking charges for cars.

By implementing higher fees for cars, we can adequately address the primary contributors to pollution and congestion while rewarding those who choose greener modes of transport.

Additionally, I recommend the adoption of models employed successfully in other boroughs like Westminster and Lewisham, where motorcycle parking charges are significantly lower. These models have proven effective in promoting motorcycle usage and have garnered positive responses from the community.

By adopting a similar approach, Hackney can benefit from increased motorcycle usage, leading to a reduction in carbon emissions and less traffic congestion.

It is also crucial to consider specific factors like space availability and congestion when designing any parking charges. Motorcycles and scooters occupy significantly less space compared to cars, and they do not contribute as significantly to traffic congestion. Therefore, it is only fair that any charges account for these differences, and motorcycle owners should not bear the same financial burden as car owners.

The proposed motorcycle parking charges in Hackney are misguided and regressive. Instead of discouraging environmentally-friendly modes of transport, the council should focus on incentivizing them and placing the responsibility on car owners, the main source of transport emissions and congestion. I strongly urge you to reconsider these charges and take into account the suggestions I have provided.

I would welcome the opportunity to discuss this matter further and contribute to the development of fair and sustainable transportation policies in Hackney. Please do not hesitate to contact me.

Thank you for your attention to this pressing issue. I look forward to your prompt response and a positive resolution.

Best regards,



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Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[Redacted content]

----- Forwarded message -----

From: [Redacted]
Date: Tue, 18 Jul 2023 at 18:58
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Sent from my iPhone

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Fwd: Motorbike parking charges

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 18 Jul 2023 at 20:12
Subject: Motorbike parking charges
To: <streetscene.consultations@hackney.gov.uk>

Charges like these do nothing but harm to transport in London. Motorcycles help ease congestion and improve traffic flow, I can't recall exact figures but in Belgium transport planners said if they can get 5% of motorists onto motorbikes it would reduce congestion by 30%. Motorcycling and free parking for them should be encouraged and not seen as another cash cow. It's time to get traffic planners on motorbikes to see the benefits. Before they are allowed to vote on a subject they know nothing about.

[REDACTED]

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Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 18 Jul 2023 at 21:55
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Hello I would like to object to your motorbike charges. What are you guys doing ? Completely unfair and ridiculous.
Bikes shouldn't be charged the same
Thanks
[REDACTED]

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Fwd: Motorcycle plan

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Wed, 19 Jul 2023 at 06:01
Subject: Motorcycle plan
To: <streetscene.consultations@hackney.gov.uk>

As a Hackney resident can you please explain why you think it fair to charge bikes equal to cars.

Given they take up much less space, they do not cause the congestion that is the main cause of pollution, whatever their own emissions are.

Motorcycles use energy much more efficiently, whereby most of the watts are used in transporting the passenger not the machine itself, whereas cars are around 80~90% weight is the machine itself.

It is because of this that tfl has long seen motorbikes as part of the solution, not the problem, and allowed them in bus lanes. I realise Hackney has not been so progressive and keeps them out of bus lanes.

Further promoting the use of electric motorcycles would be even more progressive and forward thinking of Hackney. Electric cars still cause congestion with the cars behind them idling and pumping out noxious gases. Motorcycles don't.

Further in your answer please don't compare us with other London boroughs, they have tube stations. Hackney still doesn't, and I see no action from Hackney Council lobbying for this, our main public transport option is still buses, that now sit in queues behind the polluting cars and vans you have forced onto the main roads.

I look forward to your personal reply addressing all these points, not just links to policy documents etc.

[REDACTED]

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Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Wed, 19 Jul 2023 at 06:35
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Hello,

I would like to object to the current motorcycle parking charges currently proposed by Hackney Council.

I understand the need to increase revenue across the borough and try to lower the number of vehicles within the city, however I think bringing in these charges will disproportionately affect lower income households, particularly families.

I know several families who can not afford childcare and take up evening courier work with deliveroo to help make ends meet, I am concerned that the charges listed in this proposal will make this untenable. Given inflation, increased cost of living, and child poverty concerns across the borough I feel very strongly that this policy will be counterintuitive to wider goals and urge Hackney to reconsider this.

Motorcycles and scooters, whilst some are irritating, are still a much lower emission vehicle than cars, and I am curious as to why Hackney are not encouraging road users to downsize. I was wondering if there are any current plans for encouraging road users to reduce their emissions via motorcycle/scooter as opposed to e-bike. E-bikes are great but not always an option if you need to cover more ground as a commuter, or need to bring tools etc to support livelihood. In addition they are a prime target for theft which police do not have the time or resources to follow up.

I was also wondering if there are any plans to restrict 4x4 usage given recent events in Wimbledon. As a cyclist I have felt unsafe within Hackney due to the growing numbers of 4x4s. These vehicles add to congestion and emissions and are expensive vehicles to be running from the offset - perhaps an additional tax on these vehicles would be a more equitable stream of income for the borough as opposed to motorcycles/scooters.

I look forward to hearing from you.

[REDACTED]

[REDACTED]

[REDACTED]



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Fwd: Parking charge

1 message

[REDACTED]

----- Forwarded message -----

From:

Date: Sat, 15 Jul 2023 at 14:29

Subject: Parking charge

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

The fact you wish to charge card and motorbike in the same way, missed the point you can park 3 motorbikes in one car park space this reducing the space for designated parking if the use of motorbikes is promoted. Many cars commuting into London only have one occupant this causing more congestion per vehicle.. If the use of motorbikes is promoted it will give more room on the roads for emergency vehicles to respond th urgent calls.

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Fwd: Hackney motorbikes

1 message

[Redacted content]

----- Forwarded message -----

From: [Redacted]
Date: Fri, 14 Jul 2023 at 18:06
Subject: Hackney motorbikes
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hi,

If you are serious about fighting climate change and air quality, instead of focusing on getting motorbikes off the road in your area you should see how beneficial motorbikes are. Motorbikes can filter through traffic so won't be stuck in traffic clogging roads and polluting. Majority of car journeys during rush hour are done by single occupant. You should be encouraging motorbike useage and create more free secure motorbike parking.

Increase car charges on bigger more polluting engines.

Regards

[Redacted signature]

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Fwd: Objection to Hackney motorcycle parking charges

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Wed, 19 Jul 2023 at 14:33
Subject: Objection to Hackney motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Hello there,

I downsized from a car to a motorcycle and get around town, to work and a grocery store by motorcycle. This way I not only help the environment, but also take up way less space (1/4) than a car. Now I see that you guys want to change motorcycle parking charges and make me (us) pay the same as cars when we can logistically fit 4-6 bikes into a normal car parking space? Why would I have to pay for parking my motorcycle, when a car takes up so much more space for only one person? That's just not fair.

If you want to tackle the real source of transport emissions and congestion in Hackney, maybe think about **increasing charges for cars**. This way people might take public transport, downsize to a motorcylce or scooter and help the environment, while being able to get to work on time.

All the best,

[REDACTED]

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Fwd: M.A.G support

1 message

----- Forwarded messFYAage -----

From:

Date: Fri, 14 Jul 2023 at 19:42

Subject: M.A.G support

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hello

I STRONGLY OBJECT



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Fwd: Motorcycle statutory consultation Traffic Order TT1654

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Wed, 19 Jul 2023 at 16:56
Subject: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Response to the statutory consultation Traffic Order TT1654

I oppose the implementation of Traffic Order TT1654 for the following reasons

I purchased a leasehold property in 2012. It is within a new development that is "car free". I have therefore used a scooter for essential travel to this day.

I am not against the introduction of residents permits for motorcycle parking, but the terms proposed are not reasonable. Having taken part in the original consultation, I recall questions were quite vague and the answers would certainly not provide a mandate for the drastic and extreme changes of traffic order TT1654.

If it goes ahead, I will not be able to purchase a resident permit due to the "car free" classification of my address. I will be left with no options at all, since guest parking would not be workable for permanent parking. It makes no sense to treat a scooter as the equivalent of a car. It is also unreasonable that no transition period is offered for this drastic change, as vehicles cannot be sold or moved outside of the borough at short notice.



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Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

----- Forwarded message -----

From [REDACTED]
Date: Fri, 21 Jul 2023 at 10:04
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Hello, I'm writing to express my utter disappointment and disgust at your new proposal for motorcycle parking in Hackney, motorcycles do not pollute as much as car also they do not take up as much space to park, it's just a money making scheme and it will push people out of the borough. I've had to move home out of Hackney and sell my car and buy a motorcycle, as I can't afford to live in Hackney anymore, I still work in Hackney, soon I won't be able to park my bike as I will not be able to afford the parking, I also have medical conditions and autoimmune problems so I can't use public transport for fear of picking up germ and bugs from other people. I do hope that your proposals do not go ahead in its current state as it it unfair and your statistics are all wrong concerning pollution and motorcycles

Sent from AOL Mobile Mail

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Fwd: PTW parking

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 17:05
Subject: PTW parking
To: <streetscene.consultations@hackney.gov.uk>

Dear Streetscene

I wish to register my opposition to the parking proposals with regard to PTW's (powered two wheelers).

To charge the same for a bike as a car, when PTW's use a fifth of the required parking space is, I believe, sending the wrong message; it's a more environmentally sound form of transport in the modern city when cycling is not a logical option.

A better option would be to place a series of free dedicated parking bays for PTW's (as other London Boroughs already do, thus giving more PTW parking for a lot less specific space.

I think you should be encouraging PTW use, not discouraging it. PTW's reduce congestion & cause far less road wear & tear than any other vehicle type.

I periodically need to visit Hackney & find the proposals to be a major detriment to the Borough & access within it.

Yours faithfully

[REDACTED]

[REDACTED]

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Fwd: Opposition to Hackney Motorcycle Parking Charges and alternative recommendations

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 25 Jul 2023 at 11:22
Subject: Opposition to Hackney Motorcycle Parking Charges and alternative recommendations
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hello,

I would like to make clear my opposition to the proposed introduction of Motorcycle Parking Charges in Hackney. As a regular rider in the area these are unnecessarily draconian and punitive to motorcyclists.

Motorbikes and scooters are a highly fuel efficient, non-congesting mode of personal transport that take up very little space either on the road or indeed when parked. It makes no logical sense for them to be charged the same rate as cars for parking. There is also a distinct lack of solo motorcycle bays in the area (and even where they are available, a £10 a day commuter fee for using them discourages people from riding).

If anything, in order to help tackle climate change, improve air quality and reduce congestion, the council should be encouraging further motorbike and scooter usage rather than punishing and dissuading it with these excessive charges. This could encourage car drivers to down-size to these smaller and more efficient modes of transport. Typically in the space of one average car against the curb, 5-6 bikes or scooters can be parked, which massively eases space restrictions in the area.

Many cars are driven by just one driver anyway, meaning that there is a huge amount of wasted space and weight which is highly inefficient. Encouraging solo drivers to instead take up scooters or motorbikes with far more lenient charges would be a climate and air quality positive, not a negative. Of course there is always public transport but unfortunately that is not always realistically possible for everyone, and maintaining the freedom of a powered personalised mode of transport is crucial. Motorbikes and scooters provide this.

Kind regards,

[REDACTED]

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Fwd: Motorcycle parking charges

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 25 Jul 2023 at 09:42
Subject: Motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Hackney council,

I'd like to express my objections and concerns to Hackney's plans for motorcycle parking charges, for the following reasons:-

- There's no price differential between motorcycles and cars for residents and business permits, which means there is no incentive to downsize to a motorcycle. This will entrench car usage in Hackney and increase emissions due to increased congestion
- The charges don't take account of relevant factors such as the minimal kerbside space motorcycles take up, or their effect on reducing congestion
- The price of daily parking for commuting is unaffordable for the vast majority of riders especially in a cost of living crisis
- It is not reasonable to charge electric motorcycles the same amount as electric cars as they have vastly lower emissions impacts and energy use

As an alternative, Hackney should consider the following:-

- Install a comprehensive network of free solo motorcycle bays, like many other Inner London Boroughs, encouraging riders to park together and save space, and incentivising car drivers to downsize to a motorcycle
- Use DVLA tax class data to distinguish between different types of vehicle and scale parking charges according to both emissions and the average vehicle size in each tax class
- Create new free parking areas shared for use by all forms of two wheeled transport, recognising the fundamentally different requirements and impacts of two wheels compared to four

I look forward to hearing from you soon,

Many thanks,
[REDACTED] (London resident)

Sent from Yahoo Mail on Android

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Fwd: motorcycle parking charges

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 25 Jul 2023 at 09:42
Subject: motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

To whom it may concern

I for one oppose the introduction of Hackney Council's new increase to charge motorcycles the same as cars.

I will in future take my wife and her blue badge car instead of using my motorcycle as it would increase the cost of shopping in Hackney.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Fwd: Motorcycle parking charges in Hackney.

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 25 Jul 2023 at 09:33
Subject: Motorcycle parking charges in Hackney.
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I wish to make representations regarding the consultation regarding the suggested parking charges for motorcycles in Hackney.

I understand this is being proposed in order to reduce exhaust gases. Charging motorcycle riders, often the poorest of commuters, is completely the wrong approach for if everyone rode motorcycles, the impact on the environment would be far less than if everyone drove cars. Motorcycles are actually better for the environment. It seems plain wrong to charge for motorcycle parking when you should be encouraging car drivers to switch to this more sustainable method of private transport.

You should at a minimum take into account the far less congestion caused by motorcycles – another reason that motorcycles should be encouraged, not discouraged! Motorcycles don't sit in traffic as much as cars, so are far more efficient.

If you need to raise money, then charge car drivers far more, they are the real culprits of climate change, as motorcycles represent a tiny percentage of private vehicle movements. You are targeting the wrong people!

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Fwd: Hackney parking /

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 25 Jul 2023 at 09:30
Subject: Hackney parking /
To: <streetscene.consultations@hackney.gov.uk>

- THiMC ,
- The charges don't take account of relevant factors such as the minimal kerbside space motorcycles take up, or their effect on reducing congestion
- Regards [REDACTED]

Sent from my iPhone

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Fwd: Motorcycle parking charges

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 25 Jul 2023 at 09:11
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Hi

I have lived in Hackney for over thirty years and as a motorcycle user, I am frankly appalled at the new parking charges that are being proposed.

I am deeply committed to a green future and I believe motorcyclists have contributed greatly to this.

Why on earth would you charge a motorcyclist the same as a motorist when you consider the fraction of a parking space we take up and the fraction of the emissions involved in our journeys??!

That's not to mention the easing of congestion that a motorcycle contributes.

I need you to take a serious look at these proposals and do something that actually considers the incentives that people need to downsize from their cars and help make Hackney's impact on the climate crisis something we can be proud of.

I await your response

Regards

[REDACTED]

[REDACTED]

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Fwd: Motorcycle parking charges.

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 25 Jul 2023 at 07:54
Subject: Motorcycle parking charges.
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Morning.

I wish to lodge a complaint about the new Hackney motorcycle parking charges.

Hackney Council should urgently reconsider their plans for motorcycle and scooter parking charges, or risk devastating impacts to the lives and livelihoods of riders and those who rely on them.

We are extremely concerned about the effects that these changes will have on riders who live and work in Hackney. We believe that the proposals will be detrimental to the economy and life of Hackney. These changes are disproportionate, unjustified and not evidence based.

Our concerns include...

Damage to the economy of Hackney and the livelihoods of those who work in Hackney

The proposed parking charges will make it impossible for many riders to work or visit businesses in Hackney. This includes commuters, delivery riders and couriers, but also volunteer riders who provide vital support to the NHS, such as Blood Bikers or the Bike Shed Community Response.

Around half of all motorcycle journeys are for commuting, however the proposals will make it impossible for most who commute into Hackney by motorcycle or scooter to continue to do so. For riders who are able to continue to commute the £6 an hour costs could add up to £13,800 over a year.

It's a mistake to assume that in all cases walking, cycling or public transport offer a viable alternative. Many riders tell us that as a result of these charges they would be forced to give up working in Hackney, or move to live in another borough. This will impact not only these individuals but the economy of Hackney.

The proposals are disproportionate and unfair to riders

The evidence presented by the Council doesn't support the changes. Charging motorcycles and scooters the same amount as cars fails to meet the Council's duties of fairness and proportionality. It fails to account for the amount of space motorcycles take up, the fact that motorcycles do not cause congestion, or the lower levels of pollution they produce.

With the increasing popularity of new micro-mobility modes it makes no sense to treat motorcycles and scooters as equivalent to cars, when in reality they are more similar to other 2-wheeled modes. An electric motorcycle for example has similar impacts to an e-scooter or cargo bike, but their riders are penalised under these proposals just for having a licence and number plate.

Lack of appropriate consultation or evidence

Many riders who would be affected by these new charges have not been aware of the

consultations about them. We are extremely concerned that the changes will go ahead without reasonable engagement with those who it will affect the most. In addition, the Council's evidence base used to support these charges is flawed, and shows a fundamental misunderstanding of motorcycles' overall behaviour and impact. For example it relies on the false belief that motorcycles and scooters are worse for air quality than cars, based on unreliable research which compares 30 year old motorcycles and scooters without catalytic converters with 20 year old cars with catalytic converters.

Hackney Council should reconsider in light of the facts about motorcycle and scooter use. Motorcycling is a transport mode relied on by a diverse range of people, including nurses, doctors, couriers, delivery riders, business owners and volunteers. Those who use motorcycles and scooters, due to the nature or length of their journey, often cannot reasonably use other means of transport. For many, a motorcycle or scooter is the only affordable option for their travel needs.

On a per km basis motorcycles and scooters produce significantly lower emissions than cars of CO₂ and key pollutants such as NO_x, PM₁₀ and PM_{2.5}. Motorcycles and scooters also do not contribute to congestion, and therefore their use has the effect overall of reducing emissions from other vehicles. The fact that 8 motorcycles can park in a single car bay frees up kerbside space for other uses, further easing congestion, or allowing it to be converted to space for walking, cycling or leisure.

Not all trips can be replaced by walking, cycling or public transport. For those that can't, motorcycles and scooters are the best alternative to cars. Instead of seeking to unfairly punish riders. Hackney should follow the example of other Councils in recognising the value of incentivising motorcycles and scooters over car use, as a means to meet their air quality and climate change goals.

Regards.



Sent from my iPhone

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Opposition to motorcycle consultation

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 25 Jul 2023 at 06:45
Subject: Opposition to motorcycle consultation
To: <streetscene.consultations@hackney.gov.uk>

I oppose the decision as motorcyles are efficient and cause less congestion in already built up areas of London than cars. Why should motocyclists be penalised when parking is already inadquate, whilst cyclists can ride breaking the Highway Code as they wish.

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Fwd: Motorcycle parking charges

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 23:35
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Hi Hackney,

Hackney Council should urgently reconsider their plans for motorcycle and scooter parking charges, or risk devastating impacts to the lives and livelihoods of riders and those who rely on them.

We are extremely concerned about the effects that these changes will have on riders who live and work in Hackney. We believe that the proposals will be detrimental to the economy and life of Hackney. These changes are disproportionate, unjustified and not evidence-based.

concerns include...

Damage to the economy of Hackney and the livelihoods of those who work in Hackney

The proposed parking charges will make it impossible for many riders to work or visit businesses in Hackney. This includes commuters, delivery riders and couriers, but also volunteer riders who provide vital support to the NHS, such as Blood Bikers or the Bike Shed Community Response.

Around half of all motorcycle journeys are for commuting, however the proposals will make it impossible for most who commute into Hackney by motorcycle or scooter to continue to do so. For riders who are able to continue to commute the £6 an hour costs could add up to £13,800 over a year.

It's a mistake to assume that in all cases walking, cycling or public transport offer a viable alternative. Many riders tell us that as a result of these charges they would be forced to

give up working in Hackney, or move to live in another borough. This will impact not only these individuals but the economy of Hackney.

The proposals are disproportionate and unfair to riders

The evidence presented by the Council doesn't support the changes. Charging motorcycles and scooters the same amount as cars fails to meet the Council's duties of fairness and proportionality. It fails to account for the amount of space motorcycles take up, the fact that motorcycles do not cause congestion, or the lower levels of pollution they produce.

With the increasing popularity of new micro-mobility modes it makes no sense to treat motorcycles and scooters as equivalent to cars, when in reality they are more similar to other 2-wheeled modes. An electric motorcycle for example has similar impacts to an e-scooter or cargo bike, but their riders are penalised under these proposals just for having a licence and number plate.

Lack of appropriate consultation or evidence

Many riders who would be affected by these new charges have not been aware of the consultations about them. We are extremely concerned that the changes will go ahead without reasonable engagement with those who it will affect the most. In addition, the Council's evidence base used to support these charges is flawed, and shows a fundamental misunderstanding of motorcycles' overall behaviour and impact. For example it relies on the false belief that motorcycles and scooters are worse for air quality than cars, based on unreliable research which compares 30 year old motorcycles and scooters without catalytic converters with 20 year old cars with catalytic converters.

Hackney Council should reconsider in light of the facts about motorcycle and scooter use

Motorcycling is a transport mode relied on by a diverse range of people, including nurses, doctors, couriers, delivery riders, business owners and volunteers. Those who use motorcycles and scooters, due to the nature or length of their journey, often cannot reasonably use other means of transport. For many, a motorcycle or scooter is the only affordable option for their travel needs.

On a per km basis motorcycles and scooters produce significantly lower emissions than cars of CO₂ and key pollutants such as NO_x, PM₁₀ and PM_{2.5}. Motorcycles and scooters also do not contribute to congestion, and therefore their use has the effect overall of reducing emissions from other vehicles. The fact that 8 motorcycles can park in a single car bay frees up kerbside space for other uses, further easing congestion, or allowing it to be converted to space for walking, cycling or leisure.

Not all trips can be replaced by walking, cycling or public transport. For those that can't, motorcycles and scooters are the best alternative to cars. Instead of seeking to unfairly punish riders. Hackney should follow the example of other Councils in recognising the value of incentivising motorcycles and scooters over car use, as a means to meet their air quality and climate change goals.

█

Sent from above.

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: motorcycle parking charges

1 message

----- Forwarded message -----

From [REDACTED]
Date: Mon, 24 Jul 2023 at 22:22
Subject: motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

The charges that are intended to be introduced do not relate with other London boroughs. Westminster has had a £1 (£3.50 for 7 days) daily charge implemented for several years and Islington has recently introduced a £1 a day charge. How can Hackney justify such a higher rate (i.e. same as a car) than these two boroughs?

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Fwd: Objection to Proposed Motorcycle Parking Charges

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 22:21
Subject: Objection to Proposed Motorcycle Parking Charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council

I am writing to express my strong objection to the proposed implementation of parking charges for motorcycles in Hackney. As a concerned resident and an advocate for sustainable transportation solutions, I believe that imposing charges on motorcycle riders is unfair and counterproductive to the overarching goals of reducing congestion and environmental impact within our borough.

Points of objection

Environmental Impact:

Motorcycles, compared to cars, have significantly lower emissions and carbon footprints, making them a greener mode of transport. By encouraging the use of motorcycles over cars, we can contribute to a cleaner and more sustainable environment. It is essential for the Hackney Council to recognise and support environmentally friendly transportation options to combat climate change effectively.

Efficient Energy Use:

Motorcycles are highly efficient in terms of energy consumption when compared to cars. They require less fuel to cover the same distance, leading to reduced consumption of non-renewable resources. Encouraging motorcycle usage aligns with the global energy conservation efforts, and the council should be promoting such energy-efficient modes of transport.

Congestion Reduction:

One of the major advantages of motorcycles is their compact size, which takes up significantly less road space compared to cars. By encouraging motorcycle usage and providing free parking, the council can alleviate congestion on our roads. Penalising motorcycle riders with parking charges would discourage this positive trend and potentially contribute to increased congestion.

Equity and Fairness:

Motorcycle riders should not be disproportionately burdened with additional charges, especially when they are already making an environmentally conscious choice. Fairness dictates that all road users should be treated equitably, regardless of their mode of transport.

Lack of Alternatives:

Before introducing parking charges for motorcycles, the council should explore and exhaust other potential solutions for congestion and pollution reduction. Initiatives such as promoting public transport, investing in bicycle lanes and

infrastructure, encouraging carpooling, and incentivising electric vehicle adoption are alternative options that warrant consideration.

Alternative Suggestions

Invest in Public Transport:

Improve the efficiency, frequency, and coverage of public transportation services within Hackney. By making public transport more accessible and appealing, we can encourage residents to choose public transit over private vehicles.

Enhance Cycling Infrastructure:

Allocate resources to develop and maintain a safe and comprehensive network of cycling lanes and paths. Encouraging cycling as a viable mode of transport will reduce both congestion and emissions while promoting a healthier lifestyle.

Promote Carpooling and Car-sharing:

Incentivise carpooling and car-sharing programs within the borough. This approach will reduce the number of single-occupancy vehicles on the roads, leading to decreased congestion and a more efficient use of available parking spaces.

Offer Incentives for Electric Vehicles:

Introduce initiatives that encourage the adoption of electric vehicles, such as providing free or discounted parking for electric car owners. Supporting eco-friendly options will contribute to lowering emissions and improving air quality.

In conclusion, I urge the Hackney Council to reconsider the proposed motorcycle parking charges and instead focus on promoting sustainable transportation alternatives. Penalising motorcycle riders contradicts the goal of reducing environmental impact, congestion, and pollution within our borough. By investing in public transport, enhancing cycling infrastructure, promoting carpooling, and incentivising electric vehicles, we can create a greener and more efficient transportation landscape for the benefit of all residents.

Thank you for considering my objections and alternative suggestions. I hope that the council will prioritise environmentally friendly and equitable solutions in its efforts to tackle congestion and pollution.

Sincerely,



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Fwd: Proposed motorcycle parking charges

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 22:06
Subject: Proposed motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Hello Hackney Council,

As someone who has to rely on a motorcycle to get into London for work, I wanted to explain why it is imperative that you reconsider this plan for the following reasons.

The cost of living has spiraled out of control, with more to come in the shape continued high inflation and hikes in interest rates.

Commuters are being hit on all sides, with rising rail fares, TFL fares, congestion charges and ULEZ. This all adds up to many people finding alternative means to get to work, without being unfairly penalised.

This hits the lowest income workers and families the most. I work in an area where service workers are key to the functioning of the workplace, the unsung heroes if you like. These are the jobs we take for granted other people will do. What happens when we throw yet another financial burden on those already struggling to meet the weekly and monthly payments?

Motorcycles and scooters are the most effective alternative to cars as personal transport and ultimately more fuel efficient. People need to be rewarded for reducing pollution and congestion, yet there is a slap in the face coming instead, in the shape of parking charges. Charges for bays that already exist for free. You will penalise those who cannot afford it, which maybe the difference between them affording to even go to work or not. I, personally, have already looked outside of London for employment and I know that I am not alone. The slow migration away from these boroughs will affect all areas of employment and so, to the decline in the efficiency and effectiveness of companies or public services.

I would like you reconsider this move to become the one borough that says no. No to another burden on the tax payer at a time when this will heap more stress and hardship on an already stretched and fragile workforce.

Thank you

[REDACTED]

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Fwd: Proposed motorcycle charges - a solution looking for a problem.

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 21:54
Subject: Proposed motorcycle charges - a solution looking for a problem.
To: <streetscene.consultations@hackney.gov.uk>
Cc: <mete.coban@hackney.gov.uk>, <mayor@hackney.gov.uk>

Dear Hackney Council

With regard to your proposed changes to motorcycle parking put forward by the unpopular and myopic Meta Coban.

The "expert report" that this idiotic proposal was/is based on was not only, NOT based in fact. But the 'expert' who created said report is NOT an acknowledged academic, nor has that person been peer reviewed. This "expert report" is in fact nothing more than a biased anecdote that suited councillor Coban's narrative and his entire premise for these contemptuous parking charges.

It has been clearly and unequivocally demonstrated to him that his entire premise for the charges is fatally flawed on many levels. But let's just take one of the more puerile examples. With regard to the table titled "Emissions-based charging structure for resident parking permits (solo motorcycles) - 12 months" -

- the table lists '191-225g/km, for 1201cc- 2000cc motorcycles'. I own a 1255cc motorcycle and in the log book, it lists a figure of 0.760g/km for CO2 emissions. Showing this utterly imbecilic table, was possibly created by a 12yr old.

- the table of charges STILL has "diesel surcharge" in the table - how wilfully cretinous and obtuse do you have to be before you realise that there is NO such thing as a diesel motorcycle! Even after, it has been pointed out to you!

It has also been pointed out to the Mayor and the cabinet that this scheme will in fact, not generate anywhere near the income they think it will. But will instead cost the council financially in the short and long term, initially in the setup and admin and then cost to businesses & communities resulting in lost income as those affected leave the borough. There are already parts of Hackney that are now just a shell.

So in summary, motorcycles should not be paying for parking. But if Hackney are hell-bent on "doing something" then use the Westminster model.

Regards

[REDACTED]

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Fwd: Motorcycle parking consultation

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 21:45
Subject: Motorcycle parking consultation
To: <streetscene.consultations@hackney.gov.uk>

I object to the proposed changes to the cost of motorcycle parking.

The borough is already hard to ride to with limited parking spaces for bikes and these changes will make it even more so.

Bikes not only take up less road space and are less polluting, they are also an affordable form of transport used by a wide spread of demographics. These charges will impact lower income motorcycle riders unfairly.

Why not explore systems like those of Kingston where it's free to park a motorcycle or scooter. Or a nominal charge of £1 per day like in Westminster?

Thanks

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Parking charges in Gackney

1 message

----- Forwarded message -----

From [REDACTED]
Date: Mon, 24 Jul 2023 at 21:14
Subject: Parking charges in Gackney
To: <streetscene.consultations@hackney.gov.uk>

Hi

I am writing to oppose the parking charges being considered. The charges do not encourage people to get out of cars and on to alternative transport.

I have purchased an electric moped to reduce my carbon footprint and help the environment. I hope to help with congestion and parking spaces as well. I do not save money by doing this and if the parking charges come in I would move back to my petrol car which is warm and dry at all times. You would make it feel like the council does not support this and see no benefit in individuals like me trying to help. The borough is making it difficult.

I am shocked that you propose No price differential between motorcycles and cars for residents and business permits means that there is no incentive to downsize to a motorcycle, this will entrench car usage in Hackney and increase emissions due to increased congestion

The charges don't take account of relevant factors such as the minimal kerbside space motorcycles take up, or their effect on reducing congestion

The price of daily parking for commuting is unaffordable for the vast majority of riders especially in a cost of living crisis

It is not reasonable to charge electric motorcycles the same amount as electric cars as they have vastly lower emissions impacts and energy use.

Please let me know the real reason for this. Is it purely to raise revenue without consideration for the residents, being able to commute, shop and get around out of cars.

Regards
[REDACTED]

Sent from Yahoo Mail for iPhone

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Fwd: Motorcycles Parking Charges in Hackney must not Happen

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 20:59
Subject: Motorcycles Parking Charges in Hackney must not Happen
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>
Cc: [REDACTED]

As a local business owner, founder and CEO of a shop and restaurant, which has operated in Hackney for the past 8 years - through great hardship and changing times - I am appalled that Hackney Council is considering charging motorcycles to park.

Motorcycles and scooters offer one of the few affordable, round-the-clock, ways of getting around this great City, especially for those who work outside normal hours in lower-paid jobs, such as cleaners, wait-staff, assistant managers, security guards, etc, and also those in service, such as nurses, receptionists.

Motorcycles move through traffic quickly and efficiently, and contribute less than 1% to London emissions (by your own studies the measurable amount is below your own margin of error).

They do not contribute to congestion at all, and take up almost as little room as cyclists, but allowing longer distance travel, carrying heavier items in fixed luggage, and being safer - with licensed, insured, tax-paying riders, wearing helmets and protective gear, which adds safety and is better in cold or wet weather.

Motorcycle Parking is extremely efficient, and you can fit 4 motorcycles in a single parking space.

Considering all of the above, why would anyone consider penalising motorcycle and scooter riders, in a time of recession and hardship for all, by adding new parking charges, for a method of transport that has the least impact of any other (including cycling, which has had billions spent of their own road system, which motorcycles do not require).

Adding parking charges for motorcyclists is gratuitous, unnecessary, unhelpful, unkind and will simply take money out of people's pockets, and hurt those at the lowest end of the pay scale.

Truly horrible. Please do not do this.

Thank You

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Fwd: Motorcycle parking charges

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 20:11
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Hi,

I'm emailing to voice my opinion around charging motorcycles for parking in the borough. Not only am I emailing to oppose, but voice why and provide other options:

Cars are big, bulky and require a lot of space. Bikes are not and can be parked perpendicular to the curb easily. You can fit 5 bikes in a regular car parking spot and free parking encourages commuters to make the switch.

Bikes are better for the environment, often easily getting 100 miles per gallon. Especially with ULEZ, bikes are a great way to keep London's air clean.

I understand that you don't just want bikes parking wherever, so my suggestions are fines for bikes parking in bicycle racks, as well as charging for pay and display if not parked perpendicular to the curb, and dedicated motorcycle parking bays so they aren't taking up car spaces.

Thanks,

[REDACTED]

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Fwd: Hackney Motorcycle Parking Charges

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 18:54
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Hi,
I am writing to OBJECT to the proposed parking charges for motorbikes in Hackney. The grounds for my objection are that the proposals are unfair and unjust, as well as not tackling the main issues that the council is trying to resolve. Below are other options which I would like the council to consider and respond to as to why they are not viable options:

- No charges for motorcycles and scooters to encourage car drivers to downsize and consider alternative means of transport e.g. motorcycles, bicycles and public transport.
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney. This would reduce the amount of traffic coming into the area as well as encourage individuals to use the public transport more.
- Follow the Westminster or Lewisham models with far lower charges for motorcycles, if motorcycle parking charges are deemed absolutely necessary, which is questionable.
- Account for factors such as space and congestion in any charges given more motorcycles can be parked in the same space as a car. Therefore you should introduce more motorcycle bays which will encourage car drivers to downsize.

Many thanks,



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If I knew what I was doing, it would not be called research; would it?! - Albert Einstein

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Fwd: Stop motorbike parking charges

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 18:38
Subject: Stop motorbike parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

The reason i would like you to reconsider charging motorcyclists for parking is, that a majority of motorcyclists use their bikes for work and are usually on minimum wage already . So adding to their already financial headache during this country's financial crisis may reduce the amount of delivery riders which in turn could cause a knock on effect of causing more unemployment.

This wolud also affect commuters who due to the effects of covid brexit and the financial crisis to also fall into a high risk bracket of becoming unemployed due to the extra cost of travelling to low paid jobs.

Surely boroughs and government should be working together to help people return to work inturn collecting more taxes and national insurance to help replenish the country's reserves to get us back on our feet.

Please don't press the foot of the nations boot down harder on the necks of this country's loyal subjects, who are just struggling to get by day to day.

Sent from my Galaxy

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Fwd: Motorcycle Parking

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 17:37
Subject: Motorcycle Parking
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

In response to strongly oppose these changes.

I ride a Vespa 125 which is very fuel efficient, and uses a small amount of space in a parking bay. You should be encouraging this over cars and incen vising motorbike riders to limit conges on on roads and in parking bays.

Please consider allowing motorbikes to con nue to park in parking bays and increase the number of motorcycle parking bays.

Look at the Westminster model and the current charging of £1 per day for central London with numerous dedicated parking bays available.

Consider the impact on businesses in Hackney from motorcycle riders from outside the Borough discouraged from doing business with them due to parking regula ons. Hackney is full of small businesses and B2B trade. This will be impacted by the parking proposals.

Please respond to my points asap.

Kind regards

[REDACTED]

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Fwd: Hackney Motorcycle Parking Charges

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 17:26
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney team,

I oppose your active campaign against Motorcycle's in the borough. I agree with you that the city needs to tackle climate change and air quality, but targeting motorcycles is scientifically flawed and a waste of time and resources.

Motorcycles offer several environmental benefits in urban spaces compared to cars and other larger vehicles. For example:

1. Reduced carbon emissions: Motorcycles generally have smaller engines and better fuel efficiency than cars, resulting in lower carbon dioxide emissions per mile. This helps reduce the overall greenhouse gas footprint in densely populated urban areas.
2. Lower fuel consumption: Due to their smaller size and lightweight construction, motorcycles consume less fuel per trip compared to cars. This reduces the demand for fossil fuels and helps conserve nonrenewable resources (not including the electrification of motorcycles).
3. Less traffic congestion: Motorcycles take up less space on the road and can maneuver through traffic more easily than cars. They help alleviate traffic congestion, which leads to fewer idling vehicles and subsequently lower emissions.
4. Reduced air pollution: In addition to lower CO2 emissions, motorcycles also produce fewer pollutants like nitrogen oxides (NOx) and particulate matter (PM) compared to many cars. This contributes to better air quality in urban areas, which is critical for public health.
5. Parking efficiency: Motorcycles require less parking space than cars, which helps in optimising the use of urban parking areas and reduces the need for large parking lots that can contribute to urban sprawl.
6. Lower infrastructure impact: Constructing and maintaining roads and bridges for motorcycles is less resource-intensive compared to building and maintaining infrastructure for larger vehicles. This leads to reduced construction-related environmental impacts.
7. Noise reduction: Motorcycles tend to be quieter than many cars and trucks, especially electric motorcycles. This helps reduce noise pollution in urban environments, creating a more pleasant living and working environment for residents.
8. Encouragement of public transport: Motorcycles can be an excellent complement to public transportation systems, as they allow individuals to cover the last mile of their journey efficiently. This may encourage more people to use public transport, further reducing the overall environmental impact of transportation in urban areas.
9. Potential for electrification: As the technology for electric motorcycles advances, they offer the potential for even greater environmental benefits, with zero tailpipe emissions and reduced dependence on fossil fuels.

10. Flexibility in road design: Motorcycles can navigate through narrower roads and tight spaces more easily than larger vehicles. This flexibility can lead to more efficient road design, potentially reducing the need for wider roads and extensive urban development.

Whilst from an ethics perspective:

1. Equity and Fairness: Charging motorcycles without considering their positive environmental impact might be perceived as unfair. It is essential to consider the bigger picture and not penalise a group of road users who contribute less to environmental and traffic issues.
2. Promotion of Public Transport: Instead of targeting motorcycles, the borough could focus on promoting and improving public transportation options. Encouraging more people to use public transport would have a more significant impact on reducing emissions and congestion.
3. Safety Concerns: Pushing motorcycle riders away from main roads and into smaller, less-traveled routes to avoid charges could potentially increase safety risks. Motorcyclists may be forced to take alternative, less suitable routes, putting them at higher risk of accidents.
4. Encouraging Alternatives: Rather than penalising motorcycles, the borough could incentivise the adoption of electric motorcycles or other low-emission vehicles. Offering tax breaks or reduced fees for eco-friendly options would encourage the use of greener transportation.
5. Economic Impact: Motorcycling can be an affordable mode of transport for many individuals, especially those with limited financial means. Charging for motorcycle use may disproportionately affect low-income riders, making it harder for them to access work, education, or healthcare.
6. Consultation with Motorcycle Community: Before implementing any charges, it's essential to involve representatives from the local motorcycle community and consider their input. They can provide valuable insights and alternative solutions to address the borough's concerns without unfairly penalizing riders.
7. Comprehensive Transport Strategy: Instead of targeting specific vehicles, a more effective approach would be to develop a comprehensive transport strategy that addresses environmental concerns, traffic congestion, and other issues holistically, considering the needs of all road users.

Other things to consider:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney.
- Charge a levy for trucks and lorries over a certain weight.
- Follow the Westminster or Lewisham models with far lower charges for motorcycles.
- Account for factors such as space and congestion in any charges.

Looking forward to hearing your thoughts and assessment.

Thanks

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Kind Regards,



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Fwd: Motorcycle Parking Hackney

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 17:14
Subject: Motorcycle Parking Hackney
To: <streetscene.consultations@hackney.gov.uk>

Dear all

Please find below my objections to the current proposal for the increased costs and restrictions of use to parking, commuting and ownership of motorcycles/scooters within the Borough of Hackney.

- Objections to charging for motorcycle parking for residents and commuters to the borough and any further restrictions to motorcycles and scooters across the borough:
 - Motorcycles and scooters have always offered the people an affordable way of travel and enabling individuals to travel in unusual hours when public transport is limited or does not cover the areas being traveled to or from.
 - There are many people who live in Hackney or work in Hackney that rely on their point-to-point motorcycle or scooter commute during either very early hours or late hours providing a **safe and time effective** method of travel to and from their place of work.
 - People who work unusual hours tend to be on the lower pay scales prohibiting the use of taxis/mini cabs.
 - People who work unusual hours tend to be on the lower pay scales and have limited spare time due to multiple jobs.
 - Running motorcycles and scooters can be significantly more cost effective than daily public transport and/or use of taxis/mini cabs.
 - For those who have to work several jobs, (the majority of people on lower pay do work more than one job and due to limited contracts may not be working in the same location daily) make some public transport options challenging both with interconnections and the increased time of travel, whereas a motorcycle or scooter is more efficient in time and costs for point-to-point transport.
 - Whilst public transport systems have their place, they do not fully replace point-to-point transport that a single personal transport system (motorcycle or scooter) can offer.
 - Adding £10 per day for commuter parking or even higher for residential parking to those working and lower income individual's costs can have a significant impact on net income further exasperating their current cost of living crisis. Pushing more people into poverty and reliance on food banks and the benefits system.
 - These costs also act as a tax on those who are earning enough not to be on benefits, but not enough to be considered economically stable.
 - Fully appreciate these arguments can be made for cars owners however, motorcycles take up significantly less road space, are less polluting for, emissions and consumables for vehicle maintenance and less damaging to the road surfaces.

As someone who lives out of the borough the nature of my work means I work all over London including Hackney.

During daytime normal working hours, I will take public transport when working in London however, as a Building Services Engineer the nature of my work means I can be expected to work shifts. These can finish or start between

9pm and 6am to be in and out of buildings before or after the usual building occupants, at these times I will ride in and park my motorcycle locally as this offers the safest and most time efficient method of travel for myself and tools.

Hope these points offer further consideration for the few people that do rely on a cost, time and environmentally friendly method of transport such as a motorcycle and scooter.

Not all motorcycle/scooter riders are only pleasure riders, please support those who rely of this form of transport to help them earn their daily pay.

Best regards



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Fwd: Hackney Motorcycle Parking Charge Objection

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 17:08
Subject: Hackney Motorcycle Parking Charge Objection
To: <streetscene.consultations@hackney.gov.uk>

Hi,

I would like to strongly object to the proposed Hackney parking charges for motorcycles for the following reasons:

I have commuted on a Vespa in London for over 4 years, the emissions and petrol consumption for this is extremely low therefore not impacting the low emission goals for Hackney which overall I am supportive of.

As someone who loves and appreciates London, commuting on the Vespa is my sanctuary and gives me great pleasure. I live in central Shoreditch in [REDACTED] and use the Vespa everyday to get to work and see friends etc, therefore having a parking charge would be extremely inconvenient and unfair, especially one as high as the one you have proposed.

People like myself have bought motorcycles for ease of commuting and have been able to park for free pretty much everywhere in London for a long time. Therefore bringing in such a dramatically high charge will only massively inconvenience and upset residents. Parking for motorcycles should remain free to encourage car users to downsize.

Bikes take up a fraction of the room of cars and are not even comparable in terms of emission output so should not be treated the same in terms of parking. These crazy proposed increases will likely encourage more people to drive cars if the prices are the same, therefore increasing overall emission output.

These proposed plans are attacking bikers with no justified reasoning in terms of emission goals and space and therefore need to be re-considered.

Regards,
[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Fwd: Opposing Proposed Motorcycle Parking Charges in Hackney

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 16:40
Subject: Opposing Proposed Motorcycle Parking Charges in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I hope this email finds you well. I am writing to express my strong opposition to the proposed motorcycle parking charges in Hackney. While I understand the need to manage parking spaces effectively and promote sustainable transportation, I believe that the current proposal lacks consideration for important factors and could have unintended negative consequences on commuters, the environment and the community.

One of the main concerns I have with the proposed charges is the absence of any price differential between motorcycles and cars for both residents and business permits. This lack of differentiation fails to provide an incentive for individuals to downsize to motorcycles, which are known for their lower environmental impact and reduced congestion contribution. Without such incentives, the proposal risks further entrenching car usage in Hackney, leading to increased emissions and exacerbating congestion issues in the area.

Motorcycles occupy minimal kerbside space, and their potential to reduce congestion is a significant advantage. However, the proposed charges do not take these factors into account, treating motorcycles the same as cars in terms of parking fees. It is essential to consider the relative impact of different types of vehicles on congestion and allocate parking charges accordingly to encourage the adoption of more sustainable transportation options.

Additionally, the suggested price for daily parking for commuting is simply unaffordable for the vast majority of riders, particularly when considering the current cost of living crisis. Motorcycles are often chosen as a cost-effective mode of transport, and imposing steep parking charges could disproportionately burden many residents who rely on motorcycles for their daily commute.

Furthermore, I would like to draw your attention to the issue of charging electric motorcycles the same amount as electric cars. Electric motorcycles have vastly lower emissions impacts and energy consumption compared to electric cars, making them an environmentally friendly choice. Failing to recognise this crucial difference and charging them the same rate would discourage the adoption of electric motorcycles, which could play a significant role in reducing the overall carbon footprint in the area.

In light of these concerns, I respectfully urge the Hackney Council to reconsider the proposed motorcycle parking charges. I believe it is essential to design a fair and balanced parking policy that encourages the use of motorcycles as a sustainable transportation alternative, promotes reduced congestion, and takes into account the financial challenges faced by many residents during these trying times.

I appreciate your attention to this matter and hope that you will carefully consider the implications of the proposed charges. By fostering a more motorcycle-friendly environment, Hackney can take significant steps towards a greener, more sustainable future.

Thank you for your time and consideration.

Sincerely,
[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Fwd: Hackney Motorcycle Parking Charges - OBJECTION

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 16:29
Subject: Hackney Motorcycle Parking Charges - OBJECTION
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam

Hackney's proposals to introduce draconian charges for motorcycles must be reversed. It is beyond comprehension that a democratic, civilised and sentient body could consider such a policy.

I do not live in the borough - I live in Camden - but I am a regular visitor to Hackney.

Quite aside from the general cost of living pressure on all residents and visitors - and especially on the less well-off - the policy goes in the face of any environmental and social good sense.

Motorcyclists are less polluting than cars or vans, and take up significantly less space. How can you seriously propose to charge bikes the same parking fees as cars? Why would you discourage motorcycle usage, and encourage more car use?

Surely you must reconsider, and also amend your policy to reflect your more considered neighbours, in Westminster, for example.

1. Westminster introduced a charge for parking bikes, which was not popular at first, but which remains at a sensible level (£1.20 per day), and which has helped the central - much busier than Hackney - borough to control bikes, and avoid abandoned bikes taking up valuable space.

2. Surely any bike policy must reflect the comparative space/congestion and pollution impacts with those of other vehicles.

The general attempt to stop car driving in London, with LTNs, congestion charging, road closures, etc. means that 2 wheel traffic should be encouraged. Your proposed bike policy makes no sense whatsoever.

[REDACTED]

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Fwd: Objection to the on-street (s.6) parking places order

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 17:53
Subject: Objection to the on-street (s.6) parking places order
To: <streetscene.consultations@hackney.gov.uk>

I'm contacting to note my objection to the on-street (s.6) parking places order as documented in this notice: https://docs.google.com/document/d/1-fVV0cZlq9_f_oMtg7U0XIMhg-D9XQsFQ0II9F85z-4/edit

The basis for this objection is as follows:

- The rate of parking charges are far higher than they should be, making it inaccessible. Many residents and commuters rely on two-wheel vehicles for a cost effective means of transport as an alternative to other more costly daily forms of travel.
- The rate of parking charges are comparable to larger vehicles. This means that the charges are not appropriately accounting for the following reasonable considerations:
 - two-wheel vehicles take up considerable less parking space, with many two-wheel vehicles fitting in the same space as a even a small car
 - two-wheel vehicles do not contribute to congestion due to the allowance of traffic filtering in the UK
 - two-wheel vehicles do not contribute to pollution at anywhere near the same actual rate as larger vehicles due to the fact they do not contribute to congestion and therefore idle with engines running at a far lower rate (at lights, where they will always proceed at the next light)

The council should carefully consider and move to implement:

- Remove the charge for two-wheel vehicles with zero emissions since these vehicles do not negatively contribute to congestion or air quality, which are the stated goals of the council.
-
- Lower parking rates for all other two-wheel vehicles, for example considering Westminster as a reasonable model for daily all-day parking charges of £1.
- Reviewing how many solo or shared-use bays are available to two-wheel vehicles throughout the whole borough, ensuring they are accessible to all users of the whole borough, rather than a single region.

Note the objection is not generally toward the concept of reasonable charging for parking.

Best,

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 17:01
Subject: Objection
To: <streetscene.consultations@hackney.gov.uk>

I object to the proposed changes. They are the reflection of greedy public officials trying to line their pockets at the expense of the some of the poorest and most vulnerable people in the borough.

Poor greedy form.

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd:

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:12
Subject:
To: <streetscene.consultations@hackney.gov.uk>

I fully support the charges

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Oppose parking changes for motorbikes

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 13:53
Subject: Re: Oppose parking changes for motorbikes
To: <streetscene.consultations@hackney.gov.uk>

In a time we are supposed to reduce the pollution in our city we are now making more difficult. Surely motorbikes should be encouraged. not everyone has the time to catch a bud long distances or the fitness for bicycle transport. this is just another step to reducing mobility.

Sincerely

[REDACTED]

Sent from my iPhone

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Fwd: Motorbike parking

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 13:56
Subject: Motorbike parking
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Please reconsider your charges for parking.

My scooter does about 100 mpg so a low carbon footprint and uses virtually no road space compared to cars.

The routes I travel are not viable on public transport.

Please keep me informed of your plans.

Thank you. [REDACTED]

[Sent from AOL on Android](#)

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: hackney bike bays

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 00:03
Subject: hackney bike bays
To: <streetscene.consultations@hackney.gov.uk>

dear sirs,

motorcycling and their parking bays should be encouraged rather than taxed to offset the congestion and pollution of endless car and lorry traffic jams. motorcycling is less polluting yet we are constantly regarded as the lowest form of travel around london.

regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection to bike bay changes

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 17:29
Subject: Objection to bike bay changes
To: <streetscene.consultations@hackney.gov.uk>

I object to the bike bay changes

Sent from my Galaxy

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Charges proposed for motorbikes

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 16:13
Subject: Charges proposed for motorbikes
To: <streetscene.consultations@hackney.gov.uk>

Hi
It is hard to understand how your proposed charges make any sense to achieve the aim of cutting pollution and traffic in london

Surely you have to create incentives for people to use bikes, motorbikes and public transport over cars ? As a commuter into town and hackney i often consider what to do based in charges and time it would take me to commute . I am 62 and therefore have a free tube pass after 9am. The current charges encourage me to think between bike, my Vespa and tube. But increasing the charges by the amount you are talking about and having £10 a day charges would pénalise me for using an efficient non polluting and no traffic generating Vespa and would encourage me to think of tube for some journeys and car for others .

Please reconsider

Thanks

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd:

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:17
Subject:
To: <streetscene.consultations@hackney.gov.uk>

If I'm paying for parking I may as well drive my car in and stay dry

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Fwd: Motorbike charges for parking

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:13
Subject: Motorbike charges for parking
To: <streetscene.consultations@hackney.gov.uk>

Hello - as a London resident and motorbike commuter I wish to register my strong concern about the possibility of the above coming to pass in Hackney. Surely we want to discourage car drivers and help them to downsize, not make it unaffordable for everyone? I hope you will focus on cars and lorries as the problem in terms of traffic, pollution and climate change and leave well alone where bikers and cyclists are trying to do the right thing.

Thanks,

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Stop this madness

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:01
Subject: Stop this madness
To: <streetscene.consultations@hackney.gov.uk>

You're obviously not bikers and are just following orders like a robot. How can you charge the same for a bike vs car, use your brains

I object to your plans and urge you to use common sense

Cheers

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Fwd: Motorcycle parking carves in the borough

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 23:32
Subject: Motorcycle parking carves in the borough
To: <streetscene.consultations@hackney.gov.uk>

Hello,

I've got to know about your plans to introduce outrageous parking charges on motorcycles in response to air pollution. I wanted to ask you how did you come to that "innovative" idea? While rest of London is encouraging car drivers to downsize from cars to something much less impactful like motorcycle or scooter you actually want to go the opposite way. Of course, we would be all happy if everyone was using bicycles which is great for air and fitness, but unfortunately not everyone of us can afford living close enough to his job. So daily commute often times takes over 10 miles each way and that is only feasible with something more sophisticated than push bike.

If you really want to make make impact on air pollution you should rather consider implementing something similar to what H&F Borough did which is called "SW6 traffic scheme". Google it and that is something that was really impactful and reduced transit traffic drastically. Penalizing two wheels riders would not give you even a fraction of that. The whole initiative it just counterintuitive and pointless.

Hope above makes sense.

[REDACTED]

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Fwd: Motor cycle parking.

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 23:25
Subject: Motor cycle parking.
To: <streetscene.consultations@hackney.gov.uk>

To Whom it may concern,

I should like to make the suggestion of more motorcycle parking bays to be allocated and for them to be free, there are far too few bays available for the amount of motorbikes requiring them, surely by encouraging people to use motorbikes will reduce car congestion and emissions and free up road parking space, but by not having sufficient bays for motorcycles and charging them the equivalent to cars is ridiculous and most discouraging for the motorcyclists and in my opinion discrimination against them!

Regards.

[REDACTED]

Sent from my iPhone

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection to parking charges for motorcycles

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 22:58
Subject: Objection to parking charges for motorcycles
To: <streetscene.consultations@hackney.gov.uk>

I would like to voice my objection to your excessive proposed charges for using and parking motorbikes in your borough. You should be encouraging use of motorcycles over cars - the Ru cause no congestion and have small engines with low emissions. They are also used by the less wealthy and are critical cheap means of transport for business commuting, trading and study. The motorbike parking spaces are already in place and require nothing more than an occasional repaint of lines to maintain. If you want to be seen as contributing to combatting climate change encourage people off cars onto bikes (both motorised and non-motorised) or take action against badly polluting lorries and ensure council vehicles are electric.

Regards

[REDACTED]

Sent from my iPhone

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Motorcycle Parking

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 22:55
Subject: Motorcycle Parking
To: <streetscene.consultations@hackney.gov.uk>

I would like to register my opposition to any charges for motorcycle parking in Hackney as I feel this does not target the real pollution issue.

Thanks

[REDACTED]

Sent from my iPhone

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Street Scene Consultation Response

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 22:42
Subject: Street Scene Consultation Response
To: <streetscene.consultations@hackney.gov.uk>

It is suggested that Hackney considers:

No charges for motorcycles and scooters to encourage car drivers to downsize.

Increase charges for larger and less fuel efficient vehicles to target the real source of transport emissions and congestion in Hackney.

Rethink any road charging proposals as this has been shown to be very unpopular with members of the public (I.e. CAZ, ULEZ etc) as it does little to improve Air Quality.

Follow the Westminster or Lewisham models with far lower charges for motorcycles to encourage greater use of motorcycles to reduce congestion and to improve traffic flow.

Account for factors such as road space and congestion in any charges implemented. Motorcycles require less space than other vehicles to park and travel on the road.

Motorcycles are lighter and as a result cause less wear on the road and less particulates.

Provide free parking for motorcycles to reduce congestion by encouraging the use of motorcycles as a form of transport.

Regards,

[REDACTED]

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Fwd:

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 22:12
Subject:
To: <streetscene.consultations@hackney.gov.uk>

Please don't charge motorcycles

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Fwd: Hackney Motorcycle Parking Charges Consultation

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 22:10
Subject: Hackney Motorcycle Parking Charges Consultation
To: <streetscene.consultations@hackney.gov.uk>

Dear Sirs,

I would like you to consider the following matter as part of the above consultation.

- There should be no charges for motorcycles and scooters. This would greatly assist those for whom public transport does not provide a solution to their travel needs. It would also encourage car drivers to use a more economical less congesting form of transport.
- At the very least motorcycles registered as historic vehicles should not be charged to park.
- ULEZ compliant motorcycles and scooters should not be charged to park as emissions from brakes, tyres and exhaust are minimal compared with larger heavier vehicles that create more congestion.
- It is less dangerous and inconvenient for the public if motorcycles and scooters are encouraged to park legally and free of charge in a designated motorcycle bay. Dockless cycles are often left inconsiderately and dangerously. Charging to park motorcycles and scooters will do nothing to alleviate this anti-social problem/behaviour.
- Introduce charges for dockless bicycles to raise revenue and discourage anti-social parking of these vehicles.
- Charge users of electric vehicles for the time that they occupy charging/parking bays to reduce congestion, encourage home charging and encourage the use of public transport.
- Follow the Westminster or Lewisham models with far lower charges for motorcycles and scooters
- Account for factors such as space and congestion in any charges

Thank you for including these suggestions in the consultation.

[REDACTED]

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Fwd: Motorcyclists are voters to.

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 22:11
Subject: Motorcyclists are voters to.
To: <streetscene.consultations@hackney.gov.uk>

Re; new commuter parking charges.

Why are you including motorcycles and all forms of powered two wheelers in the same charges as a domestic cars?

A typical car parking bay can accommodate up to 5 motorcycles so in real terms in any motorcycle parking bay, you will be charging 5 times the amount for a car? This is almost discriminatory.

Motorcycles and powered two wheelers offer a busy city an opportunity to reduce congestion and therefore pollution, because a moving vehicle is a less polluting vehicle.

Any parking facility requires maintenance so it is understandable a council sees the need to raise money from those that use these bays.

What I find puzzling is why you need to raise so much more revenues per person from motorcyclists and powered two wheeler owners, who are making a conscious decision to reduce congestion and travel time.

Look back in history and across the world today, the motorcycle or powered two wheeler is the working person's mode of

transport, because of its low relative cost, its ability to convey people to work quickly and not take up as much space as cars when parked.

Therefore I would ask you to reconsider your proposals for charging motorcycles to park and actively encourage motorcycle ownership to help ease congestion in your Borough.



Sent from Yahoo Mail for iPhone

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Motorcycle Parking Charges

1 message

----- Forwarded message -----

From [REDACTED]
Date: Sat, 22 Jul 2023 at 21:35
Subject: Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

I'm a biker and use it as alternative to the car.
A bike occupies less than a fifth of a van and can be parked between cars.

What's the benefit for the community to make it expensive as a normal car?
It's not environmentally friendly and it will not solve the issue of reducing the traffic.

looking forward to hearing from you.

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Motorcycle parking charges

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 21:08
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney,

I've been a resident of Hackney for over 20 years now (2001) and I'm completely opposed to the idea of changing for motorcycle parking.

For a borough supposedly looking to find less polluting options for travel, and as a rider of an electric moped (to take my daughter to school) - the idea of charging for such a modest, affordable and low energy transport just looks like greed.

Please reconsider, show those living here that you're interested in standards of living, not just additional fund raising at our expense.

For the sake of the residents.

Sincerely,

[REDACTED]

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Urgent Concern: Impact of Discouraging Motorcycles on Air Quality and Environment in Hackney

1 message

----- Forwarded message -----

From: [REDACTED]

Date: Sat, 22 Jul 2023 at 20:42

Subject: Urgent Concern: Impact of Discouraging Motorcycles on Air Quality and Environment in Hackney

To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

I hope this email finds you well. I am writing to express my deep concern regarding the recent measures to discourage motorcycle usage in Hackney. While I understand the need for traffic management and safety, I believe that discouraging motorcycles without considering their environmental benefits may have detrimental consequences for air quality and the overall environment.

Motorcycles offer a more sustainable alternative to conventional cars in urban settings like Hackney. Here are a few reasons why we should reconsider this decision:

1. **Reduced Emissions:** Motorcycles generally have smaller engines and consume less fuel compared to cars, which means lower emissions of greenhouse gases and pollutants such as carbon dioxide, nitrogen oxides, and particulate matter. By encouraging more motorcycles on the roads, we can significantly reduce air pollution levels and combat climate change.
2. **Decreased Congestion:** Motorcycles take up less space on the roads and contribute to reduced traffic congestion. This leads to smoother traffic flow, less idling time for vehicles, and subsequently, lower emissions. Encouraging motorcycles can be part of a comprehensive strategy to alleviate traffic-related environmental issues.
3. **Lower Fuel Consumption:** With their superior fuel efficiency, motorcycles can play a crucial role in conserving natural resources. By promoting their use, we can reduce overall fuel consumption, lessen our dependence on fossil fuels, and protect precious environmental resources.
4. **Enhanced Public Transport:** Many individuals rely on motorcycles as a cost-effective and efficient mode of transportation, especially for short-distance commuting or accessing areas with limited public transport options. By discouraging motorcycles, we may inadvertently force people back into cars, exacerbating environmental challenges.
5. **Encouraging Electric Motorcycles:** The advancement of electric motorcycle technology provides an opportunity to further reduce emissions and noise pollution. Discouraging motorcycles may slow down the adoption of electric alternatives, which can significantly contribute to a cleaner and greener Hackney.

As a concerned citizen, I urge you to reconsider the decision to discourage motorcycles in Hackney. Instead, let's explore ways to promote responsible motorcycle usage, such as incentivizing electric motorcycles, encouraging safe riding practices, and raising awareness about the environmental benefits they offer.

Together, we can work towards a more sustainable future for Hackney, where cleaner air and a healthier environment are prioritized.

Thank you for your time and consideration.

Regards,



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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: proposed motorcycle parking charges

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 20:40
Subject: proposed motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

I object to this proposal, I commute to Hackney daily for work and this will make life harder than already is, I might have to move business to another borough such as Camden

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Fwd: Objection to Hackney Motorcycle Charges

1 message

----- Forwarded message -----

From [REDACTED]
Date: Sat, 22 Jul 2023 at 20:03
Subject: Objection to Hackney Motorcycle Charges
To: <streetscene.consultations@hackney.gov.uk>

Hi,

I am emailing you to voice my objection to the proposed Hackney Motorcycle charges.
At a time when we have a cost of living crisis and the public are being squeezed left right & centre – this is just another thing to cripple the public in a Draconian system only interested in raising revenue.
At least, this is how it comes across!

Surely, motorcycles are a greener and more efficient mode of transport than cars and should not be subject to this taxation?

They do not clog up the roads like cars creating traffic which in turn creates more pollution as the engines are pumping out emissions whilst travelling at a snails pace.

There are lots of other reasons for not charging motorcycles for parking, here are some alternative ideas:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

With the state of the London transport system and rail strikes, please give people an option to commute in via Motorcycle or Scooter.

We all pay our yearly tax and this should give us the right to drive on the roads of London and be able to park. Let's face it, motorcycles take up a 5th of the space of a car so if you are going to charge for parking, then it is only fair to make it proportional to the space that the motorcycle is occupying compared to car.

I really hope you consider my suggestions and treat them as legitimate reasons to not carry out the proposed desperate measures to charge Motorcyclists £10 a day.

Kind regards

[REDACTED]



Fwd: Attack to motorcycles rights

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 19:57
Subject: Attack to motorcycles rights
To: <streetscene.consultations@hackney.gov.uk>

Good day

I am writing to complain about the proposed enforcements and charges against motorcycles in Hackney

This is totally unacceptable because motorcycles are a transport much more friendly to environment, does not create traffic queues, or any problems to the community. At the Hackney speed limits one motorcycle is not a problem at all for pollution. It is the least polluting personal transport after the bicycles - It should be considered as the best alternative to public transport - should be supported and not put in the same place as the diesel vans and lorries that are the real huge problem for traffic pollution and parking in London.

This is a big mistake and I really hope you can reconsider all these new measures and charges against motorcycles - totally unfair and wrong. Other major cities in Europe dropped drastically pollution by welcoming 2 wheel drivers, giving them free parking and bus lanes. It's truly disappointing that London is still on medieval ages with this absurd mentality against the 2 wheel drivers. I really feel that Motorciclists are treated almost as criminals in London, and it really gives the City a truly bad reputation comparing to the other European cities which are so much ahead in time.

Regards

[REDACTED]

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Motorbike parking consultation

1 message

----- Forwarded message -----

From [REDACTED]
Date: Sat, 22 Jul 2023 at 19:56
Subject: Motorbike parking consultation
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Please note I totally oppose to the draft motorcycle parking changes.

These are the potential alternatives instead:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

Many thanks.

Kind regards,

[REDACTED]

Sent from my iPhone

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Fwd: STOP THIS

1 message

----- Forwarded message -----

From [REDACTED]
Date: Sat, 22 Jul 2023 at 19:55
Subject: STOP THIS
To: <streetscene.consultations@hackney.gov.uk>

Stop your outrageous revenue grab on public owned property!

You are just adding to the transport problems in London and cost of travel and living crises - should be encouraging free and open passage to motorcyclists in line with cyclists and pedestrians but this is discriminatory.

Consider these options now:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

I find your actions ill-informed, irresponsible and unacceptable - stop this now

I repeat:

No charges for motorcycles and scooters

This is clearly a blatant overreach and a retrograde revenue grab

regards,
[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Motorcycle Parking Charges

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 19:54
Subject: Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

I ride a motorcycle to reduce road congestion and traffic pollution, and in return I should expect to be able to park my bike free of charge at any destination, as it takes up far less space than a car. I strongly oppose any attempt to impose parking charges on motorcyclists. Do the right thing.



Sent from my iPhone

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Fwd: Plans to charge for motorbike parking

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 19:42
Subject: Plans to charge for motorbike parking
To: <streetscene.consultations@hackney.gov.uk>

Hi,

I wanted to lodge my objection to your plans to charge for motorbike parking in Hackney.

There are many reasons but primarily: motorcycle and scooter use should be encouraged to reduce road traffic, congestion and pollution in London. Motorbikes are exceptionally green, space efficient and affordable providing the poorest Londoners with access to powered transport.

It is all very well to say 'we want them to cycle' but cyclists cannot wear as effective protective gear as it's weight is an issue. They also cannot be used by those with cardiovascular issues or muscle weakness.

Effectively your proposed policy will discourage the use of a transportation method which is greener than cars, does far far less damage to the road network, is faster and safer than cycling, allows people to transport materials and themselves without adding to traffic and is a lifeline for disabled or partially disabled Londoners.

It's also obviously cynical as you know full well that other London councils have removed their plans in the face of the great preponderance of evidence and protest from their residents.

Car ownership, pedestrian, cyclist and motorcyclist deaths caused by cars and their ludicrous space use are the real villain. It is not motorbikes.

[REDACTED]

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Fwd: Proposed Motorcycle Parking Charges

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 19:37
Subject: Proposed Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I hope this message finds you well. I am writing to express my utmost concern and opposition to the proposed fee increase for motorcyclists, as outlined in the final consultation on motorcycle parking charges. While I acknowledge the council's commitment to addressing climate change and air quality, I firmly believe that implementing these charges would have several detrimental effects and may not achieve the desired environmental outcomes. As a passionate advocate for both sustainable urban transportation and the rights of motorcyclists, I am compelled to provide detailed reasons why the proposed fee increase should be rejected:

1. Encouraging Sustainable Transport: Motorcycles inherently offer a more fuel-efficient and eco-friendly mode of transportation compared to cars. Penalising motorcyclists with higher charges would hinder the council's goal of encouraging sustainable transport choices.
2. Addressing Congestion: Motorcycles take up less road space and contribute to reduced traffic congestion, particularly in dense urban areas like Hackney. Implementing higher fees for motorcycles may lead to increased car usage and exacerbate traffic congestion.
3. Supporting Local Businesses: Many small businesses in Hackney rely on motorcycle couriers for fast and efficient deliveries. Increasing charges for motorcycle parking permits could negatively impact these businesses and disrupt local economies.
4. Social Equity: Motorcycles provide an affordable and accessible mode of transport for many residents, especially those with limited financial means. The proposed fee increase may disproportionately affect low-income individuals who rely on motorcycles for their daily commute.
5. Supporting Two-Wheeled Commuting: Motorcycles offer a viable alternative to cars, particularly for individuals with longer commutes or physical limitations that prevent bicycle use. Encouraging two-wheeled commuting aligns with the council's objectives of reducing car dependency.
6. Safety Considerations: Pushing motorcyclists out of designated parking areas may lead to ad-hoc parking, resulting in potential safety hazards for both riders and pedestrians.
7. Collaborative Solutions: The council should actively engage with motorcycle community representatives and stakeholders to find solutions that align with environmental goals while accommodating the needs of riders.

I strongly urge Hackney Council to reconsider the proposed fee increases for motorcyclists. Instead, let's work collaboratively to find more equitable and effective solutions that align with the city's environmental goals while acknowledging the essential role of motorcycles in sustainable urban transportation.

The consultation's closing date of Friday 04 August 2023 is rapidly approaching, and I implore the council to carefully review each response, including these concerns. Together, we can arrive at a solution that preserves the environment, respects the rights of motorcyclists, and fosters a positive relationship between the council and its constituents.

Thank you for considering my input on this crucial matter.

Sincerely,



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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT1654

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 19:26
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

I am writing my objection to the proposed motorcycle parking charges.

As a young person this is a direct attack on a very affordable means of transportation into london and the area that I live.

How will you provide me with parking access in my apartment block which does not contain parking and where your proposed residents permit fees are that of a car even though my motorbike will take less than a quarter of the space of a car?

Most motorcycles consume far less fuel and produce minimal emissions in comparison to other modes of transport, this is an incentive for car drivers to downsize.

A precedent has been set in Westminster and Lewisham who have far lower charges for motorcycles and benefit with a reduction in cars and lower air quality.

This is a direct tax on those who use a very low emission vehicle, compliant with all current ULEZ regulations and are reliant on this mode of transport to survive, an option would be to reduce the charges proposed and enable individuals who rely on a motorbike or moped and who comply with the ULEZ to conduct their business and personal lives.

An option would be to charge on a percentage basis in comparison with cars the difference in emissions, if motorbikes produce 10% of the emissions on average in comparison to a car then they should be charged that percentage, if it is indeed the 'aim' to reduce emissions.

Kind regards,

[REDACTED]

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Fwd: Hackney Motorcycle Parking Charges

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 19:22
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir / Madam,

I would like to object to your future plans of introducing and increasing charges for motorbike and scooter users in my borough.

Please see my reasons and suggestions below.

- No charges for motorcycles and scooters to encourage car drivers to downsize.
- Addressing bigger issues - No plan to address the environmental damage the river boats are causing our river and canals.
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney.
- Follow the Westminster or Lewisham models with far lower charges for motorcycles.
- Account for factors such as space and congestion in any charges.

I look forward to your response.

[REDACTED]

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Fwd: Stop motorcycle parking charges

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 19:17
Subject: Stop motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Good day, as stated in subject above Stop motorcycle parking charges. Please consider what you trying to do. Its about 2% of all transport in uk are motorcycles and try to milk money from bikers is pitiful. Please stop this insanity as you not gonna earn much from it.

Kind regards
[REDACTED]

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Fwd: Hackney Motorcycle Parking Charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 19:11
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir or Madam

Please i would like to express my opposition to your proposed parking charges for motorcycles in Hackney.

Today, LTNs have wrecked havoc in traffic. I know you probably disagree but they increase pollution in the poorest areas and only benefit those who live in more expensive areas of the borough. We must give people alternatives to their cars which take into account the amount of commuting they do or the fact that they don't necessarily want to shower on either side of their commutes...

DON'T penalise motorcycles who represent a real alternatives to cars.

- No charges for motorcycles and scooters to encourage car drivers to downsize: so many cars have one person and their engines are so much bigger than motorcycles. It is already a giant step towards better commuting.
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Maybe focus only on the largest motorcycles based on engine size to support less polluting vehicles.

Thank you

[REDACTED]

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Fwd: Hackney consultation on motorbike parking etc1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 18:41
Subject: Hackney consultation on motorbike parking etc
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir or Madam,

I wish to object to the proposed motorbike hikes in charging for the use of motorcycles in the Hackney area.

The proposed charges during a cost of living crisis in this country is obscene and undoubtedly unaffordable by the owners of scooters or motorbikes.

This is no different to the London Mayor's ULEZ charge - and equally unaffordable.

Do I need to spell out to you that people who own and operate two wheeled motorised vehicles do so for their convenience as well as the lower costs associated with owning them compared to a car. I am also pretty sure that two wheeled motorcycles are less polluting than cars - certainly as these vehicles can use the roads without having to form queues - and, as a result do not churn out carbon monoxide to the same level as cars.

Obviously, they take up far less space and do not 'clog up' roads whilst in use, unlike cars or vans etc.

If you could say that all public transport in this country was both affordable and reliable - then that would be a reason to penalise two/four wheeled vehicles - but we all know that those who provide the public transport system in this country do so for shareholder gain - forcing prices to the user to unnecessary highs. They most certainly are not at all reliable - as the unions seem to be constantly on strike. You cannot rely on the public transport system in this country - and it is, again, unaffordable to the average user. Motorcycles are the affordable alternative!

How can any public serving body such as yours penalise road users to such a degree unless of course, like PCN's, they see it as a cash cow to milk and provide surplus funds for their profligacy and inefficient operations elsewhere in their organisations.

The public of this country - and especially of London - are being over taxed as it is - and your proposed charges just go to make things even worse.

Do please reconsider your proposed actions,

Regards,

[REDACTED]
A long time user of motorcycles in London.

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Fwd: Re new Changing.1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 18:35
Subject: Re new Changing.
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

I have lived and parked motorcycles for 20 years in Hackney. It is so refreshing being able to park bikes perpendicular to the pavement. This has been one of the most important things that draw me to a lovely area. Please reconsider the latest charging for motorbikes in this area. It is not needed as it will cause many More problems than needed

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Motorcycle Parking Charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 18:07
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

I strongly oppose parking charges for motor bikes in Hackney. I work in Hackney as a NHS Health Visitor and rely on my motorbike to travel to people's homes to see children and families. Many of them are vulnerable and require regular visits to support them in accessing other services within the Borough. Having to pay for parking would not only have a huge financial impact on my day to day working, but it could also limit the number of families I am able to see within a day.

I feel NHS workers working in the community should be given exemption from these charges.

Yours Sincerely,
[REDACTED]

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Fwd: Increase for motorcycle charge.1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 17:58
Subject: Increase for motorcycle charge.
To: <streetscene.consultations@hackney.gov.uk>

I oppose the new charges you are considering for your borough regarding motorcycles.

Have you considered that the emissions problem is not impacted as much as cars etc?

Why do you feel you need to attack motorcycle drivers to generate money when we are literally the ones that are not impacting on the environment as much as busses, cars etc??

Can you explain your reasoning behind hitting extra charges on motorcycles rather increasing charges on those that impact our environment considerably more?

Shouldn't you be encouraging the public to get give up on their cars and get onto motorcycles?

Can you prove that this is just not a scheme to generate money?

Will you be prepared for London motorcyclists protesting and revoking in their 1000's in your borough?

I look forward to hearing from you in due course.

[REDACTED]

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Fwd: Objection to Hackney motorcycle charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 17:33
Subject: Objection to Hackney motorcycle charges
To: <streetscene.consultations@hackney.gov.uk>

The entire point for the government pushing for people to get onto motorbike years ago was that we won't have to pay for parking.

Don't take away one of the reasons many of us ride. It is not as safe as cars but we do it anyway so not have the ability to park for free when we have done for for so long. Changing this feels like a u-turn and incredibly insulting and frustrating and expensive for us.

Another point of riding a motorcycle is that it is cheaper than cars. Please do not let our coats creep up.

Many thanks,
[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle Parking Charges Consultation

1 message

----- Forwarded message -----

From: [REDACTED]

Date: Sat, 22 Jul 2023 at 17:28

Subject: Motorcycle Parking Charges Consultation

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I am writing to express my strong objection to the proposed motorcycle parking charges in Hackney. While I understand the council's aim to address climate change and air quality, I believe the current proposed charges unfairly target motorcyclists and fail to consider alternative options that could achieve the same goal without burdening riders.

I urge the council to consider the following alternative options:

No Charges for Motorcycles and Scooters: Encourage car drivers to downsize their vehicles by offering free parking for motorcycles and scooters. This will not only promote eco-friendly transportation but also alleviate congestion caused by larger vehicles.

Increased Charges for Cars: To effectively tackle transport emissions and congestion in Hackney, it makes more sense to target the real source of the problem. Implement higher parking charges for cars, which would incentivize car owners to seek alternative modes of transportation.

Follow the Westminster or Lewisham Models: Examine the successful models used by other boroughs such as Westminster or Lewisham, which have implemented far lower charges for motorcycles. Adopting similar structures could strike a fair balance between addressing environmental concerns and supporting motorcycle riders.

Account for Space and Congestion: When determining charges, consider factors like the space occupied by vehicles and the level of congestion they contribute to. This could lead to a more equitable and efficient pricing system.

Regarding the current details of the charges, I find them exorbitant and unjustifiable. Specifically, I object to the following:

£10 for all-day commuter parking in solo motorcycle bays: This charge unfairly discriminates against motorcyclists and continues to ban commuter parking in most parts of the borough.

Charging motorcycles and scooters the same as cars for permits: Residents and businesses should not be subject to the same permit charges as car owners, as motorcycles have a considerably lower environmental impact.

High permit costs: The proposed permit fees, both current and projected, are unreasonably steep and would place a significant financial burden on motorcycle owners and businesses.

Banning parking for residents of 'car-free' developments: This measure discourages sustainable transportation choices and punishes residents who opt for motorcycles as an eco-friendly alternative.

I strongly urge the council to reconsider the proposed motorcycle parking charges and take into account the alternative options I have suggested. Implementing fair policies that encourage eco-friendly transportation choices will benefit both the environment and the residents of Hackney.

I hope that you will genuinely consider each response individually and make a decision that reflects the best interests of the community as a whole.

Thank you for considering my objection. I trust that you will act in the best interest of the people you represent.

Sincerely,

A black rectangular redaction box covering the signature of the sender.

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Fwd: Hackney Motorcycle Parking Charges Council Consultation1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 17:19
Subject: Hackney Motorcycle Parking Charges Council Consultation
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council

It came to my attention your proposed consultation to charge bikers a 10 £ parking fee a day or 596£ for resident permit and even more for business.

Currently your proposed charges appeared to be unjust in current financial situation of UK's economy for residents using motorcycles and scooters either for commuting to work or for business.

Bikers in UK's traffic are less than 1 % of traffic and we definitely don't cause congestion.

I urge you to reconsider your proposal and reject it as unfairly aiming to collect revenue from motorcyclist at a vastly inflated rate. Q

Kind Regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle Parking1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 17:12
Subject: Motorcycle Parking
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I am writing to express my concerns about the proposal to introduce motorcycle parking charges in the borough. While I understand that the council is facing financial pressures, I believe that this decision will have negative consequences for both motorcyclists and the wider community.

Firstly, the introduction of parking charges will have a significant impact on motorcyclists, who already face a range of challenges on the road. For many motorcyclists, parking charges will be an additional burden that they cannot afford. This will make it more difficult for them to access essential services, such as healthcare, education, and employment.

Furthermore, the introduction of parking charges is likely to discourage people from using motorcycles as a mode of transport. Motorcycles are an environmentally friendly and efficient way to get around, and the council should be doing everything it can to encourage their use. By introducing parking charges, the council is sending a message that it does not value motorcycles as a mode of transport, which will have a negative impact on the environment and public health.

In addition, the introduction of parking charges will have wider economic consequences for the borough. Motorcyclists are often customers of local businesses, and the introduction of parking charges may discourage them from visiting the area. This could have a negative impact on the local economy and lead to job losses.

Finally, I believe that the introduction of parking charges is likely to have a negative impact on the council's reputation. Hackney has a reputation as a progressive and forward-thinking borough, and the introduction of parking charges for motorcycles sends a message that the council is out of touch with the needs of its residents.

In light of these concerns, I urge the council to reconsider its proposal to introduce motorcycle parking charges. Instead, I would encourage the council to explore alternative sources of revenue that do not unfairly burden motorcyclists.

Thank you for your attention to this matter.

Sincerely,

[REDACTED]

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Fwd: Objection1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 17:06
Subject: Objection
To: <streetscene.consultations@hackney.gov.uk>

I would like to add my voice to the proposed changes to motorcycle parking in Hackney. Bikes are more environmentally friendly, cause less congestion and free up space for cars. Please reconsider the proposal and keep motorcycling free. Thank you
Sent from my iPhone

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Motorcycle Parking Charges - I OPPOSE!1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 16:47
Subject: Hackney Motorcycle Parking Charges - I OPPOSE!
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

I hereby oppose your plans to introduce unreasonable charges for motorcycle parking in the borough.

Instead, I would like to consider other options which could achieve your aim and tackle climate changes.

How about instead of charging motorcycle and scooter riders (which is a group that contributes less to the climate change), you encourage car drivers to downsize or consider a less polluting means of transportation. Motorcyclists do not contribute to congestion in Hackney, car drivers do, so you could also increase charges for cars and that way target the actual source of the problem.

Respectfully,

[REDACTED]

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Fwd: Motorcycle parking consultation1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 16:45
Subject: Motorcycle parking consultation
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam

I am appalled by the proposed changes to motorcycle parking regulation in the borough. They are outrageous and don't take into consideration of the real problem, the pollution that comes from cars and heavy duty vehicles.

You should instead introduce:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Account for factors such as space and congestion in any charges

Please take into consideration the real challenge, not what is perceived to be.

Thanks

Faithfully

[REDACTED]

[REDACTED]

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Fwd: Objection to your proposals for motorbikes1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 16:37
Subject: Objection to your proposals for motorbikes
To: <streetscene.consultations@hackney.gov.uk>

Dear sir, madam,
I'd like to register my objection to your change the rules regarding motorcycles.

Motorcycles are very low percentage users on the roads. Plus their pollution is very low.
The use on the roads, it's already expensive regarding insurance and protection against theft.
[REDACTED]

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Fwd: Motorcycle parking1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 16:31
Subject: Motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

With ULEZ, the congestion charge and the myriad of other restrictions on London you should be promoting the use of motorcycles that reduce congestion instead of bringing in cash revenue at the expense of the people you serve.

It is demonstrable that you are using motorists as cash cows to be milked through honey-traps and other immoral methods of tax by stealth. How does charging motorcyclists (who in the main take up less space and cause no inconvenience to the community in their parking) benefit anyone other than a council that seems inept at managing its finances?

Please tell me (with justification) what problem charging motorcyclists aims to solve, and how.

Please tell me where the revenue gained directly from charging motorcyclists will be spent to benefit the motorcyclists you charge?

Please tell me how much revenue you expect to gain from charging motorcyclists?

Please also tell me your risk assessment for the reputational risk you bear by introducing these charges?

Finally, tell me why introducing charges such as this together with the honey traps you lay across your Borough benefits anyone, given that they are clearly not fit for purpose (in that despite signage is within the law it is demonstrable that it is not sufficient to prevent contraventions). See attached link <https://www.thesun.co.uk/motors/19424408/unclear-road-signs-driver-fined/amp/>

Signage for parking bays rarely clearly indicate if motorcyclists are able to park at the end of parking bays free of charge, and access to the rules are demonstrably difficult to locate either at the site or on your website. How do you propose to sign parking bays with this information?

How do you propose to sign motorcycle bays?

Will you provide more motorcycle parking bays?

How many motorcycle parking bays currently exist?

How will security of motorcycles be assured in return for the motorcycle parking fee?

What will be your rules for parking at the end of car parking bays?

I look forward to your response.

Regards,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking consultantation1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 16:19
Subject: Motorcycle parking consultantation
To: <streetscene.consultations@hackney.gov.uk>

Ive been made aware of your consultation regarding the proposed changes to motorcycle parking in the Borough of Hankey , i must say as a citizen of the city of london that votes for those in office like many others your proposed changes are obsered at best.

I would very must be intrested in your resoning for the proposed changes and how these even begin to make sense , im pretty sure if all those riding motorcycles decided to drive a car in hakeny instead you would not would not get anywhere in the borough.

To suggest a motorcycle should pay anywhere near a car is obsered a motorcycle emissions are a fraction of a car , the room a motorcycle takes up on thr road is a fraction , parking wise you can fit 5-7 motorcycles for the size of an average car.

Dont get me wrong there should be something in place to stop people abusing the system as they do across many other Boroughs , there should be a charge to stop you leaving your motorcycle there constantly.

The motorcycle community does not expect hand outs or a free ride we expect common sense to privale

Many Thanks

[REDACTED]

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Fwd: Hackney Motorcycle Parking Charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 25 Jul 2023 at 21:16
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Hi

I am a daily commuter to London and I use my moped. I have to say using a moped for my commute has made a very big difference to myself and my family both economically and emotionally. My family really appreciated your policy towards bikers . However it seems with the new proposed policy changes we are shocked and very much annoyed .

Can you please do not go forward with the proposed changes and leave us poor bikers to enjoy our life with whatever little income we make ? If you start charging us like Car owners and charge hefty yearly fees we have to shift to the other mode and our life will be impacted hugely. Already struggling with the current economic situation, your step won't help us in any way.

I request you to look for other available options for increasing financial resources of the council and let poor bikers enjoy their life as we are already struggling.

Thanks and Best Regards,



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Fwd: Counter productive proposed changes1 message

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 25 Jul 2023 at 18:13
Subject: Counter productive proposed changes
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I would like to submit my objections to the proposed changes to Hackney's motorcycle parking charges and residents parking permits and the banning of motorcycles from "car-free" developments.

Motorcycles provide an eco friendly alternative to car travel.

Motorcycles produce vastly less co2 emission in their manufacture than both EVs and normal petrol/diesel vehicles, and produce far less CO2 per commuting mile than normal vehicles, and less particulates than EV vehicles, due to their increased weight, and as such the many car owners who are unable to commute to work by public transport should be encouraged and supported to down size to a motorcycle.

If the council has a genuine concern about CO2 emissions, as they should, then the emissions released in the **manufacture** of new vehicles should absolutely be taken into account, and sadly EVs produce **more** CO2 than petrol cars due to the colossal CO2 released in the manufacture of it's lithium battery, a battery that has a limited lifespan of only 100k miles. The CO2 produced in the production of a motorcycle is a **fraction** of a car and an EV, and on this point alone councils around the country should be encouraging their use, providing plentiful free and secure parking through out their boroughs. But only if the council is genuinely serious about reducing CO2 emissions.

Public transport in this country is one of the best in the world, but not every one can use it to get to work. This is unfortunate, but it is also true. No matter how much it is improved, it will never be able to answer everyones needs. These people pay taxes and therefor should be treated fairly, not victimised.

Climate change is a reality, and our only chance of slowing it down is to drastically reduce our carbon footprint, and encouraging people to use motorcycles rather than cars, even EVs, will help and have an immediate effect on the boroughs air quality and traffic flow.

Sincerely

[REDACTED]

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Fwd: Response to proposed motorcycle parking charges consultation1 message

----- Forwarded message -----

From: [REDACTED]
Date: Wed, 26 Jul 2023 at 09:10
Subject: Response to proposed motorcycle parking charges consultation
To: <streetscene.consultations@hackney.gov.uk>

Dear Sirs,

I would like to express my disapproval of the proposed motorcycle parking scheme the Council is seeking to implement.

As a Hackney resident I feel that small two wheeled scooters and motorcycles are the way to reduce congestion and pollution in the Borough. It is utterly disregarded and even the electric non polluting vehicles facing the charge. Motorcycles take up less than 1/5 of the space of the car on a public road parking and it is unacceptable to charge them at levels similar to cars. This will encourage many drivers to switch to cars as a result of no price difference incentive.

I think the council should reconsider the plans and encourage use of two wheeled modes of transport instead by designating more bays specially for motorcycles as it's often done in congested European cities to reduce congestion and pollution.

In any circumstances use of zero emission electric two wheeled vehicles should be charged or even require applying for permits - this discourages switching to greener modes of transport.

The parking of motorcycles in pay and display bays should be a fraction of a cost, not comparable to car levels.

Kind regards,
[REDACTED]

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Fwd: Objection to the proposed motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Wed, 26 Jul 2023 at 09:25
Subject: Objection to the proposed motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Council of the borough of Hackney,

I received news that there is a proposal to introduce parking charges for motorcycle bays. While I am not completely against the idea of contributing to the costs of maintaining such spaces, the proposed charges of 10£ per day or more that 500£ per year for residents seem way disproportionate.

I would like to point out how much scooters and motorcycles, both petrol and electric, are a great alternative to reduce traffic and pollution.

I am currently paying my annual permit to the borough of Westminster, which is where I work. If I had to pay a permit for each borough, that would affect heavily my finances, making the use of a motorcycle impossible.

Instead of randomly adding charges to the public:

- I would suggest a more coherent approach over the whole area of London, in a way that is balanced for the institution and the public. A solution could be something similar to the ticket system used by TfL for the public transports, based on zones.
- The price should be proportionate to the amount of space a motorcycle uses compared to other vehicles, consider how many motorcycles can be parked in place of a car.
- In regards of the pollution caused, 125cc are very economical compared to other vehicles or compared to bigger bikes so again, a tier system would be great.
- The new charges should be used to improve the safety of the bays against theft, installing anchor points.
- Permits should be offered to residents and non-residents.

Kind Regards

[REDACTED]

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Fwd: Objection: Motorcycle statutory consultation Traffic Order TT16541 message

----- Forwarded message -----

From: [REDACTED]

Date: Wed, 26 Jul 2023 at 10:08

Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hello Hackney

I would like to Object to the above named Traffic order on the following grounds.

The scheme fails to allow for the reduced footprint of PTW's and penalises them as cars, this is not actively encouraging cars, the main source of issues, to downsize where public transport alternatives are not available, or incompatible with need.

Commuting from Hackney becomes problematic if charges for parking equal car costs, as motorcycles and other PTW's are shown to be less polluting overall.

Commuting to Hackney becomes problematic due to lack of affordable parking. The daily rates are still excessive when compared to other Boroughs.

People looking to go electric, but not needing a car, are discouraged from electric motorcycles due to lack of access to charging infrastructure.

The large number of "Gig economy" deliveries are done by PTW's, either electric or petrol, and the scheme will penalise low-income households in the Borough that rely on this type of work.

Overall I think the scheme unfairly targets PTW's for a number of reasons, which seems at odds with the needs of many Hackney residents.

I would suggest the following options will help with reducing emissions and congestion in Hackney, without impacting residents who use PTW's for work.

Minimal or zero charges for PTW's to encourage people to downsize without penalty, given the lower cost of a PTW compared with cars, a big factor for many, which brings with it reduced congestion, and an overall improvement in air quality.

Higher charges for Cars to discourage them.

I would suggest looking at Lewisham and Westminster as a much better and fairer way of managing congestion, and more specifically the PTW as a commuter and work vehicle.

Accepting that PTW's are smaller, and less polluting overall should be factored in, rather than discouraged.

Kind Regards



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Fwd: Hackney motorcycle parking charges - final consultation1 message

----- Forwarded message -----

From: [REDACTED]
Date: Wed, 26 Jul 2023 at 10:44
Subject: Hackney motorcycle parking charges - final consultation
To: <streetscene.consultations@hackney.gov.uk>

Good morning,

I am writing to register my opposition to the proposed anti-motorcyclist rules in Hackney, and to request a formal reply.

You have claimed that these measure are being introduced in order to tackle climate change and air quality however by targeting motorcyclists, you are missing the real polluters and blocking a feasible route to reduce emissions and improve air quality - ie: getting commuters from cars to motorcycles.

I cannot criticise any plan to restrict older vehicles with higher emissions however for motorcycles confirming to euro 5 standards, there can be no serious suggestion that these vehicles are significantly contributing to lower air quality. A far more sensible approach would surely target car drivers and owners with a view to moving them to using motorcycles. You won't need me to point out that this will result in lower emissions automatically (due to smaller and less polluting engines) but also reduce traffic which in turns reduces pollution, not just for those people who have moved to using motorcycles but also by keeping more polluting vehicles moving.

To expand on this point, if the true aim is to tackle air quality and emissions then why not simply add further charges to polluting cars visiting the borough?

I trust you will exercise common sense in your final decision and scrap this ill thought out scheme.

Yours,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection To Motorcycle Parking Charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Wed, 26 Jul 2023 at 10:52
Subject: Objection To Motorcycle Parking Charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sir / Madam,

I am writing in objection to the proposed parking charges for Motorcycles in Hackney.

I am a resident on one of your estates [REDACTED] and am both a car owner/driver and motorcycle owner/rider. Last year I purchased an electric motorcycle (moped) to avoid the need to drive in and around Hackney and London and create needless pollution and congestion - I absolutely support the ULEZ and increased prices for car and commercial vehicle usage. However, the plans being put in place for charging motorcycles for parking is non-sensical and unwarranted. This is compounded by the contradictory charging of electric motorcycles, given the argument the charges are for emissions and climate based reasons (and I have email responses from yourselves that this was the sole reason for proposed charges when the plans were first proposed).

Motorcycles are the actual key solution to reduced emissions and congestion in urban environments, plus the key contributor to accessible, low cost, last mile deliveries of goods to residents and businesses not to mention all the jobs it creates.

I would suggest an alternative plan for Hackney, to promote two-wheeled transportation, creating more cycle lanes, motorcycle bus lanes, maintaining free motorcycle parking and instead increasing the cost of parking for residents (myself included and I would not argue this) but in particular, increase the cost of pay-to-park bays - no able-bodied person needs to drive into or around Hackney unless they are on business, which means their parking can be expensed and companies paying into the council rather than residents and workers.

By putting these costs on environmentally positive transportation solutions, you will be risking an increase in car usage and further oppress the lower and working classes in the community. Alternatively, Hackney could be a leader in low-cost, low-emission urban transportation by supporting motorcycle usage and become a cultural centre in London for positive, two-wheeled change.

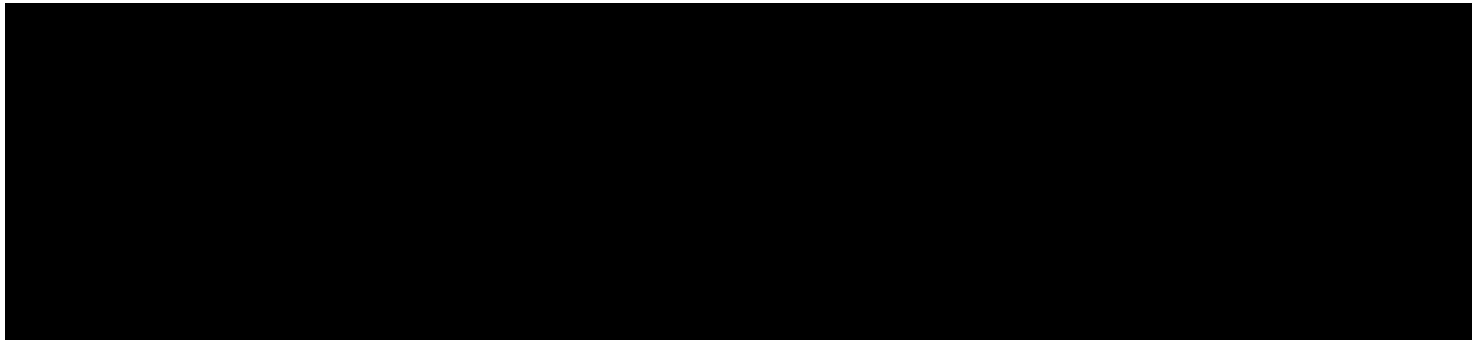
I look forward to a response and I hope that Hackney Council will change their position on this proposal.

Best regards,

[REDACTED]

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Fwd: In favor of motorcycle changes1 message



----- Forwarded message -----

From: [REDACTED]
Date: Wed, 26 Jul 2023 at 11:30
Subject: In favor of motorcycle changes
To: <streetscene.consultations@hackney.gov.uk>

Hi,

Among what I'm sure is considerate pushback, I just wanted to add my support for the changes to motorcycle parking permits.

We should be encouraging people to use bicycles and public transportation, so it's unjust that motorcycles are treated differently from cars today.

Particularly for commuting purposes, I see no need for people to commute by MC when alternatives are available — the high charges for all-day parking seem reasonable.

Thanks for your work,



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Fwd: Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Wed, 26 Jul 2023 at 11:30

Subject: Motorcycle Parking Charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Your proposals to charge the same amount for parking Motorcycles the same as for cars show a complete lack of thought in how to reduce congestion and emissions in Hackney (and elsewhere), this is a simple option that will penalise the local community and deter visitors from the local traders in the Borough.

With the upcoming extension of the ULEZ zone, many low-paid workers will need to reconsider how they get to work, using a small motorcycle would greatly reduce congestion and emissions and be a cheaper option for many, charging the same amount as for cars will negate much of the potential saving and deter people from making this sensible choice. Bikes take up a quarter of the space of a car so installing bike-only parking bays would encourage people to make this change. A network of such bays would confirm your intentions to improve the environment in the Borough and not for it to be just a money-making exercise.

I urge you to reconsider this matter and ask for your comments on the above.

Regards

[REDACTED]

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Fwd: Response to Proposed Motorcycle Parking Charges in Hackney1 message

----- Forwarded message -----

From: [REDACTED]
Date: Wed, 26 Jul 2023 at 11:50
Subject: Response to Proposed Motorcycle Parking Charges in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I hope this message finds you well. I am writing to voice my strong objection to the proposed motorcycle parking charges in Hackney.

Firstly, I would like to draw attention to the role motorcycles play in the economy. As we are still recovering from the economic effects of the recent pandemic, it's crucial to consider all aspects of our economy, including the transport sector. Motorcycles, both privately-owned and part of various delivery services, are an essential component of this sector. They enable individuals to efficiently commute for work, run errands, and engage in local businesses, thereby stimulating economic activities. In the case of delivery riders, they play a significant role in the hospitality industry, a sector that has increasingly relied on delivery services, particularly during the recent lockdowns.

Furthermore, from a congestion and space perspective, motorcycles occupy less space compared to cars, leading to reduced pressure on parking infrastructure. This is particularly important in a busy borough like Hackney. The proposal to charge motorcycles at the same rate as cars doesn't take this into account. It's a disproportionate measure that penalises the smaller, more space-efficient mode of transport.

In addition, I would like to point out that motorcycles constitute a minority in the transport landscape. According to the UK Department for Transport, motorcycles represent approximately 1% of road traffic and 2.2% of vehicle miles in 2021. It's a significant minority that is being targeted by this proposed policy. Given the lower emissions, lower congestion, and space efficiency of motorcycles compared to cars, it is counter-intuitive to discourage their use in our efforts to reduce carbon emissions and traffic congestion.

Instead, I propose that you consider the following alternatives:

Retain free or low-cost parking for motorcycles and scooters to encourage car drivers to downsize, thereby reducing the volume of larger, more polluting vehicles on the roads.

Consider a scale of charges based on vehicle size and emissions, so cars, which contribute significantly more to pollution and congestion, bear a greater share of the costs.

Follow the models of other boroughs like Westminster or Lewisham that have far lower charges for motorcycles. It's crucial to ensure that policies aimed at tackling climate change and air quality are fair, proportionate, and effective. I urge you to reconsider these charges and work towards a more balanced approach that encourages efficient, low-emission modes of transport rather than penalising them.

Thank you for taking the time to read and consider my objections.

Yours sincerely,

--
[REDACTED]

"There's no cloud...

It's just someone else's computer."

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Fwd: Objection to Proposed Changes to Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Wed, 26 Jul 2023 at 13:09
Subject: Objection to Proposed Changes to Motorcycle Parking Charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Good afternoon,

I am emailing in regards to the recent proposed changes to motorcycle parking in Hackney. I believe the changes are unfair on motorcycle riders as we are helping to reduce congestion on the roads and actually improve air quality, as the most popular commuting bikes have an engine displacement of 125cc, which is very economic and produces significantly less pollution than the normal commuter car. Therefore it does not make sense for motorcycles to be charged the same as cars.

For the reasons above, motorcycling in Hackney should be easily accessible and give more incentive for car drivers to make the switch. At the very least, these such charges should only apply to bigger displacement bikes.

I hope you take this into consideration and thank you for your time.

Kind Regards,

[REDACTED]

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Fwd: Objection: Motorcycle statutory consultation Traffic Order TT16541 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Wed, 26 Jul 2023 at 13:55
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir or Madam,

I am writing to object to the proposed new charges for motorcycles in Hackney.

These charges seem completely unfair when looking at the impact of 2-wheels versus cars in Hackney, as well as when comparing with other London boroughs such as Westminster or Lewisham. Charging bikes the same as cars is fundamentally unjust.

Motorcycles do not contribute to congestion and take up a lot less parking space. Parking space for motorcycles has already been tremendously restricted in zone B where I live, with less and less motorcycle-only bays. Could you consider allowing all 2-wheels to also park in bicycle bays which have popped up everywhere and are barely used. For eg. Clifton street.

Moreover, we should be encouraging car owners to downsize rather than bringing the cost of 2-wheels in line with cars. If it costs the same for a resident to own a car or motorcycle, how are they encouraged to downsize from car? I understand the idea to encourage walking, cycling and public transport, but realistically people who own motorcycles need to travel distances that are not easily covered cycling or accessible by public transport so their only other option will be a car.

It also seems that your decisions are not motivated by clean air, given that electric motorcycles are due to be charged as well.

Separately, adding these charges in the current climate of inflation and cost of living crisis is outrageous and goes against your role to protect and support the residents living in Hackney.

I hope you re-think the proposal and listen to your constituency on the matter.

Best,

[REDACTED]

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Fwd: My objection to the motorcycle parking charges in Hackney1 message

----- Forwarded message -----

From [REDACTED]
Date: Wed, 26 Jul 2023 at 16:18
Subject: My objection to the motorcycle parking charges in Hackney
To: <streetscene.consultations@hackney.gov.uk>

I propose No charges for motorcycles and scooters to encourage car drivers to downsize.

Looking forward to your reply,

Thank you.

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Fwd: Proposed Hackney motorcycle restrictions1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Wed, 26 Jul 2023 at 16:31
Subject: Proposed Hackney motorcycle restrictions
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Having read the proposal on charging for parking in relation to powered two wheelers it is evident that this appears to go against the trend to encourage car drivers to either downsize or change to PTW's. The evidence that PTW's are a core weapon in the fight against pollution and congestion is clear and this proposal actually will have the opposite effect. Car drivers will not have an incentive to change their mode of transport and to charge to use parking bays will also have the same effect. PTW's take up far less space on the road and thereby reduce congestion – with the advent of electrically powered two wheelers there is no advantage in taking on this to reduce emissions, pollution and congestion with high parking charges. In order to reduce these three things you have to make it financially viable and incentivise people to do so and parking permits and charges will merely do the opposite. As a rider of a PTW and having to travel across the capital it would make my job far harder, if not impossible to carry out, if these charges are introduced. Why is there a need for annual permits which, by virtue of the PTW construction, cannot be displayed on them as they may be tampered with or, more likely stolen. How do these proposals deal with enforcement or checking that any PTW has a permit? If it is by way of a database then how much time are your staff going to use to do this? This is a hidden cost that you must take into account as well as the cost of investing in suitable devices to do this that are reliable and portable. What is the cost of using these devices and the cost of issuing penalty notices only to find that they are challenged and you have spend time and money challenging them? Perhaps you should follow the examples of other London Boroughs and keep free PTW parking in dedicated bays or if you have to charge then these should be reasonable like in Westminster and Lewisham. The proposed expansion of the ULEZ means that drivers will be looking for alternative forms of transport and this proposal will disincentivise them to look at congestion and pollution lowering forms of transport such as PTW's, whether these are ICE or electrically powered.

These proposals are madness and appear to be driven by the want of increased funding by stealth means – does it really cost the same to park a large car as it does a motorcycle? You can fit many motorcycles into the same space as a family sized car so this really does not make sense, financially or otherwise, at all.

Kind regards,

[REDACTED]

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Fwd: Motorcycle Parking Hackney1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Wed, 26 Jul 2023 at 17:05
Subject: Motorcycle Parking Hackney
To: <streetscene.consultations@hackney.gov.uk>, <Mete.Coban@hackney.gov.uk>

Hi,

It's been brought to my attention that there are plans to ban motorcycle parking in Hackney and I want to voice my intense disapproval.

The reasons stated are completely absurd: to tackle climate change and air pollution. There's a good reason why motorbikes are excluded from ULEZ charges: because in contrast to cars their comparative emissions are absolutely tiny – particularly if they have 50cc or 125cc engines. Just look at the fuel economy for a motorbike with an engine of that calibre compared to that of a car.

Consider how many people drive five seater cars on their own. That is another factor that often isn't considered when calculating emissions. If anything, you should be making it easier for motorcyclists and launching an information campaign to encourage drivers who mostly drive solo to downsize if you want to fight climate change and air pollution. Your policy encourages the opposite: if I can't park my motorbike anywhere I'm going to upsize to a car.

Furthermore: the traffic congestion in Hackney is atrocious and cars emit more when they're idle than when they're moving. Motorbikes spend less time idle because riders can weave between traffic and cut to the front of the queue at red lights. If you want to tackle climate change and air pollution, you should be tackling congestion. There's a good reason why motorbikes are exempt from the congestion charge. They're a potential solution, not the problem.

This is a lazy, poorly-thought out policy that looks like an attempt to chalk down a cheap "win" to stick on a pamphlet rather than actually resolve the problem it's supposedly designed to address.

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Fwd: Motorbike Parking Charges Consultation - Objection1 message

----- Forwarded message -----

From:

Date: Wed, 26 Jul 2023 at 12:53

Subject: Motorbike Parking Charges Consultation - Objection

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Hackney Team,

I am writing to object to your proposal of introducing motorbike parking charges across the borough. I believe the approach taken is one where a number of problematic issues have been ignored and not considered properly, often the case when a blanket policy tries to simplify the problems the borough face without understanding the nuances or even the context of the different neighborhoods in the borough itself. Below are a number of points that need to be answered properly without generic responses in order to understand whether the council truly understands the consequences of the approach to motorbike parking.

1. Essential Services: has Hackney considered how many essential services are delivered by motorbike/mopeds? There are a very high number of items/food/essential deliveries which require motorbike delivery given it is the fastest way to navigate the city. These include the high number of food deliveries, given the council does have large suburban areas with little/no access to affordable high street supermarkets as well as supporting a high creative economy where numerous offices/studios work late/throughout the night and require food delivery. The delivery of critical documents, often used by Hackney Council, as well as Blood and Organic Material between hospitals is absolutely crucial. Introducing parking charges which likely have a huge adverse effect on these services possibly endangering the function of large nearby medical facilities such as the Royal London Hospital and hindering the work of Hackney Council itself. The question is how can the council guarantee these services will still be available if motorbikes/mopeds are not welcome to the borough? Would the council ban late night food deliveries to their own office to be in line with their proposals should the plans go forward given there are a lot of late night sessions?
2. Inequality: Most households who own motorbikes/mopeds are people who require these vehicles for work including as mentioned above deliveries of food and medicines. By starting to charge for parking at the rates proposed, these will adversely affect these people possibly losing the working lifeline. In fact, most of those who work on deliveries are most likely to be part of the poorest households and will have an affect in increasing inequality and deprivation in a borough which already has high levels of poverty. Those more likely to afford the parking charges will be wealthier households who ride motorbikes (often larger and more polluting than those used for deliveries, many of which are electric) for leisure and not essential services. Is this a fair approach and has this been properly examined and considered? Where is the evidence for the considerations?
3. Pollution and Climate Change: There is no doubt that climate change will affect use in the short and long term adversely, this is not what is being disputed here or denied. The problem with this approach is that the council is not actually tackling the issues head on. There are numerous sources of pollution and air quality, motorbikes contribute negligibly given most have such small engines which are incredibly efficient (the equivalent of a 0.05/0.1l engine) and many are already electric. Many petrol bikes use so little petrol and pollute so little that their effect on climate is significantly less than many electric cars where silicon and cobalt extraction is one of the worst polluters in Asia and Africa. Is it fair to offset our pollution elsewhere? In fact it is proven that riding a small scooter or motorbike pollutes less per person than riding a hybrid bus half empty. Given most buses in the area throughout the day are not operating at capacity, what is the council approach to this and how will pollution be tackled? Will the council also look into better waste management and recycling which remains poor throughout the borough, a huge source of pollution? Is the council aware that many people who go to the area on motorbikes or live in the area might instead opt for a car instead of a motorbike? It is important to encourage people to downsize and motorbikes have proven to do this

efficiently, especially now with the development of electric bikes which do not pollute at all and are quiet. They offer the best alternative to reduce pollution and congestion in the region.

4. Public Transport Accessibility: Although large parts of the borough have PTAL ratings between 4 to 6, a lot of areas don't have good levels towards the north and the east. Even the areas that do have good accessibility are well connected east/west and not towards the city centre. It is also important to note that the main connections are offered by the Overground which have lower train frequencies than the Underground and given the tracks are owned by Network Rail and not TFL there are regular weekend closures as well as restrictions on late night operation. In those instances how can the council justify removing another choice of transport mode by pricing out motorbike road users, many of which perform essential services? How can those who come to the borough from far away distances which are not suitable for cycling arrive? There is a real risk a lot of the creative industries who operate in hours outside of public transport operation will choose to move away being detrimental to the area. It is also well known that the poorest people in the borough live further away from public transport and rely on their scooters to travel to their place of work, charging parking on the scale the borough proposes will penalise those the most and increase inequality across the borough. Will the council if going ahead with this approach create better bus and transport corridors throughout? What are the concrete proposals to mitigate loss of mobility from the parking charges proposed? How does this work in the face of the right for freedom to move in the city?

5. Businesses: Hackney Council have a number of motorbike/scooter dealers, garages and other businesses around the motorbike vehicles. Should the council put them out of businesses as a result of the parking policy put forward this will not only reduce jobs in the area but will reduce the options for fixing motorbikes, carrying out services and MOTs for users across the city. Remembering again most of which use it for work. How will paramedic bikes be able to be fixed, many of which are maintained and fixed in the borough potentially endangering such services? Does the council have a response to the loss of jobs and lack of repair facilities for vehicles carrying out essential services?

6. Council Finances: There is no doubt councils are struggling with budgets, we all know there have been cuts from central government, however, is it fair to make up for these financial holes by introducing parking charges which will affect the most disadvantaged in society? The wealthy bikers for leisure as mentioned will continue to ride as this will not affect them in any way, however, the essential journeys will be adversely affected. Is this justified given it is not in line with the inequality reduction policies of the council's plan? Why is the council not at least proposing charges which align with other successful council charging schemes such as Westminster and Lambeth as a rate of £1.5/2 per day with weekly pass options and night-time free parking available when there is less public transport? If this is a way of raising funds for the council it must be done fairly and the £10 charge proposed will just price out the poorest who may also work in Hackney but come from other parts of London with PTAL ratings of 0-2, especially further north and east of Hackney. It is also important to remember that most of the borough does not have any Solo Motorcycle Bays meaning outside of what is currently Zone B, parking will be prohibited, there must be further availability of these bays made available or the option to park in the current areas with a small affordable daily charge to not price out the poorest. Will the council look at providing reasonable charged parking availability in the areas outside B at a rate of max £2 per day?

7. Privilege: Policies such as these are often written and thought up inside the council offices with consultations also reviewed through the computer/internet as the intermediary. There are a few who go out to the community to properly consult however, it is important to truly consider the context of the whole borough and those who work in the borough but live outside and the reality of the people who commute on motorbikes and scooters. Has the council properly grasped the day to day reality of those who need a motorbike/scooter to move around?

8. Safety: There are of course a selfish minority who take risks, are loud and antisocial and behave poorly on the road but these are groups that exist also as car drivers and cyclists. As a cyclist and motorbike driver I have seen users in both groups take very dangerous risks putting other peoples safety, more so among cyclists mainly as motorcyclists have to go through extensive training to ride due to robust and good UK legislation on the matter, most are very well qualified to be on the road and maintain others safe. If the council takes the matter of safety seriously, how does the council intend to keep all users safe? Will the council look at antisocial use of road by all users? Does the council understand parking charges will not have an effect on the above?

9. Borough Boundaries: What consultation with neighboring boroughs has there been on the matter? Will roads and neighborhoods in neighboring boroughs be flooded by motorbikes parking in those regions because Hackney has taken an extreme approach to charging?

I urge the borough not to take the approach where motorcyclists are demonised because there is a select group who bring disturbance, but surely that would apply to all modes of transport as there will always be a small minority who ruin things for everyone else. Can the council guarantee this is not a personal vendetta for a group of people often characterised by those who behave the worst? Do they understand bad behaviour exists by all user groups of the road?

There must be an approach where surely people on motorcycles, especially electric (which should be exempt from parking charges aligning with many boroughs) are better for congestion and air quality than cars. There has to be an understanding that most motorcyclists don't go around just for leisure and to cause disturbance, in fact those are the minority who will remain after this policy. Does the council understand the impact on those who use it as a crucial form of transport and for work will be the worst affected furthering inequality?

I urge a change in approach and look forward to your response.

Kind Regards,

[REDACTED]

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Opposing Hackney Motorcycle Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 25 Jul 2023 at 13:39
Subject: Opposing Hackney Motorcycle Charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear reader,

I oppose the Hackney Motorcycle Parking Charges Movement.

I saw that I have until the 4th of August to oppose and that you will have to fully consider the following alternatives:

No charges for motorcycles and scooters to encourage car drivers to downsize

Increase charges for cars to target the real source of transport emissions and congestion in Hackney

Follow the Westminster or Lewisham models with far lower charges for motorcycles

Account for factors such as space and congestion in any charges

Consider this becoming a discouragement to use motorcycles as a vehicle and encourage people to switch to cars instead as they will have to pay for parking regards.

Thank you,

[REDACTED]

Sent from [Outlook for Android](#)Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection to Proposed Motorcycle Parking Charges1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 25 Jul 2023 at 13:37
Subject: Objection to Proposed Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I am writing to express my objection to the proposed motorcycle parking charges as outlined in your recent statutory consultation. I am a resident of Hackney, using my motorcycle frequently for commuting as well as for visiting family in the countryside.

The proposed charges present a significant burden to myself and other motorcyclists in similar situations.

I would like to present several reasons and alternative proposals for your consideration:

1. Motorcycles contribute far less to congestion than cars: As a motorcycle user, my vehicle occupies far less space on the road and in parking areas, thereby contributing to less congestion. It is, therefore, unfair to charge motorcycles the same as cars for permits.
2. Motorcycles produce lower emissions: My motorcycle releases fewer emissions than a typical car, making it a more environmentally friendly choice for commuting. I believe such eco-conscious choices should be encouraged rather than penalised, in line with Hackney's aim to tackle climate change and air quality.
3. Public transport and cycling are not always viable alternatives: My commute is too far to be practical for cycling, and the cost of public transport exceeds the running costs of my motorcycle. Therefore, my motorcycle is not only a choice but a necessity for affordable and efficient commuting.
4. Incentivise the use of motorcycles: Instead of penalising motorcyclists, the council should consider promoting the use of motorcycles and scooters. By maintaining free or reduced-charge parking for these vehicles, you could persuade more car drivers to switch, thereby positively impacting congestion and air quality.
5. Adopt alternative charging models: I propose that Hackney Council consider adopting charging models similar to those in Westminster or Lewisham, where motorcycles face lower charges.
6. Consider income-adjusted charges: Given the income disparities among motorcyclists, it may be more equitable to introduce a sliding scale for parking charges based on the vehicle owner's income.

By implementing these alternatives, Hackney Council could create a fairer system for motorcyclists and more effectively work towards its environmental goals.

I hope these suggestions are seriously considered. A more balanced and effective policy should encourage less congesting, more sustainable modes of transport, such as motorcycling, instead of punishing them.

Thank you for your time and consideration.

[REDACTED]

Fwd: Proposed motorcycle charges on parking bays1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 25 Jul 2023 at 13:23
Subject: Proposed motorcycle charges on parking bays
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney council

I am writing to you as a friend of a motorcyclist and was horrified to hear of your proposed changes to the existing rules for motorcycles in Hackney

You should be encouraging motor cycle use , they don't congest the roads and their emissions are far lower . Since closing many roads in the borough I have noticed that driving locally is not a great option and I am on the verge of purchasing a moped but with these new charges I feel put off . I think you're proposal is regressive and would encourage you to abandon the idea of parking charges.

Regards [REDACTED]

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Fwd: Motorcycle parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 25 Jul 2023 at 12:40
Subject: Motorcycle parking
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear sirs, reference your plan to charge motorcycles for parking in Hackney, I think this is a remarkably stupid idea! Motorcycles are THE form of transport you should be encouraging for their ease of parking, taking up only half the space of a car and also the fact that they reduce congestion. Add to that the fact that many people who commute by two wheeler will no longer be able to afford to do so having a knock on effect with staffing levels should they decide to work elsewhere. Please do not enact this ridiculous proposal. Regards [REDACTED]

Sent from [Outlook for Android](#)

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Fwd:1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 25 Jul 2023 at 12:30
Subject:
To: <streetscene.consultations@hackney.gov.uk>

I dont think motorcycle should be charged for parking or emissions... a motorcycle wont keep bussy to much of a space and won't have emissions as a car ... if you guys want motorcycle to pay then you should pus someone to protect and watch the bikes to dont get stolen

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Fwd: Motorcycle Parking1 message

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 25 Jul 2023 at 12:24
Subject: Motorcycle Parking
To: <streetscene.consultations@hackney.gov.uk>

Hello,
Consultation on Motorcycle Parking Charges

I ride an electric motorcycle. I live in Haringey but used to live in Hackney and sometimes need to park there.

Motorcycles, and all 2 wheeled vehicles, use up much less road and parking space, they help with congestion, and they have a much lower carbon footprint than a 4 wheeled equivalent. They should be encouraged for all of these reasons. It would be wrong to charge 2 wheeled and 4 wheeled vehicles the same for parking. It would be better to encourage people to swap from 4 wheeled to 2 wheeled vehicles, and in particular encourage them to ride electric 2 wheeled vehicles. For that reason my view is that there shouldn't be charges for 2 wheelers, and there certainly shouldn't be the same charges for 4 wheelers and 2 wheelers.

--

Best wishes, [REDACTED]

[REDACTED]

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Fwd: motorcycle parking charges in hackney1 message

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 25 Jul 2023 at 12:01
Subject: motorcycle parking charges in hackney
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I strongly object to charging motorcycles for parking in Hackney. I do not own a motorcycle, nor a car, yet I think charging motorcycle is unfair and just a money making exercise for the council at the expense of people who, for whatever reason, find using public transport unsuitable and have perhaps downsized from a much more polluting and space occupying car to a more environmentally friendly and not congesting two wheeled vehicle. On the basis of what are you thinking this might help and what exactly would it help? Very soon all motorcycles are going to be electric. So what exactly is, other than money making, the reason for this?

Kind regards,

[REDACTED]

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Fwd: Hackney Motorcycle Parking Charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 25 Jul 2023 at 11:54
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Good morning,

I would like to oppose against introduction of Hackney Motorcycle Parking Charges.

Main reasons:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges.

Thank you for taking my points into consideration.

Kind regards,

[REDACTED]

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Fwd: Motorbike charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:07
Subject: Motorbike charges
To: <streetscene.consultations@hackney.gov.uk>

Dear sir/madam,

Instead think of alternatives you guys should encourage to downsize the cars to motor bike to reduce the emissions not to totally ban bike.
You are disgusting and idiots

Regards
[REDACTED]

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Fwd: Motor bike proposed charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 13:57
Subject: Motor bike proposed charges
To: <streetscene.consultations@hackney.gov.uk>

I object to these proposed charges.

1. They are extortionate and Haringey need to justify how they arrive at these figures.
2. Income and expenditure details need to be provided
3. How does actually decrease pollution. Provide evidence.
4. What is council going to use income for. Provide budget for 3 years.
5. Westminster charge £1.20 only if used .
- 6 Is Haringey providing sufficient motor cycle bays? How many and exactly in which locations?
7. What is the cost of these?

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Fwd:1 message

----- Forwarded message -----

From: [REDACTED]

Date: Sun, 23 Jul 2023 at 12:48

Subject:

To: <streetscene.consultations@hackney.gov.uk>

Stop charging motorbike for parking in Hackney.

A motorbike don't create congestion, the pollution issue is much reduce with a motorbike. In the place you park one car you can park four motorbike so it used much less space

Please stop the charging for motorbike parking

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Fwd: Opposition to Proposal for Motorbike Parking Charges in Hackney1 message

----- Forwarded message -----

From: [REDACTED]

Date: Mon, 24 Jul 2023 at 10:31

Subject: Opposition to Proposal for Motorbike Parking Charges in Hackney

To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I hope this email finds you well. I am writing to express my strong opposition to the proposals by the council to charge for motorbike parking in Hackney. As a motorbike owner and frequent visitor in Hackney for business and socialising. I firmly believe that implementing such charges would be detrimental to the local community and counterproductive to the efforts for a cleaner and safer environment.

There are several reasons why I believe this proposal should be scrapped:

- **Cars are Real Polluters:** It is no secret that cars are major contributors to air pollution. Motorbikes, on the other hand, have significantly lower emissions, making them a more environmentally friendly transportation option.
- **Cars Take More Space:** The parking spaces required for cars are considerably larger than those needed for motorbikes. By promoting motorbike usage, we can make better use of limited parking space in the borough.
- **Cars Cause Congestion:** It is a well-known fact that cars are a primary cause of traffic congestion in urban areas. Encouraging motorbike use can alleviate traffic congestion, as motorbikes take up less space on the road.
- **Charging for Car Parking:** Rather than imposing fees on motorbike owners, it would be more logical to consider increasing parking charges for cars. This would incentivize people to use public transport or adopt greener alternatives like cycling or motorcycling.
- **Motorbikes Do Not Cause Congestion:** Unlike cars, motorbikes can weave through traffic and take up minimal road space. They are, in fact, part of the solution to reducing congestion in the borough.
- **Lower Emissions from Motorbikes:** Motorbikes have significantly lower emissions compared to cars, contributing to improved air quality in the area.
- **Space Efficiency of Motorbike Parking:** A single car parking spot can easily accommodate five to six motorbikes, optimizing parking resources and reducing the need for additional parking facilities.
- **Impact on Local Economy:** The proposed extortionate fees for motorbike parking are likely to deter residents and visitors from choosing motorbikes as a mode of transport. This could have adverse effects on local businesses that rely on workers and customers using motorbikes for their commute.
- **More Appropriate Fee Models:** Other councils, such as Westminster and Lewisham, have adopted more reasonable approaches to parking fees, which strike a better balance between encouraging sustainable transportation and generating revenue.
- **Motorbikes as Part of the Solution:** Rather than viewing motorbikes as a problem, we should recognize them as part of the solution for creating a cleaner and safer environment.

I kindly request the council to abandon these proposals and instead explore alternative measures that promote sustainable transportation and incentivize the use of motorbikes as a greener option. Implementing measures that encourage motorbike usage should align with the council's commitment to environmental responsibility that will benefit the entire community.

Thank you for considering my views on this matter. I look forward to hearing about the council's decision in due course.

Yours sincerely,

A black rectangular redaction box covering the signature area.

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Fwd: Parking cost1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 16:01
Subject: Parking cost
To: <streetscene.consultations@hackney.gov.uk>

I oppose the charges set, biking is considered more environmental friendly, causes no congestion do not penalise bikers by charging them more. The cost of living is high enough as it is.

Thank you
[REDACTED]

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Fwd: Motorcycle parking charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 16:05
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

I write to let you know my objections to the proposed charges for motorcycle parking.

The council has stated its aim is to address climate change and air quality? I ride 2 motorcycles into Hackney, one is 13 years old, the other is 11 years old, both better the ULEZ limits by a huge margin, as do the vast majority of older motorcycles. It is also this longevity argument that electric vehicles cannot hope to match, 8 years is not uncommonly quoted for EV batteries before major degradation sets in.

I visited Wheels motorcycle dealer in Peterborough last week and asked about Zero electric motorcycles, they cost circa £12-15k, even with a £3.5k discount, I was told that they are not fit for the sort of use I require, they won't last as long and the price!

When you add in environmental concerns over the mining and processing of cobalt, copper, lithium etc, added to which are well publicised mining labour welfare issues, I do not think that you can say there is a valid argument for EV over ICE.

I use a motorcycle in London as I carry tools, I visit multiple sites in a day. I am in my mid 50s, I have ridden in London for 30 years or more, it is a cheap and compact personal transport solution. I simply could not do this on public transport, the only alternative is to use a van, passing on the additional costs to customers, customers which have included the Hackney council themselves.

I really do urge the council to look at this again, not everyone works at a desk and can cycle or get the bus, I very often have to change my plans and respond to a breakdown, this can be anywhere within the north or south circular.

I really am surprised that the council has taken against a cheap, durable and most important compact transport solution.

Yours sincerely

[REDACTED]

Sent from my iPad

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Fwd: Hackney Motorcycle Parking Charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 15:35
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Streetscene consultant

I am writing this letter to express my strong opposition to the proposed motorcycle parking charges in Hackney, as outlined in the final statutory consultation released by Hackney Council. As a concerned motorcycle rider, I believe these charges are unfair and will adversely affect the motorcycle community in the area.

I firmly believe that imposing charges on motorcycles is not the right approach to tackle climate change and air quality concerns in Hackney. Instead, I urge the council to consider alternative options that can achieve the same objectives without unfairly targeting motorcyclists. Allow me to present some alternative solutions that I believe are worth considering:

No Charges for Motorcycles and Scooters: Encourage car drivers to downsize their vehicles by offering free parking for motorcycles and scooters. This will incentivize people to choose more environmentally friendly modes of transport, ultimately reducing emissions and congestion.

Increase Charges for Cars: Target the real source of transport emissions and congestion in Hackney by imposing higher charges for car parking permits. This will encourage car owners to explore other transportation options and help create a more sustainable and greener environment.

Adopt Fair Charges for Motorcycles: Follow the examples set by Westminster or Lewisham and establish significantly lower charges for motorcycle parking. This will ensure that the burden is distributed more equitably among different modes of transport.

Consider Factors Such as Space and Congestion: Take into account the specific circumstances of each parking location and the impact on congestion. Tailor the charges based on the availability of space and the level of congestion to create a more balanced and effective policy.

I appreciate that the council has revised some aspects of the initial proposal, but I firmly believe that the proposed charges are still excessively high and discriminatory towards motorcycle riders. Charging motorcycles and scooters the same as cars for residents and business parking permits is simply unjustifiable. It places an undue financial burden on motorcycle owners and restricts their ability to commute and conduct business in the borough.

Furthermore, the proposed charges for residents' permits and business permits are exorbitant and could deter individuals and businesses from choosing Hackney as their home and base of operations. The significant increase in permit costs over the coming years would have a

detrimental impact on the local economy and discourage growth and development within the community.

Moreover, the ban on parking motorcycles in "car-free" developments is counterproductive and fails to recognize the environmentally friendly nature of motorcycles as a mode of transportation. Such a ban undermines the council's stated aim of tackling climate change and air quality concerns.

In conclusion, I implore Hackney Council to reconsider the proposed motorcycle parking charges and explore alternative options that promote fairness, sustainability, and inclusivity. The motorcycle community stands ready to work together with the council to find viable solutions that benefit both the environment and the residents of Hackney.

Thank you for your attention to this matter. I look forward to a positive and constructive resolution that upholds the rights and interests of motorcycle riders in Hackney.

Sincerely,

[REDACTED]

--

[REDACTED]

"Like all forms of design, visual design is about problem solving, not about personal preference or unsupported opinion."

—Bob Baxley, 2003

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

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Fwd: Please do not proceed with extortionate motorcycle parking charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 15:25
Subject: Please do not proceed with extortionate motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Dear sirs,

As a motorcyclist I implore you not to proceed with imposing extortionate motorcycle parking charges. You will be making it harder for working people to manage the cost of living crisis. Some will use alternative modes of transportation which is more position cause congestion and harm air quality much longer.

Surely there is a better way for the council to raise tax.

Sincerely yours.



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Fwd: My strong objection to the outrageous MC parking proposal1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 14:38
Subject: My strong objection to the outrageous MC parking proposal
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Borough Council,

I am writing this letter with a great deal of frustration and dismay regarding your proposals to increase motorcycle parking charges and make them equivalent to the charges for cars or vans.

This decision completely disregards the fundamental differences between motorcycles and cars, and fails to consider the unique benefits that motorcycles bring to the community.

First and foremost, it is undeniable that motorcycles take up significantly less kerbside space than cars. By any measure motorcycle occupies only a fraction (10-15%) of the space required for a car.

Given this vast difference in space usage, it defies all common sense and logic to charge the same amount for parking a motorbike as you do for a car.

Additionally, motorcycles have far less environmental impact than cars, and they do not contribute to traffic congestion in the borough. Encouraging more people to use 2-wheels for commuting can be a positive step towards reducing overall emissions and easing traffic congestion. Penalizing motorcyclists with the same parking charges as car owners sends the wrong message and fails to incentivize sustainable commuting alternatives.

Moreover, your council has not explored sensible and practical options for motorcycle parking. Ie Designated solo bike parking areas would enable multiple motorcycles to park in the same space that would be occupied by a single car. This approach is not only efficient but also supports the growing community of motorcycle commuters.

It is clear that the council has overlooked simple solutions based on the DVLA tax class data, which gives a clear distinction between motorcycles and cars. Scaling parking charges proportionately based on vehicle size would be a fair and logical approach. Charging a little scooter the same as a two-tonne SUV is absurd and disproportionate.

Your proposed charges would be unaffordable for a swath of people who rely on 2 wheels to give them an affordable transport solution that's quicker and cheaper than either buses or trains.

Furthermore, as a freelancer who heavily relies on my scooter to commute between multiple workplaces in Hackney, the proposed increased charges would have a profound impact on my livelihood. In future, I may be forced to turn down roles within the borough or even prevented from going into the office altogether. This, in turn, would affect local businesses and suppliers that I regularly support in Hackney for various services, including lunches, client meetings, and supplies. Such an outcome is detrimental to both me and the local economy.

In light of these glaring disparities and the potential adverse consequences for individuals like myself and local businesses, I urge you to reconsider these exorbitant and illogical parking charges for motorcycles.

Implementing a fair and proportionate pricing system that recognizes the benefits of motorcycles while encouraging sustainable commuting options would be a more responsible and practical approach.

Thank you for your attention to this matter. I eagerly await your response and justification for these proposals, hoping that reason and fairness will prevail.

Sincerely,

[REDACTED]

A Concerned Motorcyclist and Freelancer

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Fwd: Opposing Motorcycle Permits and Promoting Free Motorcycle Parking in Hackney

1 message

----- Forwarded message -----

From: [REDACTED]

Date: Mon, 24 Jul 2023 at 14:27

Subject: Opposing Motorcycle Permits and Promoting Free Motorcycle Parking in Hackney

To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

I am writing to express my strong opposition to the proposal of implementing motorcycle permits in Hackney and advocate for the promotion of free motorcycle parking instead. While I acknowledge the need to address transport emissions and congestion in our borough, I believe that motorcycle permits are not the most effective and equitable solution. Instead, I would like to propose alternative measures that take into account various factors and encourage sustainable transportation choices.

Here are five points to consider in opposition to motorcycle permits and in favor of free motorcycle parking:

1. **Encourage Car Drivers to Downsize:** By providing free motorcycle parking, we create a positive incentive for car drivers to consider downsizing to more eco-friendly modes of transportation. Motorcycles and scooters are inherently more fuel-efficient and produce fewer emissions than cars, making them a viable alternative for commuting and reducing the overall environmental impact.
2. **Target Real Emission Sources:** Rather than burdening motorcycle and scooter owners with permits, let us focus on addressing the primary sources of transport emissions and congestion. I propose increasing charges for cars in Hackney, especially those with higher emission levels, to effectively target the real contributors to air pollution and traffic congestion.
3. **Learn from Successful Models:** The successes of the Westminster and Lewisham models, which offer lower charges for motorcycles, should not be overlooked. By adopting a similar approach in Hackney, we can encourage more motorcyclists to use designated parking spaces while considering the space-saving benefits they bring, ultimately contributing to reduced congestion. The charges proposed by Hackney Council are comparatively higher than those adopted by the other two councils.
4. **Space and Congestion Considerations:** Any parking charges should account for factors such as space efficiency and congestion reduction. Motorcycles and scooters occupy significantly less space on our roads, thereby contributing positively to decongestion efforts. By promoting free motorcycle parking, we support the utilization of these space-efficient vehicles and create a more balanced transportation ecosystem.
5. **Equity and Accessibility:** Introducing motorcycle permits may disproportionately impact low-income residents and those who rely on motorcycles and scooters as their primary means of transportation. By offering free motorcycle parking, we ensure that access to affordable and sustainable transportation remains equitable for all residents of Hackney.

In conclusion, I strongly urge the Hackney Council to reconsider the proposal for motorcycle permits and explore the implementation of free motorcycle parking. By adopting alternative measures that target the real sources of transport emissions and congestion, we can work together to create a greener and more inclusive transportation landscape in our borough.

Thank you for considering my concerns and proposed solutions. I look forward to your reply and to seeing a more environmentally friendly and people-centric approach to transportation in Hackney.

Sincerely,

A solid black rectangular box used to redact the sender's signature.

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Fwd: Parking charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 15:51
Subject: Parking charges
To: <streetscene.consultations@hackney.gov.uk>

Hello,

I fully object to imposing the £10 charge for motorcycle parking per day.

Why does the fee have to be so high?

Even in places such as Paddington the motorcycle parking only costs £3.50 per week so how can you possibly justify £10 per day??

What is the reason behind this increase and why is it so high?

Thanks,

[REDACTED]

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Fwd: Objection to Motorcycle changes in Hackney1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 14:16
Subject: Objection to Motorcycle changes in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney,

I hope this email finds you well. I am writing as a concerned citizen and an avid motorcycle enthusiast to express my strong opposition to the council's plans for charging motorcycles for parking in Hackney. I believe this proposal may lead to a negative outcome, and I would like to propose an alternative solution that not only addresses the financial concerns but also promotes fairness and encourages sustainable choices.

Firstly, I must emphasise that motorcycle use is beneficial to the community, they reduce traffic congestion, lower carbon emissions, and are an efficient use of road space. Charging motorcycle owners for parking may discourage their use, leading to increased reliance on cars, taxis or unregulated e-bikes and contributing to environmental and traffic issues.

Instead, I urge the council to consider an alternative approach that focuses on creating a more equitable and sustainable parking system. Rather than burdening motorcyclists with additional fees, I propose the implementation of differential parking fees based on vehicle size and environmental impact.

This approach will not only incentivise the use of smaller and more eco-friendly vehicles but also generate revenue to support various initiatives within Hackney.

Here's a suggested alternative plan:

- **Lower Motorcycle Parking Fees:** Given the smaller footprint of motorcycles and their positive impact on traffic and pollution, let's maintain a nominal parking fee or even consider keeping motorcycle parking free. This would allow young people a cheap and convenient mode of transport throughout Hackney and keep traffic volume low.
- **Graduated Fees for Cars and SUVs:** Instead of a one-size-fits-all approach, let's implement a tiered parking fee system for cars, where the charges increase proportionally with the vehicle's size and emissions. Larger vehicles, such as SUVs and trucks, consume more space and emit more pollutants, justifying higher fees.
- **Invest in Sustainable Infrastructure:** The revenue generated from these graduated parking fees can be channeled into sustainable transportation infrastructure, such as expanding bike lanes, improving public transit systems, and promoting electric vehicle charging stations. This investment will further encourage environmentally conscious transportation choices.
- **Public Awareness Campaign:** Alongside the new parking fee system, the council can launch a public awareness campaign highlighting the benefits of using smaller vehicles and eco-friendly transportation options. Raising awareness can influence behaviour positively and foster a more sustainable mindset within our community. By adopting this approach, the council can demonstrate its commitment to both fiscal responsibility and environmental stewardship. Moreover, it will foster a sense of collaboration with the community by taking into account the perspectives of motorcycle riders and other motorists alike.

I genuinely hope that you and the council will carefully consider this alternative solution. It reflects a more balanced and comprehensive approach to parking charges that not only aligns with London's sustainability goals but also

ensures a fair and just system for all residents.

Thank you for your attention to this matter. I would appreciate the opportunity to discuss this proposal further and offer any additional insights if needed.

Sincerely,

A black rectangular box used to redact the signature of the sender.

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Fwd: Response from David Beaumont1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 14:05
Subject: Response from [REDACTED]
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I object to the proposed motorcycle parking charges for the following reasons:

1. There is no good reason to move from free parking. The charges are completely unnecessary. What IS your reason?
2. Removes an incentive to downsize to a motorcycle, entrenching car usage in Hackney and so increasing emissions and congestion.
That is the exact opposite of what Hackney council should be doing.
Keep parking free to encourage the move from cars.
3. The charges don't consider the tiny parking space taken up by motorbikes and scooters.
4. The cost is not affordable by many. It's a cost of living crisis and you want to levy more charges on people?!
5. The hassle of paying also just slows people up and creates more stress. Your job is to make Hackney a better place, not to degrade the quality of life in Hackney. It's anti-social.

I would also like to suggest alternative proposals for a positive, pro-social approach:

- 1-Make a lots of free solo motorcycle bays, like other boroughs have, to encourage riders to park together and save even more space.
- 2-Reward motorcyclists and scooterists with discounted services and free stuff to encourage more drivers to switch. You should be positively encouraging the switch from cars.

Best

[REDACTED]

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Fwd: Objection: Motorcycle statutory consultation Traffic Order TT16541 message



----- Forwarded message -----

From: 

Date: Mon, 24 Jul 2023 at 13:57

Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

No.

Motorcycles reduce congestion for everyone.

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection to changes in motorcycle parking1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:51
Subject: Objection to changes in motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

I hereby object to the changes being proposed. Instead I would ask you to consider the following

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

I would much appreciate a written constructive and objective response to this email.

Many thanks

[REDACTED]

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Fwd: Motorcycle commuting and parking1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:46
Subject: Motorcycle commuting and parking
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern

I wish to oppose Hackneys planned changes for motorcycle using in the borough.

You should be encouraging motorcycle use especially full electric motorcycles

The current policies across Westminster work well at reducing car congestion and these should be followed

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Free parking and commuting for electric motorcycles.
- Account for factors such as space and congestion in any charges

Yours sincerely

[REDACTED]

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Fwd: Hackney motorcycle charges1 message

----- Forwarded message -----

From: [REDACTED]

Date: Sat, 22 Jul 2023 at 14:03

Subject: Hackney motorcycle charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

I have recently heard of the proposed changes to parking charges relating to Motorcycles in Hackney and wish to express how absolutely negative they are. Ideally we should be supporting drivers of smaller, less polluting vehicles such as motorcycles, scooters and bicycles. What this increased expense does is take away the incentive for people to downsize.

Instead of this, if the goal is to reduce emissions and decongest our streets, why not introduce an incentive for current drivers of large vehicles to instead transition to smaller vehicles which are less polluting and take up little space. A cashback scheme for example where long time car drivers get 10% of their smaller vehicle back (up to a maximum amount) so long as they don't repurchase another larger vehicle?

Also adding more bicycle and motorcycle/scooter parking completely free to make it more economical for people, rather than punishing them by increasing parking charges.

What is the true nature of the proposed changes? Is it to benefit the people of Hackney and the environment or are you just trying to make money?

Best regards,

[REDACTED]

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Fwd: Objection to proposed motorcycle parking charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:44
Subject: Objection to proposed motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

I am writing to express my strong opposition to the proposed motorcycle parking charges that Hackney Borough Council is planning to introduce. I believe that these charges are unfair, unreasonable and counterproductive to the council's goals of reducing emissions, congestion and noise in the borough.

As a motorcycle user, I feel that I am being penalised for choosing a mode of transport that is more efficient, environmentally friendly and space-saving than a car. Motorcycles and scooters emit far less CO₂, NO_x and particulate matter than cars, and they take up much less road and parking space. They also help to reduce traffic congestion and journey times, which benefits everyone in the borough.

The proposed charges are disproportionate and discriminatory to motorcycle users. Charging motorcycles and scooters the same as cars for residents and business parking permits is unjustified, as they have different impacts on the environment and the transport system. Residents permits of up to £596 a year and business permits of up to £1560, rising to £843 and £1800 by 2027, are exorbitant and unaffordable for many motorcycle users, especially those on low incomes or who rely on their vehicles for work. Banning residents of 'car-free' developments from parking a motorcycle is also unfair, as they are not contributing to the car problem that the council is trying to address.

The proposed £10 charge for all day commuter parking in solo motorcycle bays is also unreasonable, as it will deter many motorcycle users from commuting to Hackney, or force them to park illegally or unsafely on pavements or in car bays. This will have negative consequences for the local economy, as well as for road safety and public order. The current provision of solo motorcycle bays is also inadequate, as they are only found around Old Street and not in the rest of the borough.

I urge the council to reconsider these proposed charges and instead adopt a more sensible and fair approach to motorcycle parking. Here are some alternative options and reasons for them to consider:

- No charges for motorcycles and scooters to encourage car drivers to downsize. This will help the council achieve its objectives of reducing emissions, congestion and noise in the borough, as well as promoting active travel and public transport.
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney. This will create a stronger incentive for car drivers to switch to more sustainable modes of transport, such as motorcycles, bicycles or buses.
- Follow the Westminster or Lewisham models with far lower charges for motorcycles. These boroughs charge £1 or £2 per day for commuter parking in solo motorcycle bays, which is more reasonable and affordable than £10. They also have more extensive networks of solo motorcycle bays throughout their boroughs, which provide adequate parking facilities for motorcycle users.
- Account for factors such as space and congestion in any charges. The council should recognise that motorcycles and scooters have different impacts on the environment and the transport system than cars, and charge them accordingly. For example, the council could charge motorcycles by engine size or emissions level, or by the amount of space they occupy in a parking bay.

- Consult with motorcycle users and stakeholders before implementing any changes. The council should engage with the motorcycle community and listen to their views and concerns before making any decisions that affect them. The council should also conduct an impact assessment of the proposed charges on motorcycle users, businesses, residents and the environment.

I hope that the council will take these suggestions into account and revise its plans for motorcycle parking charges. I believe that by doing so, the council will create a more equitable, efficient and sustainable transport system in Hackney.

Sincerely,



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Fwd: Hackney Motorcycle Parking Charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:41
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Good Morning,

As a Motorbike rider who works as a Motorcycle trainer in several different parts of London I believe that the use of motorbikes and scooters is one of the principal methods of travel that will keep London moving.

I don't believe that motorcycles and scooters should be charged the same as cars and I also believe that the £10 per day cost is far too high. Motorcycles and scooters have a far less significant impact compared to cars both in terms of congestion, emissions and wear and tear of roads. It is therefore far better to encourage these vehicles and provide adequate and cost effective parking spaces rather than discourage their use.

I would much prefer to see charges in line with Westminster as well as an expansion of parking spaces and believe this would have a significant and beneficial impact to transport in Hackney.

Kind Regards

[REDACTED]

--

[REDACTED]

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Fwd: Hackney Motorcycle Parking Charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:39
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

I am writing to oppose the proposed changes to motorcycle parking in Hackney. I believe that there are a number of preferable options including, but not limited to:

1. Follow the Westminster model where motorcycles and scooters are charged at a much lower rate than larger and more polluting vehicles. In this model, a single bay can hold 6 motorcycles as opposed to a single car. Potentially, twice the number of passengers.
2. No charges for motorcycles and scooters to encourage car drivers to downsize. This would also include electric vehicles. As mentioned previously, motorcycles and scooters take up far less space than a car thereby reducing the impact on residential parking.
3. Increase charges for cars and commercial vehicles with larger engines to target the real source of transport emissions and congestion in Hackney. This could include a surcharge on private hire vehicles, which while a considerable number are petrol electric hybrid vehicles, the sheer number make a contribution to emissions when using internal combustion engines and have a significant impact on congestion.

With regards

[REDACTED]

Sent from my iPhone

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Fwd: Hackney Motorcycle Parking Charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:37
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Hi Team,

I m contacting you in relation to the proposed plan to introduce charges for motorcycle parking.

I doubt introducing fees can be the solution to tackle pollution. First of all, because it will affect the lower strata of Hackney population, the ones that use the motorbike to move to work or to work.

It is already expensive London, if you need to introducing pricing at least make it reasonable (e.g. 1£ per day).

Secondly, I found a bit strange to address pollution issues in one single neighbourhood only. ULEZ applies to entire London and had impact on the quality of the air: introducing parking fees won't reduce the amount of traffic, it will simply translate to additional costs to Londoners that lives or work in Hackney.

Thank you

[REDACTED]

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Fwd: Motorcycle parking1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:33
Subject: Motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

Good afternoon

The proposed changes to motorcycle parking are clearly just designed to get rid of motorcycles altogether. They are not a workable arrangement, they are patently unfair both overall as well as in comparison to much more space-inefficient cars, and they completely miss the opportunity inherent in furthering the use of motorcycles and scooters compared to cars. They are an efficient way of getting around cities beset by congestion and a lot less dangerous to other members of traffic than cars, and yet they are treated effectively not just like cars, but worse given the lack of parking. This cannot be in the interest of residents or the idea of a less congested and liveable city of the future.

Regards
[REDACTED]

[REDACTED]

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Fwd: Motorcycle parking & commuting1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:29
Subject: Motorcycle parking & commuting
To: <streetscene.consultations@hackney.gov.uk>

Your proposals aimed at reducing motorcycle use and in turn reduce emissions are misguided.

Encouraging people to use Motorcycles rather than cars (which includes 50cc and 125cc bikes) reduces both traffic congestion and emissions by over 50% as bikes have a faster speed per journey and lower emissions per minute. You can increase that very conservative estimate when you include the negative environmental impact of bikers switching journeys to cars.

Increasing parking charges will not impact motorcycle deliveries which make up over 90% of motorcycle journeys in Hackney. Stand at the road and count the proportion of bikes passing that are clearly delivery bikes if you doubt that statistic.

Public transport may be readily available in Hackney but for poorer commuters travelling into the borough from the outskirts of London practical public transport alternatives are often limited.

The effect of your proposals will be disproportionately targeted at the poor.

Instead use number plate recognition cameras to capture those vehicles most often on the roads and tax on this basis - a much fairer more targeted system.

I am a regular cyclist, motorcyclist, driver, bus traveller and train traveller. Be more pragmatic and drop the ill informed transportation dogma!

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Fwd: Hackney Motorcycle Parking1 message

----- Forwarded message -----

From: [REDACTED]

Date: Sat, 22 Jul 2023 at 14:24

Subject: Hackney Motorcycle Parking

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I am writing to condemn your decision to impose motorcycle parking charges on communities in the London borough of Hackney.

Motorcycles by all means do not cause any congestion, they are far more environmentally friendly and far less air polluting than light vehicles such as cars and vans, and most importantly do not take much parking space. To this end, any attempt at imposing parking charges on motorcycles would have devastating and detrimental impacts on the communities in Hackney, in particular, those who rely on motorcycles for commuting to and from Hackney.

In the face of Labour's defeat in the recent Uxbridge and South Ruislip by-election, any 'Hackney Motorcycle Parking Charges' would be completely unnecessary.

Many thanks for your consideration, and I very much hope that you take the above into account when dealing with the upcoming motorcycle parking scheme.

Yours faithfully,
Hackney Resident

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Fwd: Motorcycle charges consultation1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:23
Subject: Motorcycle charges consultation
To: <streetscene.consultations@hackney.gov.uk>

Hi

Just wanted to ensure that my voice has been heard in the latest consultation to charge motorcycle to park across hackney.

This is a hugely counter productive measure that will encourage more people to just use a car instead of downsizing their emissions by using a smaller capacity engine on two wheels.

Motorcycles reduce congestion and thus emissions by their ability to not have to sit in traffic.

Accessing a motorcycle is less expensive than car ownership. This policy attacks and marginalises the working class and less privileged.

I thought hackney was a progressive borough, clearly this is just a money making policy with no intrinsic other benefit.

Thanks
[REDACTED]

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Fwd: Hackney Motorcycle Parking Charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:22
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Hi
I strongly oppose the new Motorcycle Parking charges. A motorcycle is a low polluting, low congestion, short trip duration vehicle. On a motorcycle you get to your destination quick, do your job and leave quick. Raising parking charges will make riders use much more polluting ways of transport.

Please don't raise the parking charges in a cost of living crisis

Thank you
[REDACTED]

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Fwd: Hackney Motorcycle Parking Charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:20
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I'm writing in regards of the proposed motorcycle parking charges.

I understand and support your stated aim for the policy is to tackle climate change and air quality. I support all actions and plans to reduce CO2 emissions and air pollution, and this is why we should all downsize our vehicles when possible, especially when travelling as a single passenger in cars.

Motorcycles have lower emissions and take less space in our increasingly polluted and congested streets. I would like to suggest a few alternatives that would help in reducing congestion and CO2 emissions:

- Account for factors such as space and congestion in any charges
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- No charges for motorcycles and scooters to encourage car drivers to downsize
- Selective charges for motorcycles with engines larger than 1000CC

Please confirm the receipt of this email and provide comments on the suggestions I have list above.

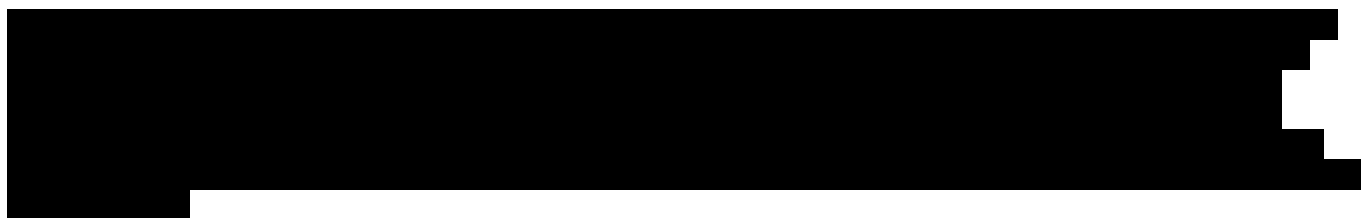
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Kind Regards,

[REDACTED]

[REDACTED]

[REDACTED]



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Fwd: Proposed motorcycle parking charges.1 message

----- Forwarded message -----

From: [REDACTED]

Date: Sat, 22 Jul 2023 at 14:20

Subject: Proposed motorcycle parking charges.

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

To whom it may concern:

I would like to voice my apposition to the intended motorcycle charges proposed by Hackney Council.

As being self employed I utilise my scooter/motorcycle on a daily basis in order to navigate the congestion that is becoming central and Greater London.

Since I have exchanged my motor vehicle with a motorcycle I have also adapted my business to suit, which also reduces the charges on my clients/patients.

Parking a car within central and Greater London has become increasingly difficult and in some parts impossible, rendering my service null in void with many of my clients/patients.

Not only does utilising a scooter reduce my impact on emissions, it also allows me to attend to many more patients that are in need of my services that are confined to their homes due to has illness or pain.

Motorcycles also take up far less space within the city or locations on the roads and or parking than that of motor vehicles do.

The proposal of charging motorcycles or in that case any private means of transport is insulting and at the detriment of those trying to earn a living and displays an extreme short sightedness in the benefits of those living and working within your jurisdiction. Theres no point celebrating clean air in ours lungs whilst our bellies are empty & are the cupboards are bare.

Public transport does not meet the publics needs & is failing to offer a worthwhile service that creates stability and reliability.

The reliability is extremely poor and with fares increasing on a regular basis beyond's the customers means has become unsustainable.

[REDACTED]

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Fwd: objection1 message

----- Forwarded message -----

From: [REDACTED]

Date: Sat, 22 Jul 2023 at 14:19

Subject: RE: objection

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

objection

From: [REDACTED]

Sent: 22 July 2023 13:46

To: [REDACTED] on Motorcycle Parking Charges Now!



Hackney Motorcycle Parking Charges

FINAL CONSULTATION

Hackney Council have released the final statutory consultation on their proposed motorcycle parking charges.

We need you to respond to this consultation NOW

This is your chance to fight anti motorcycle policies, and stand up for riders everywhere. The charges are an attempt to force riders out of Hackney. **If we don't fight this now it will spread all over London and the UK.**

HOW TO RESPOND: You respond by emailing your objection to **streetscene.consultations@hackney.gov.uk** before Friday 4th August 2023

This is not a normal consultation.

Hackney must address each response individually.

So in your response please don't just say you oppose, but give alternative options and reasons for them to consider. **This will massively hold them up as by law they must consider and respond to each individual option.**

The more people respond, the more likely it is Hackney will be forced to drop their draconian plans. **We want to send a message to councils that it's not worth their time to attack bikers!**

Hackney's stated aim for the policy is to tackle climate change and air quality, **so think about other options which could achieve this aim.**

You can find examples of alternative options below; please think of this as only a guide and feel free to make your own suggestions in your own words. **The more different options the council has to consider the better:**

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney

- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

The consultation closes on Friday 4th August 2023. But the earlier you respond the better!

Current details of the charges

Following pressure from you Hackney have backed down on some parts of their plans. **They have dropped the total ban on all day commuter parking**, and reduced the charges from their initial £60 per day. But this is not enough. The proposed charges are still absolutely outrageous:

- **£10 for all day commuter parking** in solo motorcycle bays. Currently these are only found around Old Street so commuter parking is still banned in the rest of the borough
- Charging motorcycles and scooters **the same as cars** for residents and business parking permits
- Residents permits up to **£596 a year** and business permits up to **£1560**, rising to **£843 and £1800** by 2027
- Residents of 'car-free' developments will now be **banned from parking a motorcycle**

You can find full details of the proposed charges **here**

This is the final stage and your last chance to make your voice heard.

Please share with your riding mates, your mum, your sister, your grandad and anyone who cares about bikers!

With your help we have achieved so much. We got Camden to shelve their plans, which would have banned motorcycle commuting. Hackney's proposed charges have been delayed by over two years, with some concessions already made. Further delay could mean it's shelved for good.

If you do one thing for riders in London, let this be it.

Please **CONTACT SAVE LONDON MOTORCYCLING** if you have any questions – this is a vital consultation and they'll respond to everyone as quickly as possible.

You can keep up to date on this and other campaigns on their website **SaveLondonMC.com**

RESPOND NOW

All the best,

[Redacted signature]

|

|

[Redacted signature]



[Redacted signature]

[Redacted signature]

[Redacted signature]



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Fwd: Keep Existing Motorbike Policies in Hackney (for less congested, safer and more environmentally friendly streets!)1 message


----- Forwarded message -----From: 

Date: Sat, 22 Jul 2023 at 14:15

Subject: Keep Existing Motorbike Policies in Hackney (for less congested, safer and more environmentally friendly streets!)

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>Cc: Office of Diane Abbott <diane.abbott.office@parliament.uk>, Mayor (Shared Mailbox) <mayor@hackney.gov.uk>, mayor@london.gov.uk <mayor@london.gov.uk>

FAO: Hackney Council/Mayors of London Office/ Diane Abbott MP,

I note that Hackney Council have now released the final statutory consultation document on the proposed motorcycle parking charges in the borough.

Having reviewed the document and noting that responses are being requested, I wanted to once again reiterate a number of arguments I made about the proposed 'anti-motorbike' policies Hackney want to introduce. I didn't get a particularly detailed or insightful response, so hopefully this time it will be better. And hopefully, the needless, anti-motorbike, pro-traffic and pro-poor air quality policies will be removed entirely!

It goes without saying that it makes no sense that, simply on a size level, a motorbike would be charged the same rate (or similar to that) of a car. Even more ridiculous is the idea that a motorcycle cannot stay in a spot for more than four hours.

As a former Hackney resident and regular user of Hackney roads (and parking spaces), I cannot understand how this decision could even be justified. The consultation document certainly does not justify it! has been made. Particularly if Hackney Council end up charging electric motorbikes the same price as petrol motorbikes. It clearly shows how the policies are anti-motorbike and nothing to do with clean air!

The issues with the proposed policy, is that it in no way accounts for the benefits that motorcycles bring to an area.

Compared to a car, or larger vehicle, motorbikes emit less carbon than any equivalent journey taken in a car. Given Hackney Council wants to allegedly improve air quality, why therefore would they discourage motorbike use? The only reason that I can think of is a cash grab since electric motorbikes could be charged at the same rate as carbon emitting bikes. How is that improving air quality?

Motorbikes also reduce road congestion – which Hackney Council also wants to introduce. So – again, I would like to ask why Hackney Council is trying to discourage motorbike use? Motorbikes (if you had not noticed) take up less than one third of the space as a small car on the roads (note: a small car), are quicker at accelerating/breaking and a more efficient method to move residents around a city. Clearly this also means that motorbikes take up less space when parked (i.e. so more motorbikes can fit in the same space that a car would take). So, if Hackney Council wants to make its roads less congested, why are they making it harder for motorbike users to travel in the borough? Please explain to me the rationale for the policy – as I simply do not understand it!

Moving on, if Hackney Council wants to make roads safer... the policy that they are looking to introduce, once again, does not work! Are you noticing a pattern here? Motorbike collisions are far less frequent than cars – and with a much lower likelihood of the person hit having long-term health issues (or death).

Finally, the users of motorbikes generate community. They look out for one another – and they make a nicer environment to live in! Surely you want this in Hackney.

Can I suggest that this policy is completely scrapped. Existing motorbike policies in Hackney are retained (i.e. not charged!) and we encourage people to travel on motorbikes. If car users moved to motorbikes, this would improve traffic congestion, air quality, road safety and community in Hackney. The issue with Hackney roads is cars and trucks – so focus on policies that change the behaviour of these users.

In conclusion, I believe that the only reason that Hackney Council wants to introduce the proposed policies is to generate income for Hackney Council – and not to try and improve the environment in which residents live. What is the aim of the policy otherwise?

Noting that the policy looks to stop motorbikes being parked for more than four hours. Again, this policy makes no sense. If someone commutes into work on a motorbike, you expect them to move the bike after four hours? If not, why are you discouraging non-Hackney residents to commute on motorbikes? Compared to a car (which you want to charge motorbikes as) it's cleaner, generates less congestion and is safer for everyone that lives in Hackney i.e. it brings benefits to Hackney!

I look forward to your response – however, as you can read above – there is no reason to introduce this policy. Motorbikes makes roads safer, less dangerous for other road users, emit less carbon, improve air quality (compared to cars), ease congestion (making it easier for users to use public transport to reach their destination) and bring a sense of community to the borough. So please – do not introduce these backwards policies.

Regards (and I look forward to your response),



FAP Diane Abbott MP – this impacts your constituency. So I would urge you to please get involved and support motorbikers in the borough (rather than just saying it is a local government issue – you have power, use it!). How can a Labour majority Hackney Council do this? What is their justification? What is the aim of this policy? Please can you speak with the relevant people within Hackney Council to understand why this decision has been made – and then agree to review this decision.

Fwd: Motorcycle Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From [REDACTED]
Date: Sat, 22 Jul 2023 at 14:12
Subject: Motorcycle Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

Re: you proposed changes to motorcycle charging.

I'd like to respectfully present my objections to the plans.

For context, I am both a car driver AND a motorcyclist.

I fear you may be attacking the wrong end of the wedge with your proposal to aggressively charge motorcyclists for parking.

Motorcycles (and cyclists) are our friends and contributors to the reduction of traffic and pollution in the city. They keep the traffic moving and have a massively less pollution output per person travelling in comparison to a car driver.

Why cannot your plans align with Westminster who have much less space yet manage to charge only £1 / day to manage their services?

By ramping up motorcycle charges you're also not incentivising car drivers to seek to start downsizing their transport choices.

The very nature of living and working within this specific area requires the ability to 'nip around' fluidly without relying on public transport.

For those commuters coming from out of town - train services are both unreliable and horrifically expensive. Daily Car parking is commercially unsustainable. However, using a motorcycle helps everyone, doesn't it? You get less pollution, less traffic jams, less stress on your availability of car parking AND the commuter gets to go to work in a cost effective way.

Please try and bear this in mind.

Respectfully yours,

[REDACTED]

Sent from my iPhone

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Motorcycle Parking Charges

1 message

Streetscene Consultations (Shared Mailbox) <streetscene.consultations@hackney.gov.uk>24 July 2023 at
14:46

To: Charlotte Connell <charlotte.connell@hackney.gov.uk>, "Parking Policy (Shared Mailbox)" <parking.policy@hackney.gov.uk>, "Consultation Parking (Shared Mailbox)" <consultation.parking@hackney.gov.uk>



----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:11
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

hi,
this is to oppose to the current proposal and express my concern about decision making into this proposal

I strongly think there are better options out there:

- No charges for motorcycles and scooters is to encourage car drivers to downsize. I've just managed my wife to commit for a scooter commute.
- If you look around, there are mostly cars everywhere. Just increase charges for cars to target the real source of transport emissions and congestion in Hackney. Not to say anything about vans.
- Account for factors such as space and congestion in any charges. There is no congestion produced by motorcycles.
- just look at the statistics now ... how many 4 wheels vs 2. (take the 4 wheels / eg. "eco" SUV's in London out of the picture and see what's left)

I strongly think by doing the exact opposite (no charges) you'll achieve more.
Take into account we are such a small community and you are destroying it.

Regards,



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Fwd: Hackney motorcycle parking charges consultation1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:11
Subject: Hackney motorcycle parking charges consultation
To: <streetscene.consultations@hackney.gov.uk>

To the consultation group.

I am not a regular visitor to your borough, but i do visit London regularly for work.

I use a motorcycle or public transport whenever possible, however as a service engineer is is often not possible to use public transport due to the amount of equipment I carry. I also live well outside the London area making public transport difficult at times.

Many boroughs such as Westminster provide a fair amount of bike bays at a reasonable rate, after all they take up far less room than a car.

I cannot understand Hackneys policy on deterring small low emission vehicles. If these planned changes go ahead I will have to add your borough to the list of areas that I do not cover, this will only make things more difficult for your local businesses.

Hackney should be providing more not less bike bays and at a reasonable day rate such as Westminster.

Regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycles and scooters parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:09
Subject: Motorcycles and scooters parking charges
To: <streetscene.consultations@hackney.gov.uk>

This will unfairly hit the pockets of the less well off.

These people generally use this form of transport because it is cheaper than cars and can be cheaper than public transport and it is more convenient especially for shift workers. It can also be a less polluting means of transport than most cars.

In essence this, like the ULEZ, will impact the less well off in the community.

Regards

[REDACTED]

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Fwd: Hackney Motorcycle Parking Charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:08
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

I am writing to oppose the proposed charges for motorcycle parking in Hackney.

In most of London, motorcycle parking is free. This is because a motorcycle is physically smaller than a car and creates much less congestion. For example, perhaps 5 motorcycles can park in the same space as one car.

Motorcycles are also far more efficient than cars. My Honda 125cc motorcycle gets approximately 100mpg compared to a car which perhaps averages 25mpg.

Furthermore, there are an increasing number of electric motorcycles on the market, which don't create any emissions whatsoever.

As we have seen from the rail strike this week, and the ever constant threat of tube strikes, public transportation is not always dependable for key workers and other people that need to be at work regardless of the paucity of public provision. A motorcycle is much more affordable, efficient, and cost-effective than car. They are also cheaper than regularly taking a taxi. Electric scooters and motorcycles can be interesting alternatives but the UK's ban on private ownership of electric scooters, and the fire risk they may pose when charging in a domestic residence makes them impractical.

I believe that hackney should not charge motorcycles for parking. Or they should follow a low-cost charging model like Westminster does.

[REDACTED]

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Fwd: Against motorcycle parking fee increase1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:07
Subject: Against motorcycle parking fee increase
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I use me motorcycle for work. Being mentally disabled i can only work limited hours week. These new prices will put me out of business

Regards

[REDACTED]

[Sent from Yahoo Mail on Android](#)

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd:1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:02
Subject:
To: <streetscene.consultations@hackney.gov.uk>

Hi,

I oppose the charge for motorcycle parking as the use of bikes contributes to lower the emissions as compared to cars.

Please consider the following points:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

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Fwd: Alternatives to Hackney Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:01
Subject: Alternatives to Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council Consultations,

I am not sure how putting charges on motorcycle parking will help climate change, quite the opposite.

I need to have a private vehicle and motorcycle is the only one I have. By raising your parking charges, I will move to a car which will emit much more toxins and increase traffic. Instead of pushing car owners to downsize and use motorcycles which decreases traffic and pollution, you are doing the opposite.

If you truly are doing this for the environment and not an excuse to raise money. Then you should at least make electric motorcycles and small capacity scooters free. The footprint of these is exactly the same as using public transport. Unfortunately, the fact you are treating all the same makes this seem as just a way to get money and will come to harm for the environment not the opposite.

Kind Regards,

[REDACTED]

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Fwd: Appeal to Drop Motorcycle and Scooter Charges in Hackney1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:01
Subject: Appeal to Drop Motorcycle and Scooter Charges in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I hope this letter finds you well. I am writing to express my strong concerns regarding the proposed motorcycle and scooter parking charges in the borough. While I understand the need to address parking and congestion issues, I believe the current proposals are unfairly targeting motorcycle and scooter owners and fail to consider alternative options that could be more effective and equitable.

First and foremost, I would like to commend the council for listening to the voices of bikers and making some revisions to the initial plans. Dropping the total ban on all day commuter parking and reducing the charges from the initial £60 per day are certainly steps in the right direction. However, it is crucial to emphasize that the proposed charges, particularly the £10 all-day commuter parking fee in solo motorcycle bays, and treating motorcycles and scooters the same as cars for residents and business permits, are still exorbitant and disproportionate.

Motorcycles and scooters are an essential part of the transportation ecosystem, offering a greener and more efficient alternative to cars. Encouraging the use of these vehicles aligns with the broader goals of reducing carbon emissions and alleviating congestion in Hackney. Penalizing motorcycle and scooter owners with such high charges not only discourages the uptake of these environmentally friendly modes of transport but also disproportionately impacts those who rely on them as their primary means of commuting.

To ensure a fair and sustainable approach, I propose considering the following alternative options:

1. No charges for motorcycles and scooters: By waiving parking fees for motorcycles and scooters, we can actively incentivize car drivers to downsize and opt for more eco-friendly modes of transportation, thus reducing overall traffic congestion and emissions in the borough.
2. Increase charges for cars: Addressing the real source of transport emissions and congestion in Hackney requires targeting private car usage. By implementing higher parking charges for cars, we can encourage car owners to consider alternative modes of transport, while simultaneously generating revenue to support sustainable infrastructure projects.
3. Adopt models from other boroughs: Looking at successful models in other areas, such as Westminster or Lewisham, with lower charges for motorcycles, could provide valuable insights on how to strike a balance between encouraging motorcycle use and managing parking spaces effectively.
4. Account for factors such as space and congestion: In determining charges, it is essential to consider factors such as available space, traffic congestion, and the environmental impact. Tailoring charges based on these factors will help ensure a fair and rational system that encourages responsible vehicle usage.

In conclusion, I urge the council to reconsider the proposed motorcycle and scooter charges and embrace alternative options that align with the goal of creating a more sustainable and equitable transportation system in Hackney. By supporting motorcycle and scooter use and targeting the root causes of emissions and congestion, we can collectively work towards a greener and more vibrant community.

Thank you for your time and consideration. I trust that you will take these suggestions into account and make decisions that will benefit all residents and visitors of Hackney.

Sincerely,

A solid black rectangular box used to redact a signature.

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Fwd: Consultation: Hackney Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:00
Subject: Consultation: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear sirs

I feel that your current proposals will have many unintended consequences one of which will be reduced economic activity resulting in loss of revenue to the council since it is also part of the driver to charge other vehicular activity. Citizens from other parts of the wider capital come to work and use shops in the area not everyone is either able or willing to use other methods of transport in many instances this is not out of choice. I would suggest that motorcycling is a reasonable alternative to a car and affordable for many. It is also considerably less space hungry. One car bay could easily accommodate 4 motorcycles and therefore reduce the demand. I would urge to put this solution into full consultation and to explore all possible outcome should such policy was to be adopted

[REDACTED]

Citizen

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Fwd: Anti motorcycle policy in Hackney!1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 13:58
Subject: Anti motorcycle policy in Hackney!
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

It seems to me your attitude to motorcycles is to drive them off the road! This makes no sense whatsoever. Motorcycles are more fuel efficient than cars, take up less space than a car, add to the efficiency of traffic flow! Why are you driving them out of your Borough! This just makes no sense at all. The new parking charges are totally unacceptable. Please rethink this ludicrous proposal.

--

Regards Mr Martin Adams BSc.

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Fwd: Hackney Motorcycle Parking Charges

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 13:58
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

I strongly object to the proposed parking charges In Hackney.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

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Fwd: stop with the motorbike parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 13:57
Subject: stop with the motorbike parking
To: <streetscene.consultations@hackney.gov.uk>

£10 a day is ridiculous you guys are really truly the worst. Stop forcing motorcyclists out of Hackney. Some people need it to get to and from work.

stop being silly

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle Parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 13:55
Subject: Motorcycle Parking
To: <streetscene.consultations@hackney.gov.uk>

Hello,

I would like to express my disappointment regarding the proposal of charges presented by the Hackney Council. It's a decision that will kill the economy across the borough, no more delivery riders, countless restaurants, take-away and businesses in general will be affected by this proposal.

Tax the cars, the vans, the lorries, diesel engines first and foremost, they pollute and they cause far more traffic compared to motorbikes.

Please think and think again before acting, before you'll let Hackney die.

Regards.

[REDACTED]

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Fwd: Motorcycle parking charge1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 13:54
Subject: Motorcycle parking charge
To: <streetscene.consultations@hackney.gov.uk>

Motorcycles are far more cleaner than four wheeled vehicles, cause less congestion and should be encouraged to promote your green aims. These parking charge proposals will only force motorcycle users in your Borough to go elsewhere therefore having a direct effect on the financial wellbeing of businesses in your Borough.

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Fwd: Hackney Motorcycle Proposals1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 13:51
Subject: Hackney Motorcycle Proposals
To: <streetscene.consultations@hackney.gov.uk>

Hi

I'd like to declare my objection to the upcoming changes to motorcycle laws in Hackney.

The proposals do not account for the fact that congestion is reduced significantly by more people on bikes as opposed to cars. Transport links in Hackney are nowhere near as good as other central London locations which means you are discouraging motorcycles at the expense of having more cars in the area.

Please consider alternatives such as those introduced by the Lewisham council.

Kind regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection to motorcycle changes in Hackney1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 12:43
Subject: Objection to motorcycle changes in Hackney
To: <streetscene.consultations@hackney.gov.uk>

I would like to object against the changes to motorcycle parking in Hackney.

Motorcycles have very low emissions and you should be encouraging people to use motorcycles instead of cars. Penalising motorcycles shows a serious lack of common sense and shows that you don't actually care about the environment, you just want money.

Please apply some logic to battling emissions!

Cheers

[REDACTED]
Hoxton Square
Hackney

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle charging1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 12:42
Subject: Motorcycle charging
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I regularly go to Hackney to see a disabled friend from the army
This will just add more money to my trip to help an old comrade out
How much space does a motorcycle take up
I'm afraid it's just a money making exercise to batter the poor motorist _ motorcyclist

Shame on you my friend will suffer because of your policy

[REDACTED]

Sent from [Outlook for Android](#)

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking.1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 21 Jul 2023 at 19:17
Subject: Motorcycle parking.
To: <streetscene.consultations@hackney.gov.uk>

Regarding the motorcycling parking in your borough, a few questions. As someone who visits the borough frequently -

1. Your stated aim for the policy is to tackle climate change and air quality, surely using PTWs (motorcycles and scooters including electric ones) would lower them as opposed to four wheels sat stuck in traffic. Encourage their use, less pollution, less congestion, less parking space needed, deliveries done on PTWs on the rise so less everything.
2. Charging PTWs the same as cars will encourage people to stick with their cars, No charges for motorcycles and scooters to encourage car drivers to downsize or even the same cost as other boroughs in London (Follow the Westminster or Lewisham models with far lower charges for motorcycles)
3. Increase charges for cars and commercial vehicles to target the real source of transport emissions and congestion in Hackney cars, try to discourage their use unless electric.
4. PTWs are much more economical to you and the environment, less space, less fuel usage, road surface wear, less congestion.

I believe that the use of PTWs is a way forward, one or two persons in a car is much worse for everyone than one or two on a motorcycle, not everyone can pedal or walk due to personal physical issues or the distances involved. To count on public transport, you need the infrastructure before anyone can use it. It is incredibly difficult to arrive by public transport from where I live, a whole day to get there and back without 8 hours work between.

[REDACTED]

[REDACTED]

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objections of planned motorcycle parking being taken away1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 12:33
Subject: Objections of planned motorcycle parking being taken away
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hello,

I would like to object to plans taking away from motorcyclists being able to park freely as it is hard enough to find safe parking for cyclists as it is.

[REDACTED]

Sent from my iPhone

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorbike parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 12:28
Subject: Motorbike parking
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney,
Charging for parking motorcycles is reasonable, but it must be at a reasonable price, eg £1 per day.

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycles In Hackney1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 12:21
Subject: Motorcycles In Hackney
To: <streetscene.consultations@hackney.gov.uk>

- Dear Sir, Madam,
Please can you tell me why you are intent on treating motorcycles in the way you are. A motorcycle takes up quarter of the space of a car. Is more efficient for travel on congested streets. A bike reduces pollution as bikes spend less time idling in traffic. Have you considered the following?
- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

Yours
[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Parking Charges Consultation1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 12:15
Subject: Hackney Parking Charges Consultation
To: <streetscene.consultations@hackney.gov.uk>

Hi,
I have recently read that Hackney Council have just released the final statutory consultation on proposed motorcycle parking charges, in which (if my understanding is correct) there is a proposal to charge motorcycles and scooters the same as cars for residents and business parking permits.

How is this fair? The types of powered two wheelers (PTWs) chosen for commuting take up far less space than cars - it's possible to get 2/3 PTWs in one car space.

Wouldn't it be more efficient to try and encourage the use of PTWs rather than take up what seems to be a draconian measure? Bicycles are a very good option, but not everyone lives within a reasonable distance to use this method of transport, nor has the fitness level required.

You also propose banning residents of 'car-free' developments from parking a motorcycle - this also seems contrary to a sensible and fair scheme of allowing people to get to work efficiently.

Thirdly, charging motorcycles and scooters the same as cars for residents and business parking permits seems ridiculous - they occupy less space and do far less damage to road infrastructure. How many cars are used to transport just one person to and from work?

I await your comments.

Regards,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 12:02
Subject: Motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

I think you should be incoureging motorcycles not deterring them.and if your going to charge maybe £1 a day.i work in westminster and its only £3.75 for 7 days parking on my bike.

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection to motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 10:11
Subject: Objection to motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern.

I object to your plans to charge motorcycles of any size parking charges in the boroughs also nationwide.
The streets are owned by the taxpayer, NOT YOU.
Of which, you do not maintain to a safe standard for all motorists.
Yet another cash cow for your greed.

[REDACTED]

Sent from my iPhone

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 09:31
Subject: Parking charges
To: <streetscene.consultations@hackney.gov.uk>

Dear sirs.

Motorcycles used for personal transport and commuting are:

light weight and therefore do not cause surface damage,

compact,

economical,

cheap to run,

do not cause traffic jams, do not sit in jams causing emissions,

take very little parking space,

much better and more efficient than 5 or 7 seater cars with single occupancy,

ideal for low income workers and dependable.

Please do not group them together with cars and vans.

Please do not make the mistake of discouraging their use by creating parking charges for them.

Yours sincerely

[REDACTED]

Member of MAG.

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 07:54
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Sirs,

The proposed motorcycle parking charges for Hackney must surely be reconsidered, it is clear inner cities need to consider clean air, as a mode of individual transport motorcycles offer the cleanest. It seems unwise to encourage the reduced use of a vehicle that offers such an efficient means of transport. There are many professions that make public transport an unacceptable means of travel, clearly for some businesses cars and vans are essential. But motorcycles and scooters can often replace cars and vans so penalising these vehicles seems very unwise. Clearly London has seen from recent elections a sign of public mood towards unnecessary transport costs, I would ask you to give serious reconsideration to your proposed plans with concern to motorcycle parking charges.

Regards [REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 21 Jul 2023 at 22:42
Subject: Hackney motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I believe that there should be no charges for motorcycles and scooters to encourage car drivers to downsize..
regards [REDACTED]

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Fwd: Hackney motorcycle parking charges FINAL CONSULTATION1 message

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 21 Jul 2023 at 20:37
Subject: Hackney motorcycle parking charges FINAL CONSULTATION
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/ Madam

I oppose introducing charges against motorcycle parking in Hackney. Please take the followings into consideration;

Hackney Council should urgently reconsider their plans for motorcycle and scooter parking charges, or risk devastating impacts to the lives and livelihoods of riders and those who rely on them

We are extremely concerned about the effects that these changes will have on riders who live and work in Hackney. We believe that the proposals will be detrimental to the economy and life of Hackney. These changes are disproportionate, unjustified and not evidence based.

Our concerns include...

Damage to the economy of Hackney and the livelihoods of those who work in Hackney

The proposed parking charges will make it impossible for many riders to work or visit businesses in Hackney. This includes commuters, delivery riders and couriers, but also volunteer riders who provide vital support to the NHS, such as Blood Bikers or the Bike Shed Community Response.

Around half of all motorcycle journeys are for commuting, however the proposals will make it impossible for most who commute into Hackney by motorcycle or scooter to continue to do so. For riders who are able to continue to commute the £6 an hour costs could add up to £13,800 over a year.

It's a mistake to assume that in all cases walking, cycling or public transport offer a viable alternative. Many riders tell us that as a result of these charges they would be forced to

give up working in Hackney, or move to live in another borough. This will impact not only these individuals but the economy of Hackney.

The proposals are disproportionate and unfair to riders

The evidence presented by the Council doesn't support the changes. Charging motorcycles and scooters the same amount as cars fails to meet the Council's duties of fairness and proportionality. It fails to account for the amount of space motorcycles take up, the fact that motorcycles do not cause congestion, or the lower levels of pollution they produce.

With the increasing popularity of new micro-mobility modes it makes no sense to treat motorcycles and scooters as equivalent to cars, when in reality they are more similar to other 2-wheeled modes. An electric motorcycle for example has similar impacts to an e-scooter or cargo bike, but their riders are penalised under these proposals just for having a licence and number plate.

Lack of appropriate consultation or evidence

Many riders who would be affected by these new charges have not been aware of the consultations about them. We are extremely concerned that the changes will go ahead without reasonable engagement with those who it will affect the most. In addition, the Council's evidence base used to support these charges is flawed, and shows a fundamental misunderstanding of motorcycles' overall behaviour and impact. For example it relies on the false belief that motorcycles and scooters are worse for air quality than cars, based on unreliable research which compares 30 year old motorcycles and scooters without catalytic converters with 20 year old cars with catalytic converters.

Hackney Council should reconsider in light of the facts about motorcycle and scooter use

Motorcycling is a transport mode relied on by a diverse range of people, including nurses, doctors, couriers, delivery riders, business owners and volunteers. Those who use motorcycles and scooters, due to the nature or length of their journey, often cannot reasonably use other means of transport. For many, a motorcycle or scooter is the only affordable option for their travel needs.

On a per km basis motorcycles and scooters produce significantly lower emissions than cars of CO₂ and key pollutants such as NO_x, PM₁₀ and PM_{2.5}. Motorcycles and scooters also do not contribute to congestion, and therefore their use has the effect overall of reducing emissions from other vehicles. The fact that 8 motorcycles can park in a single car bay frees up kerbside space for other uses, further easing congestion, or allowing it to be converted to space for walking, cycling or leisure.

Not all trips can be replaced by walking, cycling or public transport. For those that can't, motorcycles and scooters are the best alternative to cars. Instead of seeking to unfairly punish riders. Hackney should follow the example of other Councils in recognising the

value of incentivising motorcycles and scooters over car use, as a means to meet their air quality and climate change goals.

Regards

[Redacted signature]

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Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 21 Jul 2023 at 18:46
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Sirs

Can you please explain what you have to gain by stopping the lifeblood of the average working person by implementing charges against motorcycles of some £10 a day?

Hackney growth and wealth should be way above what you are meddling with in a very dictatorial manner. Charging non congesting motorcycles like a car makes no sense whatsoever, after all, if we all took to bikes, you would have no congestion!

Please think this through with common sense

[REDACTED]

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Evering road query1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 21 Jul 2023 at 09:21
Subject: Evering road query
To: <Streetscene.consultations@hackney.gov.uk>

Hello.

I am writing you to seek some clarification on a sign that was posted up recently on my street. I live on [REDACTED] at [REDACTED].

It says there is some amendments to the motorcycle parking coming into force? As a resident that parks a motorcycle on the street can you please clarify what these amendments will be?

I currently do not need a permit to park it here, is this changing? There is also no motorcycle bays on the street.

Thank you

[REDACTED]

Sent from my iPhone

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Fwd: Hackney Motorcycle Parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 12:29
Subject: Hackney Motorcycle Parking
To: <streetscene.consultations@hackney.gov.uk>

Why do you feel the need to charge motorcycles to park

[REDACTED]

[REDACTED]

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Fwd: Don't penalise motorcycles!1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From [REDACTED]
Date: Mon, 24 Jul 2023 at 13:07
Subject: Don't penalise motorcycles!
To: <streetscene.consultations@hackney.gov.uk>

Instead, consider the following:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

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Fwd: statutory consultation - opposition to Hackney motorcycle charging changes1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 12:46
Subject: statutory consultation - opposition to Hackney motorcycle charging changes
To: <streetscene.consultations@hackney.gov.uk>

I am writing to oppose most vehemently the new charging proposals for motorcycles in the borough of Hackney. These are ill-judged, unfairly punitive, poorly designed, and will have unintended effects that will far outweigh any suggested benefits. They must be halted now and a sensible alternative introduced for consultation.

The charges offer no price differential between motorcycles and cars for residents and business permits means that there is no incentive to downsize to a motorcycle
They will entrench car usage in Hackney and increase emissions due to increased congestion
They don't take account of relevant factors such as the minimal kerbside space motorcycles take up, or their effect on reducing congestion
Their new charges are unaffordable for the vast majority of riders especially in a cost of living crisis
They are unreasonable as charging electric motorcycles the same amount as electric cars is nonsensical and unfair as they have vastly lower emissions impacts and energy use

Instead you should consider and implement:

An environmentally based parking policy that encourages and incentivises lower-impact travel such as motorcycles over cars
Free parking areas shared for use by all forms of two wheeled transport, recognising the fundamentally different requirements and impacts of two wheels compared to four
A policy that does not unreasonably, unfairly and unfathomably target a single niche user group

[REDACTED]

[REDACTED]

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Fwd: Response to parking consultation1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 12:45
Subject: Response to parking consultation
To: <streetscene.consultations@hackney.gov.uk>

Dear team

I have a number of serious reservations about your proposals for motorcycle parking charges, as a Londoner who relies on a motorcycle, among other means of transport.

It seems wrong - for a group of transport users already trying hard to cut costs - to implement these charges, especially during a cost of living crisis.

Why is there no difference in price for motorcycles and cars for residents and business permits? This seems totally wrong.

The charges don't take into account the fact that motorcycles take up far less space, and are a solution to transport problems of congestion/emissions.

It's wrong to charge electric motorcycles the same amount as electric cars - they are a totally different proposition, with far lower emissions/use of fuel.

Alternative options, IMO, would be to create more (and free) motorcycle parking, to help keep Hackney and London moving, and to encourage switching from cars.

Kind regards

[REDACTED]

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Fwd: Motorcycles - hackney1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 12:44
Subject: Motorcycles - hackney
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hi,

I have read about the proposed changes that maybe imposed in Hackney regarding motorcycling parking and fees. I completely object to this.

I have both a car and a motorbike and currently I opt to ride my bike most of the time to lower cost and emissions. However if bikes are treated the same as cars moving forward and will be charged additional fees the benefit of using a motorbike will go and I'll just end up using my car for comfort. I can guarantee I am not the only person who will do this.

Riding a motorbike is generally not a luxury or comfortable. It's something people do to reduced costs and emissions and to prevent getting caught up in congestion. It's a downgrade to using a car as you're exposed to the elements of weather and generally most bikes aren't very comfortable.

When trying to reduce emissions motorbikes should be encouraged over using cars, not discouraged.

To fill my bike uses around £10 of fuel, to fill my car uses around £60 of fuel. This should demonstrate how much more efficient motorbikes are.

I live near but not in Hackney. I regularly go to hackney for shops and restaurants, if using my motorbike in Hackney becomes more expensive I'll likely go to alternate shops and restaurants nearby and outside of Hackney meaning that hackney businesses lose out on custom. And again I'm certain I won't be the only person to think like this.

If anything cars and larger vehicles should be charged more as they are the greater source of pollution and congestion.

Please take this into consideration with the proposed changes

Regards

[REDACTED]

Sent from my iPhone

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Fwd: Have Your Voice Heard on Motorcycle Parking Charges Now!1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 12:36
Subject: Have Your Voice Heard on Motorcycle Parking Charges Now!
To: <streetscene.consultations@hackney.gov.uk>

Hello,

I am writing to express my sincere disappointment that the council is persisting with these motorcycle charges. I am saddened and frustrated by the clumsy, forceful and scientifically unsupported arguments put forward by the council in an effort to push these charges through. At one council meeting, 40 minutes after one councillor spoke about food poverty and the cost of living crisis, motorcyclists were told they should be willing to accept resident permits of up to £596 a year and £10 a day for all day commuter parking – up from £0 for both. This is absurd.

At no point has the effect of motorcycles/powered two-wheelers in Hackney been quantified – and I don't believe there are concrete plans to do so. How is it that the council purports to achieve percentage-reduction targets if there is no quantified starting point? I am outraged that these proposals have been made without the backing of solid, peer-reviewed data! Until the council has peer-reviewed data to support their argument for motorcycle charges in Hackney, any claim that this is being done in line with their Net Zero targets is moot. **I urge you to put this plan on hold** until it can be defended with logic and supported by science. I am more than happy for the discussion around parking charges to be revisited then.

Sincerely,

Concerned

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Fwd: proposed motorcycle parking charges1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 12:35
Subject: proposed motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

These are an absolute outrage - designed only to raise funds out of motorcyclists not to ease congestion or help the environment

please reconsider with some of the following options

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges
-

Thank you

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Fwd: Hackney Motorcycle Parking Charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 12:32
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

I write in connection with the consultation into the proposal to introduce what amounts to punitive and counter-productive charges for motorcycle parking in Hackney and express my objection in the strongest terms.

The stated aim for this draconian policy is to tackle climate change and air quality however it is clear that this policy has other more sinister objectives as not only would effectively prohibiting commuters to be able to access their place of work by a currently ecologically acceptable means of transport, doing so would also massively detract from the economy in the local area resulting in less taxable income to fund local infrastructure maintenance and improvements. If the stated aim is also planned to destroy the local economy then the proposal would seem to be a guaranteed way of achieving that.

If the genuine aim is to improve air quality even further from it's current advantageous position when compared to the past, then encouraging car drivers to adopt alternative forms of transport that are less congestive, more fuel efficient and contribute less to air pollution such as motorcycles would seem to be a far more sensible approach than effectively removing a more preferable means of transport through draconian charges.

It would be far more sensible to to adopt alternative options such as:

1. Waiving charges for motorcycles to encourage car drivers to adopt alternative means of transport.
2. Encourage the use of two-wheeled transport to help ease congestion and pollution.
3. Reflect the successful policies of other more forward-thinking boroughs such as Westminster and Lewisham who have low parking charges for motorcycles.
4. Target the real sources of pollution in the city which are from the number of TFL buses which are still diesel-powered and from the vast fleet of diesel vans still being used by the corporation which have not yet converted to electric.

Similarly, forcing those who live and work in London to commute by Tube by removing alternative transport options when the pollution levels in the Underground far exceed that at street level is tantamount to murder. Financially penalising citizens such that they are then forced to use the Tube in the absence of other more sustainable and clean air options (such as the use of motorcycles) may be considered by some to be the justification of a class action against those responsible.

Finally, I put it that this proposal is just another cynical means of separating the working citizen from their cash as part of a corrupt globalist agenda to force citizens to be fully dependant and beholden to the State. At best it is nothing more than yet another stealth tax.

Yours

[REDACTED]

Fwd: Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 12:16
Subject: Motorcycle Parking Charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hi

Can you please explain to me the logic in charging ridiculous motorcycle parking fees planned in Hackney?

Surely motorcycles keep the congestion down and help with an overloaded failing public transport system.

Obviously, people with very well-paid jobs and plenty of money will be able to afford this charge, so its really going to hit the less well off and act as YET ANOTHER TAX in the middle of a cost of living crisis.

If you really care about the health of Londoners, can you please let me know what your plans are to deal with the poisonous air millions of tube users breath every day?

Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



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Fwd: Formal Objection to Changes in Motorcycle Parking Charges in Hackney1 message

----- Forwarded message -----

From: [REDACTED]

Date: Mon, 24 Jul 2023 at 12:13

Subject: Formal Objection to Changes in Motorcycle Parking Charges in Hackney

To: <streetscene.consultations@hackney.gov.uk>

Dear Sir / Madame

I am writing as a concerned local resident and business owner to formally object to the proposed changes in motorcycle parking charges. As a community member, I believe it is crucial to address the issues surrounding the current parking policy and its potential implications on both the environment and the well-being of the residents and businesses in our borough.

I have identified several key points that raise significant concerns with the proposed changes:

- **Lack of Incentive for Motorcycle Usage:** The absence of a price differential between motorcycles and cars for residents and business permits undermines any incentive for individuals to downsize to motorcycles. This, in turn, perpetuates car usage, leading to increased emissions and congestion within Hackney.
- **Ignoring Relevant Factors:** The current charges fail to consider the minimal kerbside space that motorcycles occupy and their positive impact on reducing congestion. This oversight not only disregards the environmental benefits of motorcycle commuting but also discourages individuals from opting for more sustainable transportation options.
- **Financial Burden on Riders:** The proposed pricing for daily motorcycle parking is exorbitant, making it unaffordable for a vast majority of riders, particularly during times of economic strain and a cost of living crisis. This unfair burden placed on motorcycle owners could potentially push them towards less sustainable commuting methods.
- **Unfair Charging for Electric Motorcycles:** Charging electric motorcycles the same amount as electric cars is unjustifiable, given the significantly lower emissions and energy use associated with electric motorcycles. This policy contradicts the goal of promoting green transportation alternatives and sustainable practices.

In light of these concerns, I propose the following alternative solutions that can address the issues mentioned above while fostering a more sustainable and equitable parking policy:

- **Installation of Free Solo Motorcycle Bays:** I urge the council to take inspiration from other Inner London Boroughs and establish a comprehensive network of free solo motorcycle bays. This approach will encourage riders to park together, optimizing space and motivating car drivers to consider downsizing to motorcycles.

- **Differential Charging based on Vehicle Type:** Utilizing DVLA tax class data, the council can distinguish between different types of vehicles and scale parking charges based on emissions and average vehicle size within each tax class. This approach will incentivize the use of eco-friendly transportation options.
- **Creation of Shared Free Parking Areas:** To address the unique requirements and impacts of two-wheeled transport compared to four-wheeled vehicles, I recommend creating new free parking areas designated for all forms of two-wheeled transport. This step recognizes the positive contribution of motorcycles and other two-wheelers in reducing congestion and emissions.

In conclusion, I firmly believe that adopting the proposed alternative solutions will not only promote sustainable transportation choices but also contribute to the overall well-being of our community. I kindly request the council's thoughtful reconsideration of the current motorcycle parking policy and the implementation of these alternative measures.

Thank you for considering my objections and suggestions. I look forward to hearing your response and participating in any further discussions on this matter. Together, we can create a greener and more inclusive environment for all Hackney residents and businesses.

Sincerely,

A black rectangular redaction box covering the signature of the sender.

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Fwd: Traffic Order TT16541 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 12:12
Subject: Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

As a concerned citizen and active participant in the motorcycling community, I am writing to express my deep apprehension regarding the proposed new motorcycle laws being considered by Hackney Council. I firmly believe that it is crucial for the Council to carefully consider alternative options to achieve the stated aim of tackling climate change and air quality while preserving the rights and interests of motorcyclists.

As a motorcyclist, I oppose Traffic Order TT1654 in Hackney, due to the following reasons:

Limited Access and Freedom: TT1654 restricts access to certain roads and areas, limiting the freedom of movement for motorcyclists in Hackney. Motorcycles are an efficient mode of transport, especially in congested urban areas, and the order unfairly limits our ability to navigate through the city conveniently.

Safety Concerns: The traffic order may force motorcyclists onto alternative routes that are not designed to accommodate two-wheeled vehicles. This can lead to increased safety risks, as narrow streets and poorly maintained roads pose a higher danger to motorcyclists, potentially increasing the number of accidents and injuries.

Filtering and Lane Splitting: Filtering and lane splitting are essential safety practices for motorcyclists in heavy traffic. TT1654 might restrict these maneuvers, forcing motorcyclists to stay in slow-moving traffic, which increases the risk of rear-end collisions and the vulnerability of riders to other vehicles.

Impact on Journey Time: Motorcycles are known for their ability to navigate through traffic and reach destinations faster than cars. Traffic Order TT1654 could disrupt this advantage by restricting access to certain lanes or roads, causing longer journey times for motorcyclists and defeating the purpose of choosing two-wheeled transport for efficiency.

Environmental Benefits of Motorcycling: Motorcycles generally have lower carbon emissions compared to cars, making them a more environmentally friendly option for commuting. By restricting motorcycle access, TT1654 might inadvertently push more people toward using cars, potentially increasing overall pollution levels in the area.

Lack of Consultation with Motorcyclists: The traffic order appears to have been designed without adequate consultation with motorcyclists, ignoring the unique needs and perspectives of the biking community. Including motorcyclists' input during the decision-making process could have led to more motorcycle-friendly solutions that still address traffic concerns.

Disproportionate Impact: The order may disproportionately affect motorcyclists who rely on their vehicles for daily commuting, delivery services, or other essential activities. For those who rely on motorcycles as their primary mode of transportation, TT1654 can cause significant inconvenience and disruption to their livelihoods.

Consideration of Motorcycles' Small Footprint: Motorcycles occupy less space on the road and contribute less to traffic congestion compared to cars. Instead of restricting motorcycle access, the focus should be on promoting and accommodating all forms of sustainable transport to ease congestion.

In conclusion, Traffic Order TT1654 in Hackney, negatively impacts motorcyclists by limiting our access, compromising safety, increasing journey times, and disregarding the environmental benefits of motorcycles. It is essential for authorities to consider the unique needs and advantages of motorcycles in urban traffic management to create a fair and effective solution for all road users.

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Fwd: proposed motorcycle charges1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 12:10
Subject: proposed motorcycle charges
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern

I wish to register my objection to the proposed changes to motorcycle parking in the borough.

In light of excessive congestion on the roads, the use of motorcycles cycles should be encouraged rather than discouraged as, compared to cars, they offer lower pollution levels, lower co2 emissions take up far less space on the road and generally improve traffic flow and ease congestion. Your proposals will not encourage people onto motorbikes.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Fwd: Hackney motorcycle parking1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 12:08
Subject: Hackney motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

With reference to the above I write to object to the current proposals being consulted on. Simply put these are ill thought out, unfair and seem to discriminate against powered two wheel users.

I would suggest that the better way forward here is to encourage more use of powered two wheel users by providing more dedicated spaces with security provisions free of charge in the borough. This will be beneficial by encouraging more freedom to work and live in the borough while encouraging car users to consider swapping their means of transportation to powered two wheelers which we all now take less space, do not get held in traffic and produce less pollution.

Penalising powered two wheel users whether they be commuters or residents is a flawed approach here, Hackney should be rewarding them with better and cheaper parking provisions. I would be interested to hear how a more supportive approach outlined above is being considered as part of this consultation.

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Council should urgently reconsider their plans for motorcycle and scooter parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Mon, 24 Jul 2023 at 11:58

Subject: Hackney Council should urgently reconsider their plans for motorcycle and scooter parking charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hi Hackney,

Hackney Council should urgently reconsider their plans for motorcycle and scooter parking charges, or risk devastating impacts to the lives and livelihoods of riders and those who rely on them.

We are extremely concerned about the effects that these changes will have on riders who live and work in Hackney. We believe that the proposals will be detrimental to the economy and life of Hackney. These changes are disproportionate, unjustified and not evidence-based.

My concerns include...

Damage to the economy of Hackney and the livelihoods of those who work in Hackney

The proposed parking charges will make it impossible for many riders to work or visit businesses in Hackney. This includes commuters, delivery riders and couriers, but also volunteer riders who provide vital support to the NHS, such as Blood Bikers or the Bike Shed Community Response.

Around half of all motorcycle journeys are for commuting, however the proposals will make it impossible for most who commute into Hackney by motorcycle or scooter to continue to do so. For riders who are able to continue to commute the £6 an hour costs could add up to £13,800 over a year.

It's a mistake to assume that in all cases walking, cycling or public transport offer a viable alternative. Many riders tell us that as a result of these charges they would be forced to

give up working in Hackney, or move to live in another borough. This will impact not only these individuals but the economy of Hackney.

The proposals are disproportionate and unfair to riders

The evidence presented by the Council doesn't support the changes. Charging motorcycles and scooters the same amount as cars fails to meet the Council's duties of fairness and proportionality. It fails to account for the amount of space motorcycles take up, the fact that motorcycles do not cause congestion, or the lower levels of pollution they produce.

With the increasing popularity of new micro-mobility modes it makes no sense to treat motorcycles and scooters as equivalent to cars, when in reality they are more similar to other 2-wheeled modes. An electric motorcycle for example has similar impacts to an e-scooter or cargo bike, but their riders are penalised under these proposals just for having a licence and number plate.

Lack of appropriate consultation or evidence

Many riders who would be affected by these new charges have not been aware of the consultations about them. We are extremely concerned that the changes will go ahead without reasonable engagement with those who it will affect the most. In addition, the Council's evidence base used to support these charges is flawed, and shows a fundamental misunderstanding of motorcycles' overall behaviour and impact. For example it relies on the false belief that motorcycles and scooters are worse for air quality than cars, based on unreliable research which compares 30 year old motorcycles and scooters without catalytic converters with 20 year old cars with catalytic converters.

Hackney Council should reconsider in light of the facts about motorcycle and scooter use

Motorcycling is a transport mode relied on by a diverse range of people, including nurses, doctors, couriers, delivery riders, business owners and volunteers. Those who use motorcycles and scooters, due to the nature or length of their journey, often cannot reasonably use other means of transport. For many, a motorcycle or scooter is the only affordable option for their travel needs.

On a per km basis motorcycles and scooters produce significantly lower emissions than cars of CO₂ and key pollutants such as NO_x, PM₁₀ and PM_{2.5}. Motorcycles and scooters also do not contribute to congestion, and therefore their use has the effect overall of reducing emissions from other vehicles. The fact that 8 motorcycles can park in a single car bay frees up kerbside space for other uses, further easing congestion, or allowing it to be converted to space for walking, cycling or leisure.

Not all trips can be replaced by walking, cycling or public transport. For those that can't, motorcycles and scooters are the best alternative to cars. Instead of seeking to unfairly

punish riders. Hackney should follow the example of other Councils in recognising the value of incentivising motorcycles and scooters over car use, as a means to meet their air quality and climate change goals.

Best,

[REDACTED]

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection to Hackney Motorcycle parking charges.1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 11:40
Subject: Objection to Hackney Motorcycle parking charges.
To: <streetscene.consultations@hackney.gov.uk>

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Hackney Council
[1 Hillman Street](#),
London E8 1DY

Good Morning.

To whom this may concern,

I write to you today expressing my objection to the proposed changes to motorcycle parking charges.

If I understood well, the aim for this policy is to tackle climate change and reduce air pollution.

I would like to suggest alternative solutions to this noble cause.

Pls consider the following alternatives:

- * Improvement of public transport services. (Availability, Extended hours,, Price)
- * More Bicycle lanes
- * Higher rates for cars as the main air pollution contributors .
- * Subsidise electric cars and invest into E charging infrastructure .
- * Encourage people to ride motorbikes instead of driving petrol cars, as it's both cleaner, generates less traffic and requires less parking space.

As an example of myself, currently living in Hackney, commuting by motorcycle to work in Greenwich.

Im working shifts 06:00 to 17:45 Friday Saturday Sunday for two weeks

Then 18:00 to 05:45 Friday to Sunday for two weeks.

As public transport doesn't serve my need to get to work in time early mornings, (2 hour night bus journey vs 15 min driving)

and because of a previous knee injury Im unable to bike 16 km one way to work every day.

My only reasonable option is to drive.

If the cost of owning a motorcycle nears the cost of car ownership, many people including myself will just opt to get a car.

That seems counter productive to the council stated goals , as switching to a car would quadruple the co2 emission. Has there been a case study conducted on the possible long term impact this could cause? It would be assuring to know that the council took every precaution including conducting independent impact studies of the possible air quality change, reduction in available parking spaces, and the impact on the environment.

I would like to ask the council to consider the consequences of the proposed charges .

A sharp increase of car ownership for example. With no financial incentive many riders could choose not to battle with the elements.

Rain in England :) as an example is not uncommon.

More cars → more traffic → more congestion → more pollution.

If you could kindly note my objection and keep me updated that would be most appreciated.

Yours sincerely

A solid black rectangular box used to redact the sender's signature.

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney // Motorcycle Consultation1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 11:19
Subject: Hackney // Motorcycle Consultation
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Hackney counsel,

I have few observations regarding the new proposed rules for motorcycles in Hackney. I think the proposed amendments would have a detrimental impact on mobility in Hackney. In particular I would suggest the following:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Charges for outdated / low energy efficiencies houses
- Benchmark charges for motorcycle in Lodon. See Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges to differentiate between cars and motorcycles.
- 4-5 motorcycles fit in a slot of a car and driving time is up to 50% less in traffic.
- Motorcycles also reduce traffic for other 4-wheel vehicles

Thanks for taking into considerations my remarks

[REDACTED]

Sent from my iPhone

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Fwd: Hackney Motorcycle Parking Charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 11:07
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern.

I hope this email finds you well. As a concerned citizen and active participant in the motorcycling community, I am writing to express my deep apprehension regarding the proposed new motorcycle laws being considered by Hackney Council. I firmly believe that it is crucial for the Council to carefully consider alternative options to achieve the stated aim of tackling climate change and air quality while preserving the rights and interests of motorcyclists.

I acknowledge the Council's commitment to promoting sustainability and improving air quality in our beloved community. However, I would like to present several alternative options that could effectively achieve these goals without unduly burdening motorcyclists:

- 1.No Charges for Motorcycles and Scooters: Implementing** no charges for motorcycles and scooters would incentivize car drivers to downsize, leading to a reduction in overall emissions and congestion in Hackney. Encouraging the adoption of two-wheeled vehicles as a greener transportation option aligns with the Council's climate change objectives.
- 2.Increased Charges for Cars:** To directly target the real source of transport emissions and congestion, the Council could consider raising charges for cars. By encouraging car owners to rethink their transportation choices, we can make significant strides toward reducing air pollution and its impact on the environment.
- 3.Follow the Westminster or Lewisham Models:** The Council could adopt successful models from other boroughs, such as Westminster and Lewisham, which have demonstrated that far lower charges for motorcycles can be an effective approach. This will acknowledge the distinct benefits and eco-friendly nature of motorcycles and scooters, promoting their usage as part of the solution.
- 4.Account for Space and Congestion:** When devising any charges or regulations, it is essential to consider factors such as space and congestion. Motorcycles occupy significantly less space on the roads and in parking areas compared to cars, making them an efficient and environmentally conscious choice.

Aside from the above points, may I also point out some of the environmental facts associated with motorcycles:

- 1.Environmental Benefits of Motorcycles:** Motorcycles and scooters inherently possess environmental benefits over traditional cars, such as lower fuel consumption and reduced emissions. Encouraging the

use of these two-wheeled vehicles aligns with broader efforts to promote greener modes of transportation in Hackney.

2.Traffic Decongestion: Motorcycles play a significant role in easing traffic congestion on our roads. By incentivizing their usage through fair policies, the Council can contribute to smoother traffic flow, which ultimately reduces overall emissions and improves air quality.

3.Socio-Economic Impact: Implementing prohibitive charges or restrictive regulations for motorcyclists can disproportionately impact low-income individuals who rely on motorcycles as their primary mode of transportation. Such policies may inadvertently exacerbate social inequality, which goes against the principles of fairness and inclusivity.

4.Encouraging Eco-Friendly Behaviour: Rather than penalizing motorcyclists, the Council should consider rewarding eco-friendly behaviour. Initiatives such as offering incentives or discounts for electric motorcycles can further drive the adoption of environmentally conscious transportation options.

5.Public Perception: Imposing stringent laws on motorcyclists may create a negative perception of the Council's approach to environmental issues. By engaging with the motorcycle community and considering their perspectives, the Council can foster a sense of collaboration and mutual understanding.

As a passionate advocate for both environmental preservation and the rights of motorcyclists, I sincerely urge the Council to open a dialogue with representatives from the motorcycle community. By working together, we can find a balanced solution that addresses climate change and air quality without unfairly targeting motorcyclists.

Thank you for your attention to this matter, and I eagerly await your response.

Let us seize this opportunity to create a brighter, greener, and more equitable future for Hackney.

Sincerely,

A black rectangular box redacting the signature of the sender.

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Fwd: Objection to proposed motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 09:43
Subject: Objection to proposed motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I am writing to object to the proposed new charges for motorcycle parking in your borough, which if implemented would have adverse consequences for the environment and congestion in London, as well as for the livelihoods of those that rely on motorcycles as a means of transport.

An unavoidable consequence (if this is not the design of the plan) of the proposed charges is that many motorcyclists would be forced to stop riding. For some riders and businesses whose livelihoods depend on motorcycles (e.g., couriers) there is little in the way of alternatives available, and they will feel these impacts severely. Even the short-term fix of selling their motorcycle to bring in some cash will be affected, as the value of their bike (for many, their most valuable asset) will be reduced due to lower demand.

Others (e.g., commuters) will be forced onto already congested public transport, which given increased awareness of the spread of disease post-Covid is a nightmare scenario for many. Again, the cost impact here is huge – due to the fuel efficiency of my bike, my commute costs me about 30p per day, versus around £8 for TfL charges if I take public transport. On strike days, I simply wouldn't be able to get to work.

Worse still are the consequences for those who own a car as well (e.g., for trips out of London). If a motorbike is no longer viable, trips that would previously have been made on a bike will be taken by a car instead, increasing parking congestion, traffic congestion and CO2 emissions. A motorbike is much better for the environment than a car due to the relative simplicity of its manufacture, its drastically lower fuel consumption and, crucially, its ability to filter through traffic and not sit idling in the city centre. Every car that replaces a motorbike on our streets as a result of these proposals will add to the gridlock, increasing local emissions and journey times.

Finally with respect to residents' permits, a motorcycle parked perpendicular to the kerb takes up much less parking space than a car – it can often take a space between two parked vehicles that a car could not fit into, and therefore not take up a larger space elsewhere on the street. Where demand for on-road parking is high, this can be the difference between a car-owner being able to park close to their front door, or being forced to park on a neighbouring street due to lack of space. This can be a source of anxiety for car owners, given the spate of thefts of cars and parts in London. A policy that will increase demand for car parking permits, such as the proposed motorcycle charges, does not make sense from a security and practicality perspective.

The rationale behind Hackney Council's proposals are unclear, however it appears to be a short-sighted attempt to increase revenues without an awareness of the consequences. Whilst the financial impact on riders and businesses during a cost of living crisis is a huge concern in itself (and, as demonstrated in the recent Uxbridge by-election, something that the public takes seriously), the adverse consequences on congestion and the environment outlined above should make the council strongly reconsider these proposals. The council should be encouraging people to make the switch from cars to motorcycles, whereas the proposed charges have the opposite effect.

The council should consider alternative options to its proposals, including:

- **Increased charges for high-polluting cars and HGVs only, with no new motorcycle charges:** whether the aim is revenues, emissions or congestion, targeting these vehicles would have a much greater positive impact than motorcycles – though I note that owners of these vehicles are also suffering from the current cost of living crisis;
- **Introducing charges by way of a sliding scale relating to the CO2 emissions of the vehicle;**
- **Cash incentives to encourage car drivers to switch to lower-polluting motorcycles and scooters;**
- **Non-cash incentives (e.g., subsidising the cost of Compulsory Basic Training for motorcycles and scooters):** to encourage drivers away from cars;
- **Designated motorcycle parking bays on residential roads.** As set out above, there appears to be no benefit to the proposed resident parking charges for motorcycles, given that bikes can slot neatly between parked cars without issue. However, an alternative to this situation would be designated motorcycle parking pays on the roads for motorcycles, with parking anchors for security. With disabled riders in mind, these should be at fairly regular intervals, however each could be small enough to not significantly constrain space for cars (albeit the current situation is the best in this regard);
- **Compensation scheme for affected riders.** In the midst of a cost of living crisis, adding to the financial burden of those who rely on motorbikes is unconscionable. If these charges are implemented, a scheme to compensate those who are forced to switch away from motorcycles is an absolute necessity. This should cover both the direct impact on the value of their bikes (from reduced demand resulting from these policies) if riders choose to sell, and the increase in day to day living costs. For example, for a commuter this could be a one-year public transport season ticket for those forced to take public transport rather than ride to work;
- **Exemption for those who rely on motorcycles for business use (e.g., couriers).** Though I am not a courier myself, I have included this as this group of riders does not have the option of giving up motorcycles, so the above compensation scheme is no use. These riders are typically lower paid and reliant on the uncertain nature of the gig economy, and many will be forced to try and find savings elsewhere in their (already tight) household budgets as they simply do not have a choice. To impose charges on this group would be extremely regressive.

In light of the above, I urge the council, please, to abandon its proposed charges in their entirety. There is nothing wrong with the system as it currently is, and the charges would drastically affect the livelihoods of commuters, delivery riders and other riders in London, without making a substantial positive change.

Kind regards,



Sent from [Mail](#) for Windows

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Fwd: Objection to Hackney motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 09:24
Subject: Objection to Hackney motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I object to the proposed motorcycle parking charges.

Please consider the alternative options listed below.

No charges for motorcycles and scooters to encourage car drivers to downsize

Increase charges for cars to target the real source of transport emissions and congestion in Hackney

Follow the Westminster or Lewisham models with far lower charges for motorcycles

Account for factors such as space and congestion in any charges.

Sent from [Mail](#) for Windows

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Fwd: Motorcycle charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 09:18
Subject: Motorcycle charges
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern

There are several reasons to oppose new motorcycle parking charges:

Insufficient alternative parking options: many cities struggle to provide adequate parking spaces for cars, let alone motorcycles. By implementing parking charges without first creating sufficient designated parking areas for motorcycles, the authorities are effectively discouraging people from using a potentially more space-efficient and environmentally friendly mode of transportation.

Lack of infrastructure investment: motorcycle parking charges are often introduced as a revenue-generating measure. However, instead of penalizing motorcycle riders, authorities should invest in developing affordable parking infrastructure that caters to the specific needs of motorcycles.

Encourages illegal parking: when parking charges are implemented without adequate alternatives, motorcycle riders are more likely to resort to illegal parking to avoid paying fees. This leads to congestion and safety hazards, as motorcycles may obstruct walkways or be forced to park in inappropriate areas.

Negative impact on businesses: motorcyclists often rely on street parking near their intended destination, especially in urban areas. By implementing charges, authorities risk deterring potential customers who choose motorcycles over cars due to accessibility and convenience.

Disproportionate financial burden: motorcycles are generally more affordable and fuel-efficient than cars, making them a popular choice for lower-income individuals. Imposing parking charges on motorcycles further exacerbates the financial burden on these individuals, limiting their ability to access essential services and contribute to the economy.

Instead of introducing motorcycle parking charges, authorities should focus on supporting and promoting motorcycles as a mode of transportation. This could include creating dedicated motorcycle parking spaces, improving infrastructure, and providing incentives for using motorcycles, such as reduced toll fees or tax benefits.

Please kindly could you explain any benefits that would come from implementing these charges as many new motorcycle riders are just trying to survive the ulez until they can afford a new car, if there was ever a time to increase charges now is not that time.

Thank you for your time
Regards [REDACTED]

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Fwd: Objection1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 09:07
Subject: Objection
To: <streetscene.consultations@hackney.gov.uk>

Hackney

I strongly object to the needless charging of motorcycles for parking
You should be encouraging two wheels over four, not penalising riders

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Fwd: Motorcycle charges/parking consultation1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 09:03
Subject: Motorcycle charges/parking consultation
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sirs,

I am writing to object to your current proposals in regard to proposed new charges and parking restrictions on Motorcycles:

Due to the significant reduction in emissions and congestion resulting from increased Motorcycle use, this mode of transport should be considered as an excellent sustainable alternative in transport and should be encouraged, and should be included as a core consideration in your transport sustainability plan. The proposals are punitive to motorcycles. Motorcycles should be recognised as an effective tool against pollution and congestion and therefore should be encouraged as a sustainable alternative to cars, I suggest:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney, with especially punitive charges for cars over certain sizes i.e. SUV's and 4X4. Additional charges should also be considered for any cars over a certain cc for example any car over 1600cc
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Try to bring Hackney more inline with other London Boroughs, for example Haringey
- Account for factors such as space and congestion in any charges

I would be grateful if you could consider the above in your consultation.

[REDACTED]

[REDACTED]

[REDACTED]

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Fwd: Objection1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 09:03
Subject: Objection
To: <streetscene.consultations@hackney.gov.uk>

Hello.

I would like to object to these proposed motorcycle parking charges.

Would you really think that, having to pay so much money monthly, I'd keep exposing myself to cold, wind, rain and all the risks of riding a bike, and not switch on using a car then, equally expensive but much safer, warmer, dryer, comfortable?

And therefore worsening traffic conditions, congestion, air pollution, resident's quality of life.....

Please, reconsider....

Thank you

[REDACTED]

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Fwd: Motorcycle Bay Charging Proposal1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 08:52
Subject: Motorcycle Bay Charging Proposal
To: <streetscene.consultations@hackney.gov.uk>

I object to your proposal to charge motorcyclists for parking in Hackney and would make the following observations:

- With the advent of emission zones, motorcycles represent a useful alternative to cars. Encouraging car drivers to use motorcycles/scooters is helping solve the emissions problem, not enhancing it.
- Congestion on the roads is caused by poor road layouts for large vehicles and cars all trying to share the same space with bicycles and pedestrians. Motorcycles offer a more efficient use of existing road space due to the much smaller physical footprint and the ability to more easily share space such as bus lanes, parking spaces etc.
- Westminster has a perfectly effective charging mechanism for motorcycles and proves there is no need to overcharge these road users. The City of London likewise has a very supportive approach to motorcycle parking with communal car parks having dedicated free spaces. Tower Hill, Baynard House, London Wall.
- As a car and motorcycle owner I already pay a fortune for road tax charges and I also use public transport a lot. I do not see how penalising my motorcycle usage helps the environment. The emissions are tiny and much less than those associated with the environmental damage caused by electric battery construction and also outweigh the unreliability of the modern train services.
- Given most vehicles I see on the road are single occupancy, a motorcycle uses less than 25% of the space of a car and causes zero congestion as a result of its road usage.
- Penalising road users for using the road is counter productive as the damage caused by cars, electric cars and HGVs vastly outweighs the lightweight use of a motorcycle. Potholes and road repairs are needed because of the much heavier weights of these other vehicles. Motorcycles cause no damage, no potholes and reduce taxpayer funding of road repairs. Encouraging motorcycle usage is a target for most councils and Hackney's plan to penalise motorcyclists is not likely to help lower road repair costs, reduce congestion, reduce emissions or raise any substantial tax revenues.

[REDACTED]

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Fwd: Objection to proposed motorcycle parking charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 08:00
Subject: Objection to proposed motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Members of the Hackney Council,

I hope this letter finds you in good health and spirits. I am writing to register my objection to the proposed parking charges for motorcycles in Hackney. I would like to draw your attention to the numerous benefits of motorcycles over cars, specifically with regards to congestion and air pollution, and propose the importance of encouraging their use as a sustainable mode of transportation.

As a densely populated urban area, Hackney faces the constant challenge of traffic congestion. Motorcycles can play a pivotal role in alleviating this issue due to their smaller size and maneuverability advantages. In congested areas, motorcycles can easily navigate through traffic, reducing bottlenecks and easing the flow of vehicles. Additionally, filtering and lane splitting practices further contribute to congestion reduction, allowing motorcycles to move efficiently even during peak traffic hours. Moreover, the space-efficient nature of motorcycles means they occupy significantly less space when parked, freeing up more parking spots for cars and reducing overall parking congestion.

Motorcycles play a crucial role in reducing air pollution, a pressing concern for urban environments. Compared to cars, motorcycles produce lower greenhouse gas emissions and consume less fuel per mile traveled. As the world embraces cleaner energy sources, electric motorcycles and scooters have emerged as a promising solution. These vehicles emit zero tailpipe emissions, contributing to cleaner air and a healthier environment. By incentivizing motorcycle use, the council can actively encourage the adoption of electric two-wheelers, thereby supporting the city's efforts to combat air pollution while at the same time slashing congestion.

In addition to their environmental benefits, motorcycles also offer a practical alternative for commuters and essential workers, who rely on affordable and efficient transportation options. The proposed parking charges may disproportionately affect these vulnerable communities, potentially hindering their access to sustainable mobility solutions.

While I understand the importance of managing the city's finances and transportation infrastructure, I kindly urge the Hackney Council to reconsider the proposed parking charges for motorcycles. Instead, I propose a collaborative approach that fosters the growth of motorcycle usage while addressing any concerns the council may have. This includes exploring alternative funding sources, such as partnerships with motorcycle-related businesses, and designing motorcycle-friendly infrastructure, such as efficient and safe parking facilities.

By incentivizing motorcycle use, Hackney Council has an opportunity to promote sustainable transportation choices, reduce congestion, improve air quality, and support the growing take-up of electric motorcycles and scooters. I firmly believe that a balanced approach, which takes into account the positive impact of motorcycles on the city's overall transportation ecosystem, will lead to a more vibrant and environmentally conscious Hackney.

Moreover, Westminster Council's commendable decision to maintain a motorcycle parking rate of only £1 per day has played a significant role in their successful approach to reducing inner-city congestion. By keeping the parking fees affordable for motorcycle users, they have encouraged more people to choose motorcycles as their preferred mode of transportation, particularly for short trips and commutes. The cost-effectiveness of motorcycle parking has

incentivized a shift away from single-occupancy car use, thus contributing to reduced traffic congestion in the city center. Hackney Council has an excellent opportunity to emulate Westminster's approach by adopting a similar affordable parking rate for motorcycles, making it even more appealing for residents to choose two-wheelers over cars, and subsequently alleviating traffic congestion in the borough.

I appreciate your time and consideration and would be grateful for the opportunity to discuss this matter further. Please find my contact information below, and I am eager to participate in constructive dialogue to find mutually beneficial solutions for the community.

Thank you for your attention to this important matter.

--

[REDACTED]

[REDACTED]

[REDACTED]

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Fwd: Motorcycle parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 07:16
Subject: Motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

To Hackney street scene

We do a lot of work in Hackney. We use delivery vans to transport the work then go up by motorcycle to carry out the works.

This allows for two people and site kit to be able to get there and back efficiently on a motorcycle and park easily without a charge.

The additional cost of the proposed motorcycle charge would be a cost that would make us think twice about taking on work in Hackney.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Fwd: objection to the proposed motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 04:32
Subject: objection to the proposed motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I am writing to object to the proposed motorcycle parking charges. While I understand the desire to tackle climate change and improve air quality, these very high charges will be disproportionately damaging to motorcycle users and will not achieve your stated aims in the most effective way.

Motorcycles and scooters produce far lower emissions than cars, take up less space on the roads, and provide a more sustainable transport option for many residents. Imposing the same high charges as for cars will discourage motorcycle use and push riders back into using cars instead.

I would urge the council to reconsider and propose more proportionate charges for motorcycles that reflect their lower impact. Some alternative options to consider would be:

Lower charges for resident motorcycle permits, similar to the models used in Westminster and Lewisham

No charges at all for motorcycles, to incentivize car drivers to switch to motorcycles

Increase charges for cars more significantly, as they produce far higher emissions per passenger

Allow free motorcycle commuter parking in more locations across the borough

While I understand the desire to manage congestion and emissions, these aims will not be best served by disproportionate charges on motorcycles that may actually increase car use. I hope the council will reconsider the proposals and put forward a more balanced approach that supports sustainable motorcycle transport.

Yours sincerely,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Have Your Voice Heard on Motorcycle Parking Charges Now!1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 24 Jul 2023 at 01:47
Subject: Re: Have Your Voice Heard on Motorcycle Parking Charges Now!
To: [REDACTED] <streetscene.consultations@hackney.gov.uk>

These charges are not acceptable.

On Sat, 22 Jul 2023 at 13:45, London Bike Bays <info@londonbikebays.co.uk> wrote:



Hackney Motorcycle Parking Charges

FINAL CONSULTATION

Hackney Council have released the final statutory consultation on their proposed motorcycle parking charges.

We need you to respond to this consultation NOW

This is your chance to fight anti motorcycle policies, and stand up for riders everywhere. The charges are an attempt to force riders out of Hackney. **If we don't fight this now it will spread all over London and the UK.**

HOW TO RESPOND: You respond by emailing your objection to streetscene.consultations@hackney.gov.uk before Friday 4th August 2023

This is not a normal consultation.

Hackney must address each response individually.

So in your response please don't just say you oppose, but give alternative options and reasons for them to consider. **This will massively hold them up as by law they must consider and respond to each individual option.**

The more people respond, the more likely it is Hackney will be forced to drop their draconian plans. **We want to send a message to councils that it's not worth their time to attack bikers!**

Hackney's stated aim for the policy is to tackle climate change and air quality, **so think about other options which could achieve this aim.**

You can find examples of alternative options below; please think of this as only a guide and feel free to make your own suggestions in your own words. **The more different options the council has to consider the better:**

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

The consultation closes on Friday 4th August 2023. But the earlier you respond the better!

Current details of the charges

Following pressure from you Hackney have backed down on some parts of their plans. **They have dropped the total ban on all day commuter parking**, and reduced the charges from their initial £60 per day. But this is not enough. The proposed charges are still absolutely outrageous:

- **£10 for all day commuter parking** in solo motorcycle bays. Currently these are only found around Old Street so commuter parking is still banned in the rest of the borough
- Charging motorcycles and scooters **the same as cars** for residents and business parking permits
- Residents permits up to **£596 a year** and business permits up to **£1560**, rising to **£843 and £1800** by 2027
- Residents of 'car-free' developments will now be **banned from parking a motorcycle**

You can find full details of the proposed charges [here](#)

This is the final stage and your last chance to make your voice heard.

Please share with your riding mates, your mum, your sister, your grandad and anyone who cares about bikers!

With your help we have achieved so much. We got Camden to shelve their plans, which would have banned motorcycle commuting. Hackney's proposed charges have been delayed by over two years, with some concessions already made. Further delay could mean it's shelved for good.

If you do one thing for riders in London, let this be it.

Please **[CONTACT SAVE LONDON MOTORCYCLING](#)** if you have any questions – this is a vital consultation and they'll respond to everyone as quickly as possible.

You can keep up to date on this and other campaigns on their website **[SaveLondonMC.com](#)**

RESPOND NOW

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[REDACTED]

Fwd: Objection to motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Sun, 23 Jul 2023 at 23:14

Subject: Objection to motorcycle parking charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

By not charging motored two wheeled vehicles drivers may be encouraged to switch which is beneficial as 2 wheeled motor vehicles are running less as they don't sit in traffic for a significant amount of time. They use less space and fuel to run in general. Other councils have much lower costs for bikes which is fair considering how little traffic 2 wheeled motor vehicles account for.

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Fwd: Consultation Response1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 22:29
Subject: Consultation Response
To: <streetscene.consultations@hackney.gov.uk>

Please consider the following alternative options and provide reasoning for why the current proposals are objectively, and provably, superior to the below and/or a combination of the proposals below. It clear that permutations of combination of the below proposals should be considered and a response provided accordingly:

1. No charges for motorcycles and scooters to encourage car drivers to downsize.
2. Create more zones or streets which are limited to pedestrians, bicycles, scooters, and motorcycles given the limited size of many roads.
3. Increase charges for cars to target the real source of transport emissions and congestion in Hackney.
4. Follow the Westminster or Lewisham models with far lower charges for motorcycles.
5. Account for factors such as relative space and congestion from motorcycles and scooters in any charges.
6. Account for emissions per mile per person in any charges. Even a small car with average occupancy emits much more than a scooter or motorcycle.
7. Account for electric or low emission motorcycles and scooters in the provisions of the proposed charges.

Thank you.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney motorcycle parking1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 22:27
Subject: Hackney motorcycle parking
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Good evening,

Im saddened to hear Hackney wants to introduce charges for motorcycle parking. Im a heating engineer myself and go around Hackney fixing people`s heating. 80% of my jobs usually dealt with just going on my small scooter instead of my van which reduces my emission massively. Most of the time I dont even have to repair anything as people just dont know how to use a heat pump or a boiler just a simple motorcycle visit necessary. Anyway if Hackney council brings in the charges, in winter months I just probably go with my van sitting in the nice warm instead of being cold on my motorbike. I of course oppose your parking charges and if I think further what would be benefit to introduce parking for motorbikes I have nothing to bring up.

[REDACTED]

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Fwd: Hackney Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 20:49
Subject: Hackney Motorcycle Parking Charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hi there,

I am writing to voice my opposition to the current proposition made by Hackney council to increase the daily charge for motorcycle parking bay. Motorcycles, as well documented do not create nowhere as much congestion or pollution than any other form of transport. The focus should be put on increasing underground public transport, for which investments have not followed the growth of populations over the last few decades. In addition, most traffic and pollution are created by cars and delivery trucks double parking (sometime on both sides of the road at the same time) during peak hours.

Kind regards,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection to proposed motorcycle parking changes1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 20:22
Subject: Objection to proposed motorcycle parking changes
To: <streetscene.consultations@hackney.gov.uk>

I won't repeat what everyone else has sensibly said about these changes, they are punitive to people who are already taxed into oblivion. How you want us all out of cars, so we get out the cars, now you are functionally banning motorbikes as well by making it economically impossible for most of us.

I just want to know, where does it end? You tax, ban, tax, ban, tax, ban. What exactly do you want the people who live here to do? You ban (or functionally ban with extortionate taxes) every single expression of human freedom in this borough, you forbid anyone from straying from the narrow line of get on the tube > work 60 hours a week > pay 60% of your income in rent > never retire.

You are creating hell in this city, for all of us. I hate it here and so does everyone else I know over the age of 25. We pay so much tax, everything we want to do is incredibly expensive or banned.

What am I supposed to do?

--

[REDACTED]

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Sun, 23 Jul 2023 at 19:35

Subject: Motorcycle charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

For those who cannot cycle or walk to work we should be encouraging motorcycle and scooter use as an alternative to cars. It seems obscene to charge the same for a motorcycle parking permit as for a car parking permit considering the huge differences between fuel consumption, levels of harmful emissions, contribution to congestion and parking footprint. Driving down motorcycle usage will lead to an increase in car usage for those who cannot walk or cycle.

Sent from [Outlook for iOS](#)Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Oppose1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Sun, 23 Jul 2023 at 19:28

Subject: Oppose

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hi

I would like to express my opinion and state that I oppose the motorcycle bay charges.
Please consider the many alternatives you have..

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

Thank you

[REDACTED]

Sent from [Outlook for Android](#)Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney motorcycle proposals1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 19:11
Subject: Hackney motorcycle proposals
To: <streetscene.consultations@hackney.gov.uk>

Motorcycles should be encouraged not penalised and certainly not treated the same as cars. Bikes are less polluting and take up less space.

Sent from my iPhone

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Imposition of motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 17:46
Subject: Imposition of motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam

I write to object to the imposition of excessive parking charges on commuters working on Hackney.

The simple fact is that this will reduce the competitiveness of the area as a place for businesses to be and I know that my employers and likely others too will realise that it will either force them to pay even more or move when their leases are up.

I urge you to reconsider and instead try to attract businesses which will raise income and standards for your own residents while still showing you are open for business.. or maybe you're not?

best regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney MotorCycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 17:35
Subject: Hackney MotorCycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Hi,

Would you please take my views below into consideration for this consultation.

I applaud the council for pursuing a green agenda and trying to help tackle climate change. Unfortunately I believe that motorcycles are the least of the problem.

1. Motorcycles are clearly far less polluting than all other motorised transport on the roads and in the borough (cars; vans; lorries; buses). Better to incentivise these other modes of transport to be used less.
2. Motorcycles take up much less space than other modes of transport. If more people used motorcycles and less people used other modes of transport there would be far less pollution as a result of less congestion on the roads. One person can get from A to B on a motorcycle far more efficiently than one person in a car.
3. Incentivising people to car share rather than one person per vehicle would have a much grater impact on pollution and congestion.
4. If charges for motorcycles were REDUCED or removed completely there would be a much greater incentive for car drivers to use a motorcycle and improve the overall situation.
5. Without motorcyclists there would be no organ donor program. Therefore the more motorcyclists on the roads the more lives will be saved indirectly.
6. Motorcyclists do not cause congestion on the roads. Congestion is a major cause of pollution AND wasted energy resources and peoples time. Motorcyclists can keep moving in the densest of traffic. They should be applauded for this and incentivised with FREE parking and FREE road tax and FREE road usage.

Any questions please do not hesitate and thank you in advance for your consideration.

Kind regards

[REDACTED]

Fwd: Objection to parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 17:27
Subject: Objection to parking charges
To: <streetscene.consultations@hackney.gov.uk>

Hi,

I am writing to you to register my objection to the proposed parking charges in Hackney. I have closely followed the campaign by Save London Motorcycling and would like to first say that Cllr Mete Coban has repeatedly failed to listen to what the group is contesting and asking for. He has also repeatedly stated that we have been consulted "more than any other road user group" – which is absurd, as these charges solely affect powered 2 wheelers, and he cites consultations with the motorcycling community that no one from the official Save London Motorcycle group has ever known to take place. The group may have been physically heard (on multiple occasions in the council), but they have not been listened to.

As you will by now be well aware of the group's arguments and rebuttals, I won't spend time repeating them but I will ask you to please reconsider the aims and long-term effects of these charges. If they are to do with Net Zero, why are electric vehicles included? If they are to do with net zero, why not start with the worst offenders, instead of targeting a relatively small group of residents and commuters?

The argument was put forward that motorcyclists should switch to electric vehicles. Are you encouraging car owners to do the same? If not, why start with us? We barely sit in traffic, take up far less space, and are far less numerous. If you are looking to have a big effect on your Net Zero targets, I suggest tackling car emissions first as that will make far more of a difference.

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Fwd: Motorcycle charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 16:59
Subject: Motorcycle charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam, I am a motorcycle rider and have even downsized my motorcycle to now riding a scooter. As I often can't even fit my motorcycle in motorcycle bay parking due to not having enough. For years we've been told get out your cars and get on 2 wheel's. Well now more people can't afford to run a car they will do just that. So at a time when people can't afford to run a car but can afford a motorcycle or scooter you want to treat the rider like a car driver and charge at the same rate as a car. People choose motorcycles for ease of navigating traffic, keeping costs and emissions lower. Please do not punish us all for it!

Ps alot of emergency services ride motorcycle's and scooters to travel to and from work.
I'm a Firefighter so I know.

[Sent from Yahoo Mail on Android](#)

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Fwd: Hackney Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 16:51
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

As a motorcycle owner in London I am horrified to learn that you propose to change the Hackney motorcycle parking charges.

I have been driving across London for many years and I was easily able to park for free on streets.

Motorcycles cause very limited congestion and pollution and I don't see the logic of punishing them with parking charges.

I would rather impose taxis to go fully electric; although they represent only a small percentage of vehicles, taxis tend to be on the move for many hours in a day and they will produce large pollution.

There is also an increasing use of e-bikes that are posing a great danger to other road users. E-bikers don't have insurance or registration plates and they ignore the street code i.e. go through red lights, don't stop at pedestrian crossings, cycle on pavements, speed over the limits etc etc. What are you doing to tackle this problem?

All in all I am strongly opposing to your proposed changes on motorcycle parking charges.

I'd be grateful for an acknowledgement of this email and some further dialogue

Kind regards

[REDACTED]

[REDACTED]

Sent from my Galaxy

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Fwd: Hackney motorcycle parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 16:11
Subject: Hackney motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

I am finding it hard to believe that ridiculous charges for motorcycle parking are being considered in Hackney when this type of transportation could be a solution to the congestion problems caused by cars/vans and trucks!

Motorcycles are often a choice of being a low cost transport for many who can't afford cars/taxis or other means of getting around! you might say catch a bus but convenience of a motorcycle to be available to its owner is important especially if their working hours aren't the norm. adding extra cost to these people who choose to ride is an unfair way to create income.

regards, [REDACTED]

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Fwd: objection1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 15:09
Subject: objection
To: <streetscene.consultations@hackney.gov.uk>

motorbikes are wrongly being put in a category close to cars and vans. i have had a motorbike for over 15 years in hackney. it takes up next to no space, and for me has often been a viable alternative to a car. it does not clog up the roads or cause congestion and is massively less polluting. in fact i have sold my car and now use my bicycle and occasionally my motorbike for times i need to get out of london. this is great for the borough. i am baffled why you would penalise motorcyclists in this way. please rethink your policy

[REDACTED]

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Fwd: Proposed Hackney motorcycle and scooter charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 15:03
Subject: Proposed Hackney motorcycle and scooter charges
To: <streetscene.consultations@hackney.gov.uk>

I am writing this email to lodge my opposition to your proposed and desired Hackney motorcycle and scooter charges. I am aware that you must consider and acknowledge all opposition. I strongly believe that you should not apply any charges for motorcycles and scooters. There is no scientific evidence that the use of these vehicles have any significant contribution to climate change. The proposed charges are simply a tax and a means to raise revenue.

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Opposing new rules for motorbikes1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 14:49
Subject: Opposing new rules for motorbikes
To: <streetscene.consultations@hackney.gov.uk>

Hi, I am writing this email as I oppose the new rules for motorbikes. Please find below my thoughts

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

Thanks,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Final statutory consultation on hackney council's proposed motorcycle parking charges.1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Sun, 23 Jul 2023 at 14:40

Subject: Final statutory consultation on hackney council's proposed motorcycle parking charges.

To: <streetscene.consultations@hackney.gov.uk>

In regards to the final statutory consultation on hackney council's proposed motorcycle parking charges.

I am very much against the increased parking charges that are being proposed as they will not help the enviroment or decrease traffic congestion.

Instead of suggesting that these new charges will "tackle climate change and air quality" I suggest you take into account the truth of traffic pollutants:

Motorbikes are the least polluting vehicles on the road by far and do not cause congestion in the same way cars do. According to The Guardian "Almost 2,000 times more particle pollution is produced by tyre wear than is pumped out of the exhausts of modern cars, tests have shown."

Source: <https://www.theguardian.com/environment/2022/jun/03/car-tyres-produce-more-particle-pollution-than-exhausts-tests-show>

Instead of taxing motorbikes more, you should be taxing vehicles by their weight/number of tyres on the ground/size of tyres on the vehicle.

If Hackney Council wants to do something about climate change and air quality I would suggest taxing electric cars as these vehicles weigh far more than their petrol powered counterparts and because of this fact the tyre pollution produced by individual vehicles will be far greater and more damaging to the enviroment.

Thank you for taking the time to read my response. I do hope Hackney Council will do the right thing and abandon these motorbike parking charges as they help no one and acheive nothing.

Thank you and have a nice day.

Kindest regards.

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle Charges Objection1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 14:30
Subject: Motorcycle Charges Objection
To: <streetscene.consultations@hackney.gov.uk>

Hello,

I am writing to object against the new policies for motorcycle charges.

I feel this is an unfair approach to tackling climate change and air quality in London, and I would like to suggest reasons why motorcycles are not the problem, and offer other plans of action.

A motorcycle does not affect the flow of traffic;
A motorcycle compliant to the Euro 3 standards and above doesn't emit a substantial amount of gas;
A motorcycle takes the same width as a bicycle on the road and in parking;
Insurance for a motorcycle is already a fortune - same as car if not higher, adding new charges just defeats the purpose of owning a motorcycle;
One of the last affordable modes of transport in London, slowly being replaced by privatised electric bicycle/scooter companies, cluttering the pavements and streets.

Unless citizens of London are meant to walk to everywhere, cycle, use packed public transport to move around and take luggage/cargo around on foot - how is London meant to develop at a quick pace when the flow of movement is being slowed down, to the point that it's just a hassle to leave the house financially and to get around swiftly.

Hope these changes won't be instated.

Kind regards,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: A Plea for Equitable and Sustainable Policies - Queries on Proposed Motorcycle Parking Charges Amid Rising Living Costs

1 message

----- Forwarded message -----

From: [REDACTED]

Date: Sun, 23 Jul 2023 at 14:09

Subject: A Plea for Equitable and Sustainable Policies - Queries on Proposed Motorcycle Parking Charges Amid Rising Living Costs

To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I hope this message finds you well. As an engaged and concerned resident, I am writing about the proposed motorcycle parking charges. I appreciate the Council's dedication to improving air quality and battling climate change, but I am compelled to address the potential socio-economic implications of these charges, particularly in the current context of rising living costs.

We live in a time of escalating living expenses and inflation, which poses significant challenges for many Hackney residents. The proposed motorcycle parking charges, equivalent to those for cars, further exacerbate this strain. These costs disproportionately affect lower-income residents and those who rely on motorcycles for their livelihood, such as delivery riders for services like Deliveroo and Uber Eats. This policy, therefore, risks widening social inequality while inadvertently discouraging environmentally friendly transport options.

Has the Council evaluated the implications of implementing such high charges during a period of rising living costs? If residents, confronted with identical charges for cars and motorcycles, choose cars, wouldn't this increase carbon emissions, contradicting the environmental objectives this policy aims to support?

Moreover, I would appreciate further clarification about the cost implications of these new charges. What are the anticipated administrative, monitoring, and enforcement expenses? Have these been evaluated against the expected environmental benefits?

I would also be grateful if the Council could provide more information about the predicted environmental benefits of these charges. What specific improvements in air quality or carbon emission reductions does the Council expect as a result of this policy? How significant are these in the larger scheme of things? Motorcycles pollute significantly less than cars (especially newer models), and it feels like the Council is directing its attention to the wrong target here. By making it significantly more expensive to ride motorcycles in Hackney, we are potentially driving away residents and making it difficult for potential newcomers who rely on this mode of transport for its cost-effectiveness and efficiency. The council may also discourage people from downsizing from cars to motorcycles, effectively achieving the opposite outcome to the one desired.

Finally, how do these charges fit within a broader environmental strategy? Are there other policies that have been more effective or could be equally effective in achieving similar goals?

My concerns are rooted in a genuine interest in seeing Hackney flourish as a sustainable, inclusive, and affordable community. I am confident that the Council will consider these questions seriously and offer comprehensive responses, contributing to a transparent and informed discussion on this critical matter.

Thank you for your time and consideration. I look forward to your response.

Yours sincerely,

[REDACTED]
Resident of Hackney, [REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Opposed to Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 13:21
Subject: Opposed to Motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I would like to inform you I opposed the proposed new parking charges in hackney.

Motorcycles take up less space on the road, pay road tax, are more fuel efficient and economic, reduce traffic in city centres and are cheaper to run in these financial times of distress. By increasing or adding commuter parking fines you will see a drop in the local economy of those who visit hackney, more people will choose a car over there bike clogging up the streets more and more.

Motorcycles have never caused any harm or space issues throughout all of London. Attempting to charge such a rate for parking is unfair and an attack on motorcyclist and the working class who are using motorcycles and mopeds and a cheap and economic mode of transport when public transport does not suit their specific needs.

I propose no charges should be made to a motorcyclist who is parking Thier bike in a location that is not their residence for less than 72 hours.

Kind regards,
[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 13:19
Subject: Motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I Wholely object to parking charges for motorcycles in hackney and across London, motorcycling should be promoted as a positive for of travel as an alternative to car use, not paying for parking is certainly on attraction that keeps people using this form of transport.

I for 1 would use my car more if i had to pay for parking on my bike, why bother with the hassle of the bike, protection, chains, rain wind etc.

Charging for motorcycles will not encourage people to use public transport instead.

If this scheme needs subsidising which is unlikely as it currently costs nothing to change nothing, i suggest increasing car parking charges instead to cover any shortfall.

I think in reality we all know this is just another con and way of councils making life harder for people just trying to get on with their lives.

I would promote the idea of mandatory salary raises across the borough and central government be scrapped and use the money instead to improve lives and continue to make motorcycling a more positive alternative to car use.

Seeing that more and more motorcycles are now becoming electric and therefor negate any pollution arguments i wish to understand how u will differentiate between charging for electric /petrol bikes ? It is Wholely unfair to penalise electric motorcycles for the same reasons wholesale.

I look forward to your responses.

Kind regards

[REDACTED]

Sent from [Outlook for Android](#)

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Opposition to Proposed Parking Fees for Motorcyclists in Hackney

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 12:53
Subject: Opposition to Proposed Parking Fees for Motorcyclists in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I am writing to express my strong opposition to the proposed introduction of parking fees for motorcyclists in our neighborhood. While I appreciate the need for sustainable solutions to tackle climate change and improve air quality, I believe there are more effective and equitable alternatives that should be considered. The proposed parking fees fail to take into account the diversity of motorcycles, the reasons people use them, and the far lower environmental impact they have compared to cars. I urge the council to reconsider this decision and explore alternative options that encourage right-sizing of vehicles and reward low-emission motorcycles.

To briefly share my personal circumstances, I work for an electric vehicle company, designing and manufacturing sustainable alternatives to transport of people and goods. I have worked in the sector of mobility innovation for a decade. I own a Brompton push bike, a 50cc scooter, and an estate car. At first glance, 3 modes of transport may seem excessive. However, they were all bought second hand, are ULEZ compliant, and help me to right size my mode of transport for each journey, depending on the destination and number of occupants. I own a car for work and personal trips out of London, purchased after Covid, due to the poor state and costly price of the UK train network. I own a 50cc scooter for trips across the city that are not well connected. I own a Brompton folding bike because my flat would not fit a regular bike. If I was discouraged from owning my 50cc scooter, then I will likely use my car more for certain trips around the city, which would add far more to congestion and emissions.

Negative Impacts of Imposing Parking Fees for Motorcyclists:

Disincentive for Sustainable Transportation: Motorcycles are a greener and more fuel-efficient mode of transportation. Introducing parking fees without considering engine size or emissions may inadvertently discourage the use of low-emission motorcycles.

Unfair Targeting: Motorcyclists represent a smaller portion of road users and do not significantly contribute to traffic congestion or emissions compared to cars. Targeting them with blanket parking fees fails to address the real sources of transport emissions and congestion in Hackney.

Impact on Local Businesses: Many small businesses in the area depend on motorcycle deliveries for their daily operations. Implementing parking fees could result in increased costs for these businesses, potentially leading to higher prices for consumers, further adding to inflation and the cost of living crisis in the UK.

Reduced Parking Availability: Allocating parking spaces for motorcycles can be more space-efficient than for cars. By imposing fees, the council might inadvertently push motorcyclists to park in already limited car parking spaces, exacerbating congestion.

Inefficient Family Transportation: Families may require a car for the extra space, but when a parent is commuting to work alone, a motorcycle would be a more efficient and environmentally friendly option. Imposing parking fees without considering these factors may hinder the adoption of greener transportation choices.

Impact on the Cost of Living Crisis: Introducing parking fees for motorcyclists during the current cost of living crisis is inappropriate and insensitive to the low-income population. For many, motorcycles offer the most affordable and time-efficient means of transport into and across the city. Penalizing this demographic further exacerbates their financial burden and limits their access to essential services and job opportunities. This amounts to a prejudice toward low income drivers.

Alternative Solutions to Lower Total Emissions:

Graduated Charging System: Implement a charging system that takes into account engine size or vehicle emissions. Motorcycles with small engines and very low emissions should be exempted from fees, while those with larger engines and greater emissions, both noise and CO₂, could be charged more, incentivizing riders to choose low-emission and quieter motorcycles.

Right-Sizing Incentives: Encourage drivers to right size their vehicles based on the specific journey they need to make. Incentivize the use of motorcycles or smaller vehicles for single commuters and short trips, while promoting the use of family cars when necessary.

Green Initiatives and Incentives: Introduce initiatives like reduced parking fees for electric motorcycles and other low-emission vehicles to encourage their adoption and incentivize environmentally friendly choices.

Promoting Public Transport and Cycling: Investing in public transportation infrastructure and promoting cycling can help reduce the reliance on private vehicles, leading to a decrease in emissions and traffic congestion.

Carpooling and Ride-Sharing Programs: Encourage carpooling and ride-sharing to significantly reduce the number of vehicles on the road, leading to reduced emissions and less traffic congestion.

Increase safety of public transport: Current lack of police funding and resultant capacity and presence reduces the sense of safety on our streets, discouraging the use of public transport.

Supporting Case Studies:

London Motorcycle Pilot Project (UK):

In 2010, Transport for London (TfL) conducted a motorcycle pilot project to assess the potential benefits of motorcycles and scooters as a mode of transportation in the city. The study concluded that motorcycling could contribute to reduced congestion, lower CO₂ emissions, and improved air quality.

Motorcycle Commuting in Barcelona (Spain):

A study published in 2015 investigated the commuting patterns in Barcelona and found that motorcycles accounted for a significant share of daily commutes. The use of motorcycles resulted in reduced traffic congestion and lower emissions compared to cars.

Motorcycle as a Sustainable Mode of Transportation in Malaysia:

A research paper published in 2016 explored the potential of motorcycles as a sustainable mode of transportation in urban areas of Malaysia. The study highlighted the positive environmental impact of motorcycles due to their lower fuel consumption and emissions compared to cars.

Impact of Congestion Charges on Motorcycles in London (UK):

A study conducted in 2005 assessed the impact of congestion charges in London on different types of vehicles, including motorcycles. The research revealed that motorcycles played a positive role in reducing congestion, and imposing charges on them could lead to increased car usage and worsen traffic congestion.

Motorcycle Ban in Jakarta (Indonesia):

In 2007, the government of Jakarta implemented a policy banning motorcycles during peak hours to address traffic congestion. However, this measure faced strong opposition from commuters, and studies showed that the ban did not have a significant impact on reducing congestion, while inconveniencing many residents.

Impact of Parking Fees on Motorcycle Use in Bangkok (Thailand):

A study conducted in 2012 assessed the effects of parking fees on motorcycle use in Bangkok. The research revealed that higher parking fees for motorcycles led to reduced motorcycle use and increased car usage, contributing to increased traffic congestion and emissions.

Negative Impact on Admin and Maintenance Costs for the Council:

Increased Administrative Burden: Implementing and managing a new parking fee system for motorcycles would require additional administrative resources and costs, including setting up payment systems, handling permits, and enforcing the regulations.

Monitoring and Enforcement: Enforcing parking fees for motorcycles would necessitate monitoring compliance, which could require increased staff for parking enforcement or reliance on technological solutions such as cameras or ticketing systems.

Maintenance of Parking Infrastructure: As the number of motorcycles using designated parking bays increases, the wear and tear on the parking infrastructure may rise, requiring more frequent maintenance and repairs.

Public Inquiries and Appeals: Introducing parking fees may lead to an influx of inquiries and appeals from motorcyclists disputing fines or seeking clarifications, adding to the workload of council staff.

Potential Revenue Loss: If the parking fees deter motorcyclists from using designated spaces, there may be a potential loss of revenue that the council had anticipated from the implementation of the fees.

In conclusion, the proposed parking fees for motorcyclists should be approached with careful consideration of their diverse impact and potential challenges. Implementing a graduated charging system, investing in infrastructure, and considering alternative solutions would lead to more effective and fair outcomes. Introducing parking fees during the current cost of living crisis is not only inappropriate but also insensitive to the low-income population, whose most affordable and time-efficient way of transport is by motorcycle.

Thank you for considering these points, and I hope the council will reevaluate its approach.

Sincerely,

 , London

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Fwd: Motorcycle Parking Charges Consultation (TT1654)1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 12:43
Subject: Motorcycle Parking Charges Consultation (TT1654)
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern

I strongly object to the proposals to charge motorcycles and PTWs as proposed.

It is frankly ridiculous to consider motorcycles/PTWs for any charge, let alone at such extortionate rates or rates the same/similar to a car.

- Motorcycles/PTWs are far better for overall emission rates (especially as they spend less time making a journey than a car)
- Motorcycles/PTWs reduce congestion in the same (or arguably better) way as bicycles
- Motorcycles/PTWs take up far less space on the road or when parked than other vehicles
- Charge-free motorcycles/PTWs encourage car drivers to switch methods of transport
- Riding a motorcycle/PTW carries physical and mental health benefits (unlike cars, etc) and should be actively encouraged.

If any charging is required (for some form of control, monitoring or contribution), then a minimal charge should be applied (such as in Westminster where a £1 charge will allow a day's parking in any of many bays across the borough).

It is outrageous that Motorcycles/PTWs are unable to park in much of Hackney under these proposals (especially Zone B).

I sincerely hope that these proposals are rejected in their current form, especially as motorcycle/PTW users are often those unable to afford to run a car and/or are attempting to "do their bit" to reduce traffic problems.

Yours faithfully

[REDACTED]

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Fwd: Objection to Hackney Council's proposed motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 21 Jul 2023 at 10:20
Subject: Objection to Hackney Council's proposed motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

I am writing with regards to Hackney Council's proposed motorcycle parking charges which I consider to be ill-conceived.

I ride a euro 5 compliant 400cc motorbike and also own a euro 6b compliant 1500cc car. Currently the annual VED charge for the motorcycle is £52 and for the car £35, making it 48% more expensive to tax my motorcycle than my car.

I question the rationale behind the proposed parking charges on the following basis:

1. If the charge is proposed in order to reduce traffic congestion then it quite clearly fails in this regard, since motorcycle use reduces congestion by allowing more traffic to flow freely through any given point
2. If the charge is proposed in order to reduce pollution then, again, it fails because the majority of motorcycles are less polluting than the average car and use less fuel – hence lower emissions
3. If the charge is proposed in order to relieve pressure on parking then this would represent another failure of thinking, given that 5-6 motorcycles can park in an average-sized car parking space.
4. If the charge is to reduce wear and tear on the roads, then quite clearly this policy will fail, since motorcycles are far lighter than cars and have only two wheels.
5. If the charge is just a revenue generating policy, then this is clearly biased against motorcyclists.

I ask you to rethink this proposal, bearing in mind the above points and to state quite clearly what the rationale is behind the proposal and also why the above points have been ignored.

Kind regards

[REDACTED]

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Fwd: Objection: Motorcycle statutory consultation Traffic Order TT16541 message

----- Forwarded message -----

From: [REDACTED]

Date: Fri, 21 Jul 2023 at 11:03

Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654

To: <streetscene.consultations@hackney.gov.uk>

Hello Team,

I am an occasional user of the parking facilities and transit the borough regularly. I have been following the 'Save London Motorcycling' campaign and am horrified by the proposals put forward by The London Borough of Hackney.

Before I get to the specifics, these proposals will make my life harder when visiting the borough. Simply put, when I visit and stop, I will have to think about the charges and how to pay. Elsewhere, it is easy. I was a resident of Westminster and believe their system is fair, although elsewhere it is free for motorcycles.

I was a regular visitor to Colchester, Essex. The parking and business costs got out of control and now fewer people visit. The main shopping streets have lots of empty shops. Just Google "Shops to rent in Lion Walk, Colchester" and you will see what has happened. Lion Walk is the centre of the city.

Below I list some of my points

- The proposed charges are unfair. Motorcycles are a relatively low-polluting form of transport, and they take up very little space. Charging motorcycles to park will disproportionately affect people who are already struggling financially. This is particular true for residents.
- Residents shouldn't be penalised for using a low emission vehicle
- The proposed charges are unnecessary. There is already a shortage of motorcycle parking in Hackney, and charging motorcycles to park will only make the problem worse.
- The proposed charges are not supported by evidence. The council has not provided sufficient evidence to show that charging motorcycles to park will actually improve air quality or reduce traffic congestion.
- The proposed charges are not in line with other boroughs in London. Most other boroughs in London do not charge motorcycles to park.
- I don't ride the same bike each day and your proposals will make for a confusing situation. The TFL emissions tracker shows both my vehicles are low emissions and there is no charge for their use, to then charge a different amount stop based on the size of engine is wrong

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Gunton Road - Solo Motorcycle bays1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Fri, 21 Jul 2023 at 14:20

Subject: Gunton Road - Solo Motorcycle bays

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hi there,

I saw a notice attached on the permit bay in front on my house saying it will be changed to Motor cycle bay only. We struggle to park as it is and the need for motor cycle bays it not required in this area. We barely see anyone having any motorcycle on my road. The fact that no letter was sent to residence it is very concerning. We appose to this permit bay change.

Regards,

[REDACTED]
Residence [REDACTED]Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT16541 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 20 Jul 2023 at 12:47

Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

The charges which you are considering would, in my opinion, be totally prejudicial to your local authority.

I live in Camden, work in Westminster and am in Hackney at least once a week because my family live in Clapton.

I have been riding a motorcycle for over 60 years and I am fully aware of the fact that your proposals will result in totally unnecessary congestion and further pollution.

You can take me as a good example:

I use the bike to reach my family on at least two occasions each week and your proposals will result in my using a motorcar instead of a motorcycle.

Generally, the omissions from motorcycles and scooters are far, far less than the average motorcar. We occupy little of the road and do not cause the enormous problems which you have in various parts of your authority.

In the event that you are intent on raising money through motorcycle parking, then:-

1. Follow the excellent example of Westminster.
2. Ensure that the annual charge is not in any way prohibitive. Maximum of £100 per annum.
3. Ensure there are motorcycle parking bays available in nearly all the streets (particularly in the residential areas).
4. Take into account the fact that the majority of motorcycles and scooters have a relatively low engine capacity and most make little noise.

With respect, my view is that the proposals are not in any way connected to tackling climate change but merely a way to raise additional funds.

Please acknowledge receipt of this email.

Regards,

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 20 Jul 2023 at 09:24
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Hi Hackney council,

Please do us a solid favour and stop looking to be controlling and greedy. Let people get on with their lives without finding more ways to tax them and take their hard earned money away for the simple pleasures of life such as parking a motorcycle.

It's very nasty, selfish and greedy.

It's very easy to make these decisions when sitting behind a desk and not needing to use other form of transportation.

Stop making the lives of the average eorking man and women harder. It's causes immense stress and misery.

Kind regards,

[REDACTED]

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Fwd: Motorcycle parking.1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Wed, 19 Jul 2023 at 18:55

Subject: Motorcycle parking.

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

To reduce pollution you need to encourage car drivers to down size to motorbikes and scooters. To do this,

1. Provide borough wide cheap motor bike parking.
2. Provide parking permits at 50% of car permits Astley take up 50% of the space.
3. Ensure car free zones provide dedicated motor bike parking.

Sent from [Outlook for Android](#)

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Fwd: how will parking charges affect my small business1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Wed, 19 Jul 2023 at 10:15

Subject: how will parking charges affect my small business

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>Sent from [Mail](#) for Windows

Good morning,

I wrote to you already when the first consultation was launched to voice my objections to parking charges you were proposing.

I run a small business in the borough of Hackney. I am not a resident and commute from Muswell Hill daily, 6 days per week. Business is not great at the moment and what you are proposing is, in my opinion just another tax on people who can not afford it. I employ 2 people, who are both Hackney residents and if the charges come in to effect I will have to close the business and stop their employment, it's that simple.

Westminster borough is charging motorcyclists £1 per day for parking as is Islington council. How are you justifying charges proposed? Lot of people commute, or deliver on their bikes should we be punished?

My bike is ULEZ compliant, and no public transport can do what I have to do on the motorbike every day. I have to stop 4 times and do different shopping, I could not do that on the bus or a train.

I am asking you to reconsider and take a look at how the charges proposed by you will affect ordinary working people like me. What is proposed will almost certainly brake my back.

Regards

[REDACTED]

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Fwd: Motorcycling Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:52
Subject: Motorcycling Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I would like to provide my opinion about the plans to charge motorcycles for parking.

1. If motorbikes get charged for parking, people will use cars as there will be no differences, one of the key elements for people to use motorbikes is the free-to-park option. If this is the case, there will be more pollution as some motorcycles will go to cars.
2. Motorcycles provide a reliable cheaper option for people to transport, I am a mental health worker and for me to go to visit clients, it is easy to do it on the motorbike as there are bus lanes that I can use, so I can be more effective at my job, visiting more clients. If I take a car or public transport, the time will be more limited, also thinking that I need to pay to parking will add cost to my journey.
3. I want you to consider that the people that use motorbikes are not the richest people as in my experience I looked into some cheaper options to transport and to be efficient with my job.
4. When one person is driving an SUV vehicle, which is a real contamination, one person for such amount of emission, but motorbikes one person for a reasonable number of emissions.

Overall, I want you to consider your decisions, is not up to the motorcycles but for innovative technologies to be available, then for motorbikes and cars can be greener.

I would like to thank you for your support and please do not hesitate to contact me if you need anything else.

Yours sincerely,

[REDACTED]

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Fwd: Opposition to Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:51
Subject: Opposition to Motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sirs,

I object o the proposed parking charges for the following reasons:-

1. How can you charge a 'diesel' supplement on a petrol vehicle
2. The charges are unnecessarily high
3. Motorcycles are the solution to a lot of the borough's parking problems
4. The provision of dedicated motorcycle parking is inadequate and there is nothing in the proposals to adress this.
5. This will dicourage motorcycle visitors to the borough

I believe that these propsals should be revised to ensure better facilities and provisions for motorcyclists.

The council should be providing Value foir Money and there is nothing in these proposals that demonstrates any value for money for motorcyclists!

Yours Sincerely,
[REDACTED]Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking.1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 14:54
Subject: Motorcycle parking.
To: <streetscene.consultations@hackney.gov.uk>

Sir / Madam,

I am writing to add my objection to the reduction or removal of the motorcycle parking spaces in Hackney. Motorcycles (and scooters / mopeds etc.) are an efficient and environmentally friendly means of travelling. They reduce wear and tear on the roads, don't put out as much pollution as four wheeled vehicles and don't cause traffic jams. I would urge you to reconsider your proposals. Regards, [REDACTED]

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Fwd: Motorcycle parking charges.1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 15:01
Subject: Motorcycle parking charges.
To: <streetscene.consultations@hackney.gov.uk>

Motorcycle use should be encouraged as a solution to road congestion not penalised with parking charges.

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: The motorcycle parking public consultation1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 15:03
Subject: The motorcycle parking public consultation
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I am writing with regards to your scheme as below:

LONDON BOROUGH OF HACKNEY

THE HACKNEY (WAITING, LOADING AND STOPPING RESTRICTIONS)
(MAP BASED) (CONSOLIDATION) (AMENDMENT No. **) ORDER 2023

THE HACKNEY (PARKING PLACES) (MAP BASED) (CONSOLIDATION) (AMENDMENT No. **) ORDER 2023

I am a resident of London and have been for thirty years.

My understanding is that the purpose of the scheme is to reduce air pollution in the borough.

I have not seen the data that has underpinned the recommendations from the Council, and it is not included in your summary: <https://consultation.hackney.gov.uk/parking-markets/motorcycles/>. In your details document https://consultation.hackney.gov.uk/parking-markets/motorcycles/supporting_documents/Agenda%20Item%2012%20%20Report.pdf there is repetitive mention of increased NO2 contribution from motorcycles with reference to a footnote, but there are no footnotes so there is no reference to where this critically fundamental data has been sourced from. I note that you admit openly that motorcycles produce less CO emissions.

Most importantly, there is no mention in your documents of which modes of transport contribute what proportion to air pollution in the borough. It stands to reason that this is the single most important data point in order to make a case for discouraging motorbikes as a mode of transport in the borough, which is what the proposal does very purposefully, and it is extraordinarily perplexing that this data is not clearly and prominently displayed in all your public documents. I would like to know why this is the case, and who in the council is responsible for hiding this crucial information.

In the complete absence of any proof that motorcycles are a major contributory factor to pollution, and as a form of transport are a priority necessary for discouragement in order to achieve a goal of better air, I would like to register an unequivocal rejection of the proposals, in the strongest possible terms.

Quite apart from the extremely unprofessional and irresponsible omission of evidence, there are other considerations, some of which have been referenced, but none of which have been satisfactorily addressed by the council that underpin my position.

These are facts such as motorbikes taking up less time in traffic and so reducing air pollutions by promoting less congestions, less idling and better flows of traffic. Very obviously, a smaller footprint in terms of size means more efficient use of parking spaces, and so less congestion, and so less pollution. It seems quite intuitively obvious that

of all modes of transport on the road, motorcycles are likely the last sector to be discouraged and if anything, they should be encouraged at the expense of worse polluting sectors of road transport.

I would like to know the following:

1) How is it that other than making vague reference to equivalent NO2 emissions (and an admission of less CO emissions), that Hackney Council has chosen not to provide any clear evidence on comparative pollution created by motorcycles that they have used as the basis for this proposal? Who in the council is responsible for this omission and how is it possible to come to any decision without this data? Why is there no reference to a variety of studies to show a consensus or otherwise amongst the scientific community on this issue?

2) Why is there no mention in your documents as to how much air pollution is affected by class of vehicle using the street, weighted by the number of those vehicles using the streets, and in comparison to any other contributing factors within the borough? Who in the council is responsible for the omission and how is it possible to come to any decision without this data?

3) Motorcycles are quite self evidently a solution, not the problem to pollution in the borough. Where are the studies you have used to conclude that this is not the case, and why have these not been presented?

I look forward to hearing your replies,

Kind regards,



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Fwd: London Borough Of Hackney // The motorcycle parking statutory consultation1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Sat, 22 Jul 2023 at 15:05

Subject: London Borough Of Hackney // The motorcycle parking statutory consultation

To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council Team,

Hope you are doing all well.

This is to confirm that I strongly oppose the proposed charges for motorcycle parking in the London Borough Of Hackney. They are not encouraging drivers to use motorcycles and scooters instead of cars to downsize the vehicles on the road. Therefore it will not tackle climate change and air quality issues but rather the contrary.

Could you please consider other options that could achieve this aim like the following?

- No charges for motorcycles and scooters;
- Follow the Westminster or Lewisham models with far lower charges for motorcycles;
- Account for factors such as space and congestion in any charges.

Very much look forward to receiving your response.

Many thanks.

Best regards,

[REDACTED]

[REDACTED]

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Fwd: Parking consultation1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 15:09
Subject: Parking consultation
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hi,

As a commuter on 2 wheels, and living outside London, I find it very odd that anyone is proposing to charge for road users who are making their own efforts to not be part of the 4 wheel Congestion problem.

It should be encouraged to use 2 wheels for transportation rather than 4, and even go further to encourage more cargo bikes to take away more vans on the road.

Technology is only going to beef up the power of bicycles into the powered motorcycle space (instead of combustion engines). These are all going to need to be parked somewhere, so should remain free, and for you to charge the type of vehicle that is causing the problems.

Kind regards

[REDACTED]

[Sent from Yahoo Mail on Android](#)Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney motorcycle opposition1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 15:14
Subject: Hackney motorcycle opposition
To: <streetscene.consultations@hackney.gov.uk>

I would like to raise the opposition for the planned charges in Hackney.

To start with, the numbers of motorcycle riders is small in comparison to car. Increasing charges or restrictions will only incentive people to take their car which will create more congestion and which will pollute the air even more.

The people that ride a scooter/motorcycle DO NOT take tube or bus for personal reasons and most already own a car - and if not will switch to car. I dont think that restriction on motorcycle will resolve anything and if anything it will create more disruption as people will come by car.

If you want to tackle pollution, i would suggest that you charge cars as opposed to scooters. Also please bare in mind that most people are using the benefit of getting food deliver to their door with scooter delivery.

Best,

[REDACTED]

Sent from my iPhone

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Fwd: Motorcycle parking.1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 15:18
Subject: Motorcycle parking.
To: <streetscene.consultations@hackney.gov.uk>

Motorcycles are clearly part of the solution to environmental issues in London, they are not the problem. They take up much less room, use much less fuel and are generally better for the environment than cars.

I have been riding motorcycles for 40yrs, commuting in and out of London in all weathers all year round. I can only imagine how different London would be if only a small percentage of other car users had done the same.

Charging for parking motorcycles is ridiculous I might just as well bring my car if I have to pay. I'm self employed and work all over London as a Lighting Technician carrying my tools for the job.

As I said earlier Motorcycles are part of Londons Transport solution cause no congestion they are not the problem!!

Regards

[REDACTED]

Sent from my iPhone

Regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle use in Hackney1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 15:33
Subject: Motorcycle use in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Dear sir or madam,

I was completely shocked to read the proposals for motorcycle use in the borough. Tim Following the initial dialogue, surely the council must have misjudged the reaction of motorcyclists in the new proposals.

The motorcycle offers a low-cost method of travelling to, and around London for residents, commuters, deliveries and other professionals. The footprint of a motorcycle is a fraction of that from a car, and the majority of motorcycles are of smaller capacity.

The following points require further consideration, and I would appreciate your response;

1. Notwithstanding the risks and discomforts inherent in motorcycling, people have been encouraged onto two wheels in an attempt to be more energy efficient, reduce emissions, decrease motoring costs and improve traffic flow for those requiring personal mobility.

Does Hackney council have a preferred mode of motorised transport in the borough?

2. If the proposed tariffs are introduced, what does the council believe will happen to motorcycle parking in adjacent boroughs? What consultation has been undertaken with those boroughs?

3. Has the council consulted with residents who are not motorcycle owners, based upon the likelihood that more motorcycles might be parked informally, or otherwise illegally, causing obstructions? What was the outcome?

4. Based on the relative difference in dimensions, what is the economic logic for charging motorcyclists the same as car drivers to park in the borough?

Surely it would be sensible to create more motorcycle and less ICE car parking?

5. If, as stated, the Council's objective are to improve air quality and slow climate change, why is there not more emphasis on existing policies which move individuals from cars to motorcycles? Invariably the smaller vehicle emits less.

6. What happens in the borough in a scenario where motorcyclists conspire to regularly visit Hackney on a 'go slow' basis, as was done some years ago around Trafalgar Square?

I look forward to receiving your input on each of the above points.

Thank you and kind regards,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackey Motorcycle Charges

----- Forwarded message -----
From: [REDACTED]
Date: Sat, 22 Jul 2023 at 15:35
Subject: Hackey Motorcycle Charges
To: <streetscene.consultations@hackney.gov.uk>

Hello

I am writing in regards to the consultation on motorbike parking charges.

I believe banning motorbikes in urban areas will be a drastic measure that can have significant implications on mobility and people's livelihoods. Instead, a combination of various measures and strategies can be adopted to tackle climate change and promote sustainable transportation in urban areas. Here are some possible alternatives:

Promote Electric Mobility: Encourage the adoption of electric vehicles, which have lower emissions compared to traditional gasoline-powered vehicles. Provide incentives such as tax breaks or subsidies for purchasing electric vehicles and develop a robust charging infrastructure.	Improve Public Transportation: Invest in and expand public transportation systems like buses, trams, and trains. Enhance the connectivity, frequency, and reliability of these systems to make them more appealing and convenient than private motorbike use.	Carpooling and Ride-Sharing: Encourage the use of ride-sharing apps or organize carpooling schemes to reduce the number of individual motorbike trips. This can help reduce traffic congestion and emissions.	Active Transportation: Develop safe and accessible infrastructure for walking and cycling. Promote cycling as an eco-friendly alternative for short-distance commuting, and provide bicycle-sharing programs in urban areas.	Traffic Management and Urban Planning: Implement better traffic management systems and invest in urban planning that prioritizes pedestrians, cyclists, and public transportation. Create dedicated lanes for non-motorized transport to encourage their use.	Emission Standards: Enforce stricter emission standards for all vehicles, including motorbikes, to limit pollution. Regularly inspect and maintain vehicles to ensure they meet these standards.	Green Incentives: Offer incentives for sustainable commuting, such as tax breaks for using public transportation or electric vehicles, subsidizing public transport fares, or offering discounts for using non-motorized transport.	Education and Awareness Campaigns: Launch campaigns to educate the public about the environmental impact of motorized vehicles and promote sustainable transportation options.	Congestion Pricing: Implement congestion pricing in certain areas to discourage unnecessary motorbike use and encourage the use of public transportation or active transport.	Urban Green Spaces: Increase the number of green spaces and pedestrian-only zones to make urban areas more appealing for walking and cycling.	Telecommuting and Flexible Work Policies: Encourage employers to adopt flexible work policies, including telecommuting, to reduce the need for daily commuting.	If these suggestions have been considered, please detail your findings and how they compare to the proposed changes/restrictions to motorbike use and the predicted ineffectiveness of fighting climate change.	Regards [REDACTED]
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Fwd: Hackney Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 15:36
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

I have had extensive motorcycle training in order to be able to enjoy the benefits of using a bike to travel. As it stands I can travel freely pretty much everywhere causing little to no disruption to the environment or my fellow commuters. Motorcycles don't take up much space to park nor do they pollute the environment nearly as much as most cars and trucks do. I'm highly motivated to continue using my motorcycle for journeys into the city because I can usually park for free as well. If this benefit is taken away then why should we care about the environment? We may as well drive our polluting cars and trucks in and take up so much space in Hackney that nobody will be able to even visit. Use your common sense, there are plenty of benefits to encouraging people to commute via motorcycle. Don't get money hungry as Sadiq Khan has by trying to expand the ULEZ. Let us get on with our lives and continue to save the environment in our own way.

Regards,

[REDACTED]

IT Support SpecialistDisclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection to charge motorcycles for parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 15:39
Subject: Objection to charge motorcycles for parking
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

I am objecting to charge motorcycles/scooters for parking in London borough of Hackney.
There are clear benefits for NOT charging motorcycles to park in Hackney.

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges
- Using motorcycles free spaces on public transport which is already running on full capacity
- People who ride motorcycles can still go to work and contribute to the economy when there are constant public transport strikes

Kind regards,

[REDACTED]

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Fwd: motorcycle parking1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 15:37
Subject: motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

Hi

i disagree to charge motorcycle users more money as we are small vehicles on road. plus we dont take much space. also previously use to be free for motorcycle users to park. should follow westminster and some other borough to charge less for permit and parking. some borough give solo motor cycle parking allow them to park for free. which i believe is a good idea. we are tax payers of the road. cyclist using the road for free plus dont know the high way code.

regard

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Proposed charges for motorcycle parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 15:41
Subject: Proposed charges for motorcycle parking
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam

I would like to voice my strong opposition to your plans for motorcycle parking charges.

I am fully supportive of measures designed to improve air quality and reduce the contribution of motorised transport to global heating. I back both the London mayor's congestion charge and the ULEZ scheme. Two years ago I got rid of our diesel car and bought an ultra-low emission, highly fuel-efficient motorcycle instead. While I regularly use my bicycle for daily transport and use public transport when possible, there are many occasions when I need to carry a passenger, or during bad weather, or when I need to carry shopping or tools when my motorcycle is essential.

Your measures will discourage others from following the path I have taken, which has reduced my carbon footprint by an estimated 85%. By charging motorcycles, despite their low emissions and very modest use of space, as if they were cars all incentive to downsize will be lost.

I would urge Hackney Council to reconsider its proposals.

Yours faithfully

[REDACTED]

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Fwd: Motorcycle parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 15:43
Subject: Motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

Dear all

I do not agree with your proposal instead you should Follow the Westminster or Lewisham models with far lower charges for motorcycles.

If you want to make a difference in climate changes look for other alternatives that make much more pollution than motorcycles example: cars, lorries and big trucks, motorcycles makes the lowest damages to the climate.

Kind regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 15:45
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir,

I am contacting you to register my objection to introducing charges for motorcycle and scooter parking. I have been a regular commuter into London on a motor scooter as it is an economical and efficient form of transport that minimises congestion and is far more environmentally friendly than travelling by car. I do also use public transport, but I find it more expensive, and sometimes unreliable, especially during this period of numerous strikes.

Therefore, introducing charges for motorcycles and scooters will be a deterrent and likely to using more environmentally friendly transport that does not cause congestion and I urge you to reconsider this plan.

Kind Regards,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking charge1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 15:45
Subject: Motorcycle parking charge
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern

I strongly object to the proposed parking charges within the London Borough of Hackney for the following reasons. The Hackney proposal is far out of line with other London Boroughs that currently charge for parking. This amount of £10 per day for commuters is extortionate. This charge will make the Borough of Hackney the most expensive place in the world to park your motorcycle. Not something to feel proud of.

Motorcycle parking should either be free or cost no more than £1.50 per day.

By introducing this charge Hackney is discouraging road users to downsize to motorcycles or scooters which goes against everything Hackney are claiming. This charge is supposed to be based on environmental grounds.

Motorcycles are scientifically proven to be a solution to the climate crisis.

There is no reasonable explanation for this charge. Motorcyclists are gaining nothing for paying this charge. No increased security, no extra parking bays. Nothing.

I would like you to prove to me that this charge is not just about tapping an unused source of income. By this, prove that motorcycles cause congestion and pollute as much as a car.

You have options to encourage people switch their habits by using scooters or motorcycles but instead you alienate them. Please, without spin explain this.

[REDACTED]

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Fwd: Motorcycle parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 15:45
Subject: Motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

NO to motorcycle parking charge.
Noooooooo.
We have the rights to park everywhere for free!

Don't do this!
Let us free.

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 15:46
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern:

I hope this email finds you well. I am writing to express my strong concerns about the proposed motorcycle charges in Hackney. While I understand and wholeheartedly support the Council's initiative to tackle climate change and air pollution, I firmly believe there are alternative strategies that could achieve these same goals without imposing exorbitant charges on the riding community.

There are multiple alternative approaches that can be considered:

1. Exempt motorcycles and scooters from charges altogether. Encouraging car drivers to downsize to these less polluting, smaller vehicles would be a more effective strategy in reducing both congestion and emissions.
2. Consider increasing charges for cars. Given that cars are a primary source of transport emissions and congestion in Hackney, it seems logical to target these vehicles with higher charges.
3. Consider the models adopted by Westminster or Lewisham. They have implemented far lower charges for motorcycles, which seems a fairer approach to encourage smaller, less polluting vehicles.
4. Factors such as space and congestion should be accounted for in any charging schemes. Smaller vehicles like motorcycles take up significantly less space and contribute less to traffic congestion.

Whilst I applaud the council's decision to drop the total ban on all-day commuter parking and to reduce the initial charges proposed, the current proposals remain disproportionately high. Charging motorcycles and scooters the same as cars for residents and business parking permits does not seem fair or proportionate, particularly given the differences in size, emissions, and the traffic caused by these different types of vehicles.

I look forward to your considered reply to my message.

[REDACTED]

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Fwd: Motorcycle charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 15:55
Subject: Motorcycle charges
To: <streetscene.consultations@hackney.gov.uk>

I am responding to your consultation which appears to affect motorcycles users in a disproportionate manner.

A bike is significantly smaller than a car, it's less polluting and are often a choice of transport used by the less well off.

Your proposals will affect this group of people and will also discourage people choosing a bike instead of a car.

I don't believe you have considered more appropriate charges such as:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

BW



Sent from my iPhone so please excuse any typos

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Fwd: Opposing motorcycle charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 16:00
Subject: Opposing motorcycle charges
To: <streetscene.consultations@hackney.gov.uk>

Hi there

I'm writing to oppose the motorcycle charges on the grounds that riding a motorcycle is a deterrent for people wanting to drive cars in the borough.

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Motorcycle Parking Charges FINAL CONSULTATION1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 16:09
Subject: Hackney Motorcycle Parking Charges FINAL CONSULTATION
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I would like to raise my objections to the proposed parking charges for motorcycles. Whilst I support all efforts in London to reduce congestion, punishing motorcycles makes no sense! They do not contribute to congestion, but alleviate it! And consequently reduce the amount of time vehicles spend idling.

Please could you consider:

- Free parking for motorcycles and scooters to encourage car drivers to downsize!
- Follow the Westminster or Lewisham models with lower charges for motorcycles, again to encourage downsizing.

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Fwd: Objection to motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 16:12
Subject: Objection to motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

I'm sending this email to object to the idea of charging motorcyclists for for parking within Hackney,
why would you do this at a time like this?
with the cost of living crisis?
with public transport more expensive than ever?
with the trains more unreliable than ever?
with the constant rail strikes because the government won't compromise?
shouldn't you encourage people to travel on two wheeled vehicles in your borough to ease congestion?
shouldn't you encourage people not using more polluting cars and larger vehicles in your borough?
you will set a bad precedent for other boroughs in London by bringing in these charges,
I would like to know where the money charged for parking motorcycles would go? who's pocket would it end up in?
what would it be spent on? how transparent would this all be?
I would never set foot in Hackney again if these charges were brought in, whether I travel on a motorcycle or any
other way, just out of principal, so that the borough could never make any money from me, ever, in any way.
Many thanks, from [REDACTED]

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Fwd: FINAL CONSULTATION1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 16:12
Subject: FINAL CONSULTATION
To: <streetscene.consultations@hackney.gov.uk>

Dera Sir/ Madam,

By reducing emissions and by allowing motorbikes to park and travel through the borough will be increasing the benefits for the community and visitors by improving the air quality reducing overall noise as well as benefiting residents' health as referred to in your adopted plan .

Reading through the LP 33 adopted July 2020, plan for the borough. There is no reference to any motorbikes within the document and that is an absolute travesty. If you want to improve the environment, then you would need to address this matter and you haven't. It just seems to me that you want to penalise motorbikes.

You refer to cars only and make no reference to motorbikes.

Section 10 improving accessibility and promoting sustainable transport and efficient health and clean transport. Well, please refer to my points below:

10.8 refers to high traffic levels well, this would not be the case with regards to motorbikes

Reduced pollution: Motorbikes produce significantly lower emissions than cars, making them a more environmentally friendly option. In fact, a study by the University of Oxford found that motorcycles produce just 10% of the emissions of cars per passenger mile.

Improved traffic flow: Motorbikes are able to filter through traffic more easily than cars, which can help to reduce congestion. This is especially beneficial in cities with narrow streets and heavy traffic.

Motorbikes take up less space than cars, so they are easier to park in urban areas. This can save you time and money on parking fees. And therefore is possibly the reason why you would like motorbikes to be charged such an extortionate amount to park in the borough.

Motorbikes are more fuel-efficient than cars.

In terms of improving the built environment, motorbikes can help to reduce noise pollution and make streets more pleasant to walk and cycle in.

All of these are laudable points and I mentioned in your unit development plans for the borough. Your aim is to reduce traffic noise and pollution it seems to me that you are penalising the wrong sector of society, i.e. motorbike riders.

Best

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Council motorcycle parking charges.1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 16:14
Subject: Hackney Council motorcycle parking charges.
To: <streetscene.consultations@hackney.gov.uk>

Sirs,

I write in response to the proposal by Hackney Council to impose draconian parking charges on motorcyclists, to which I am strongly opposed. If the objective of the Council's policy is to reduce congestion and pollution then powered two-wheel transport should be encouraged rather than legislated against. Motorcycles and scooters occupy less space than cars and their use automatically reduces congestion. Further, motorcycles and scooters emit much less pollution and cause less wear and tear to road surfaces than cars. Therefore on both environmental and congestion grounds, the Council should encourage their use over cars.

Motorcycles and scooters are also significant enablers of mobility for those on lower incomes. Having and using a powered two wheeler makes it possible for a person who could not afford a car to support themselves (and perhaps a family also) by taking jobs that require commuting over distances that are impractical to cycle because of time or fitness, or jobs involving shift work and travel at times when there is no public transport -many public transport workers, ironically, fall into this category, as do many NHS workers.

The Council should give strong consideration to alternatives. For example, removing charges for powered two wheel transport would encourage car drivers to switch to motorcycles and scooters, reducing both congestion and pollution. By the same token, increasing charges for cars only would encourage the same switch. In any case, the small physical footprint and reduced emissions of scooters and motorcycles ought to be considered in any scheme on grounds of proportionality and social justice, if for no other reason.

Yours faithfully,
[REDACTED]Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Opposing Hackney motorcycle parking fees1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 00:54
Subject: Opposing Hackney motorcycle parking fees
To: <streetscene.consultations@hackney.gov.uk>

Hi,

My name is [REDACTED] and I'm writing about the council's proposal to charge motorbike owners for parking. This is deeply troubling and could have severe environmental repercussions.

[REDACTED]

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Fwd: Objecting to Hackney motorcycle parking costs1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 00:56
Subject: Objecting to Hackney motorcycle parking costs
To: <streetscene.consultations@hackney.gov.uk>

To Whom It May Concern,

my name is [REDACTED]. I can't support the council's intention to impose parking fees on motorcycles. This is an unfair move that will negatively impact our environment.

This is absurd,
[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: proposed motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 05:54
Subject: proposed motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

I am strongly against these proposals.

We should be encouraging car drivers to downsize. This approach is misguided and counterproductive to reducing emissions and congestion.

Please reconsider.

[REDACTED]

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Fwd: Motorcycle Parking Consultation1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 06:08
Subject: Motorcycle Parking Consultation
To: <streetscene.consultations@hackney.gov.uk>

As a London resident I object to these proposals on the grounds that motorcycles and scooters are the best option for many less wealthy people to conduct their working lives, being far less impactful on the environment than enormous cars.

By preventing hard working people from using this option, you hurt those who often most need your help.

Instead you should be looking to encourage this efficient and non-congesting mode of transport, and encouraging car drivers to downsize instead.

You should be ashamed to be introducing these proposals when there are plenty of other ways to improve people's lives without damaging those who already have a reduced impact compared to others.

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Fwd: proposed motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 07:00
Subject: proposed motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Council,

I write in objection to the proposed parking charges for motorcycles.

I fully understand the need for the council to generate additional income but I fear this is beyond counter productive.

In a time characterised by congestion, pollution and public transport that has become unreliable due to strikes, motorcycles provide a cleaner way for commuters to move into and out of London without adding to congestion, minimizing pollution and without adding strain to the public transport network. These benefits alone should make you strongly reconsider your approach, but there is more.

Motorcycles are a genuinely brilliant way of managing and improving mental health. Being someone who works within an industry that exposes them to trauma, riding my motorcycle to and from work provides an exceptional decompression method that your proposal will remove.

Welfare and mental health awareness, are not simply buzzwords to be used in short lived campaigns, they are ways of life that we need to understand. Unfortunately your proposal has failed to do you and I urge your manager in charge of this to reconsider. The Distinguished Ride, Good to Torque and other biker mental health charities provide plenty of information regarding mental health should you wish to learn more.

Having to pay for parking will simply stop bikers from coming into the city and instead changing roles and working elsewhere or from home. In addition to this the council will have shown itself to be incapable of listening to the genuine concerns from the biker community and ignoring the their arguments concerning efficiency and mental health.

Kind regards,

[REDACTED]

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Fwd: charging for motorcycle parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 07:53
Subject: Re: charging for motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

Hi

I heard about Hackney council's proposal to charge for motorcycle parking.
I strongly oppose it for the following reasons

1. Motorcycles are an alternative to cars
2. Occupies less space and less congestion in the roads
3. Motorcycles causes way less pollution compared to cars
4. Most of the people who can't afford cars ride motorcycles, especially the delivery riders

In fact you must be encouraging motorcyclists and discourage the use of cars within Hackney.

I wish and hope you will continue to support and encourage motorcyclists and won't introduce parking charges for motorcyclists

Kind regards

[REDACTED]

[Sent from Yahoo Mail for iPhone](#)

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking and commuting1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 08:31
Subject: Motorcycle parking and commuting
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern

I am very shocked at the current proposal with regards to the changes for motorcyclists.

I have been a resident of Hackney for a number of years and now live on the border of Hackney and Islington and still ride through Hackney regularly.

Please would you reconsider all of your proposals as I believe that they are very unfair:

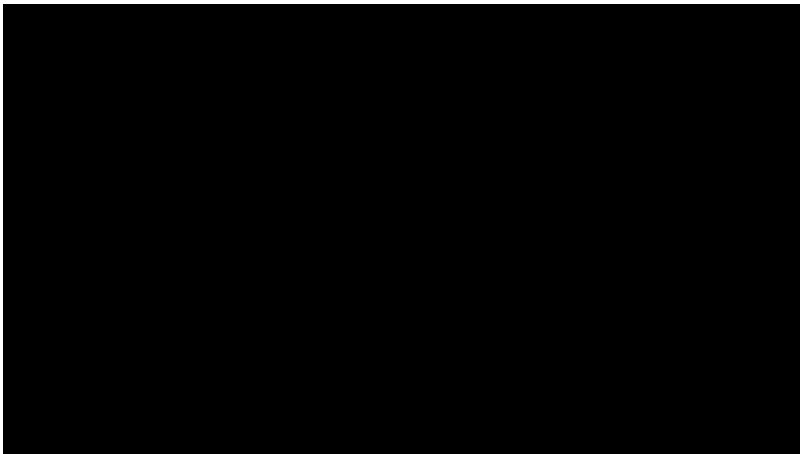
- 1) a motorcycle emits far less and is also much smaller than a car- shouldn't this calculation be taken into consideration?
- 2) I myself can't afford a car but need to reach places where I know it will only take 12 minutes on 2 wheels but at least 40 minutes on public transport (as it has deteriorated in the shoreditch park area) and if I ran, but these are not options to consider when the school run is involved (I am Also a teacher who needs to get to class in time!) I have now bought protective motorcycle clothing for our son whose legs are now long enough to help with time, protective equipment is not cheap either!
- 3) other boroughs have been more reasonable with their calculations so can't Hackney reconsider?
- 4) motorcyclists do not cause congestion or take up as much space in comparison to a car so these very high proposed amounts seem alarming.
- 5) if one carried a pillion passenger, could there be a discount like in the USA where they have a car pool lane?

Please reconsider all of the proposals you have made as I think that I would have to avoid Hackney altogether should these be made concrete....and I had always thought that Hackney was one of the more considerate boroughs that always listened to their residents and users?

I look forward to hearing from you.

Regards

[REDACTED]



[Redacted text block]

[Redacted text block]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle Parking restrictions1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 08:36
Subject: Motorcycle Parking restrictions
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

The proposed parking restrictions on motorcycles in Hackney are outrageous. The charges that are currently being put forward are so high that they are transparently about getting riders to quit riding altogether, rather than simply pay a higher fee.

Have you considered that many people ride on bikes or scooters because they are a cheaper option of travel to get around London? Not everyone can afford to pay the cost of public transport to cover everyday of their London lives, and motorcycles/scooters provide a much cheaper option. By pricing people out of riding, you are not only taking away the chance to ride, but also forcing them to pay public transport fees which for many will be financially unviable. What are they supposed to do then? Walk everywhere?

I suggest that you reconsider the following changes:

1. Take away these proposed charges for motorcycles/scooters and encourage drivers of cars to downsize. If the raising of motorcycle parking restrictions really is about the environment and better air quality, surely Hackney wants to be doing everything it can to reduce car traffic, rather than much smaller motorcycle engines? Motorcycles do not even need to pay congestion charge, so they are clearly not the issue when it comes to poor air quality.
2. Increase charges for cars to target the real source of transport emissions. As mentioned above, motorcycles are not to blame for poor air quality, rather the much bigger car engines. Reduce this type of traffic by raising car charges and achieve your better air quality goals in a much more efficient way.
3. If you are going to increase charges, then why not follow the much more sustainable costs of the Westminster and Lewisham boroughs of £1.50 for all day parking. This money can be used to offset the carbon emissions given off by motorcycles and thus improve air quality. However, such ridiculous charges as are being proposed are entirely unnecessary and, indeed, cruel.

I hope you will reconsider the proposed charges on motorcycle parking restrictions, as they are wholly unfair and, transparently, not about improving air quality.

Regards,
[REDACTED]

Sent from my iPhone

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Motorcycle Parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 08:55
Subject: Hackney Motorcycle Parking
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Instead of penalising motorcycle riders with exorbitant parking charges, motorcycling should be promoted as a more sustainable inner city means of travel. Promoting motorcycle use in favour of car use addresses the need to cut down on car traffic and congestion, as well as higher levels of pollution. Instead of imposing such high parking charges onto motorcyclist, rather consider providing more motorbike parking spaces. Imposing these charges will result in higher delivery costs for couriers, fewer people riding motorbikes, impact mostly on lower income workers who rely on this means of transport for their daily wage, and increased car use.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Fwd: Opposition to Proposed Motorcycle Parking Charges in Hackney1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 08:58
Subject: Opposition to Proposed Motorcycle Parking Charges in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I hope this email finds you well. I am writing to express my strong opposition to the proposed motorcycle parking charges in Hackney. I firmly believe that these charges will have a detrimental impact on riders and the broader community. I implore you to reconsider this policy and explore alternative options to achieve your aim of tackling climate change and air quality.

While I understand the importance of addressing environmental concerns, I believe that targeting motorcycle owners with exorbitant charges is not the most effective solution. I urge you to consider the following alternative options, which may help achieve your environmental goals without unfairly burdening motorcyclists:

- 1) No Charges for Motorcycles and Scooters: Encourage car drivers to downsize their vehicles by offering free parking to motorcycles and scooters. This would incentivize a more sustainable mode of transportation.
- 2) Increase Charges for Cars: Target the real sources of transport emissions and congestion in Hackney by implementing higher charges for car parking permits.
- 3) Follow Successful Models: Take inspiration from the successful Westminster or Lewisham models, which offer significantly lower charges for motorcycles while still encouraging sustainable practices.
- 4) Account for Factors: Consider factors such as space and congestion when devising any parking charges. Tailor the charges to reflect the impact of each mode of transportation on the environment.

I understand the importance of combating climate change and improving air quality in our community. However, I believe that these goals can be achieved without unfairly penalizing motorcyclists. We should be fostering a cooperative environment where all road users are encouraged to make environmentally conscious decisions.

I respectfully request that you address each response to the consultation individually, as mandated by law. Please take the time to consider the alternative options proposed by concerned citizens like myself. By doing so, you will demonstrate a commitment to fairness and open dialogue.

I will be eagerly awaiting your response and hoping that you will consider the collective voice of riders and concerned citizens in Hackney. I sincerely believe that together, we can find a more equitable and effective solution to the pressing environmental issues we face.

Thank you for your attention to this matter.

Sincerely,

[REDACTED]

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Fwd: Motorcycle Parking Consultation1 message

----- Forwarded message -----

From: [REDACTED]

Date: Sun, 23 Jul 2023 at 09:45

Subject: Motorcycle Parking Consultation

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council:

I'm writing in regards to the proposed changes to motorcycle Parking across the borough and make clear that I oppose for the following reasons:

- 1: The pollution motorcycles produce is far lower than a car for transporting the same single passenger as most of the commuter cars.
2. The space taken in the road for parking of one car can fit multiple motorcycles, which should be encouragement to ditch cars, instead of treating them the same.
3. The cost of ownership of a scooter or 150cc motorcycle is lower than a car and not too big compared to public transport.
4. Public transport is not reliable. There has been strikes for well more than 18 months across the London Underground, National Rail and even Buses Operators like Arriva, First and GoAhead. It's usually overcrowded in the mornings and the waste of time switching trains and buses make journeys last at twice as needed. Frequencies are set in the best interests and profitability of Operators, not of passengers. Routes are also designed to take as many passengers as possible, not as a direct route.
4. The impact goes beyond only residents. Businesses and residents have visitors from all across London and nearby counties. Punishing the littlest vehicles will have a negative impact in the local businesses sales and families welcoming visitors.
5. It still encourages car usage. Being charged as much as a car for resident and businesses will make people to prefer own a car or van, as it's perceived safer. But there are no proposals to transform housing developments into car parks and wider roads, as the car encouragement culture requires, as done in America.

Why not consider encouraging people to switch to two wheels?

Most of the commuter cars have just one passenger. The pollution, space in the road and need of parking for a car, no matter if it's an A segment car, is huge compared with a scooter or motorcycle.

Increase the cost of car parking permits and pay and display bays and keep the parking open for motorcycles. The pollution comes from cars and the need for more space. As the car culture is still promoted with the decisions, there's no incentive to leave it, it becomes even easier to opt for a car.

Lambeth council is increasing the cost of parking for cars as it's the first source of pollution and traffic, not motorcycles.

Other boroughs as The City of Westminster and Lewisham are encouraging car drivers to get rid of them offering preferential treatment to motorcycles, as they're part of the solution to free up space and reduce emissions without

making people dependent in uncomfortable and unreliable public transport.

Exceptions can be made to blue badge holders in your costs structure, for people that really needs a car. With more motorcycles freeing up space in the traffic and parking spots, it'll become easier for them to move around and park too. Likewise, the impact for emergency vehicles will be positive, as motorcycles can move aside easier than cars.

LTNs allow motorcycles, bicycles and taxis to freely move around and you can collect money out of cars ratrunning.

Working with the public in finding solutions and listening to the needs should be a priority in your list, rather than just consulting services of people and firms that never get to talk to the public.

Thank you



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Fwd: Opposition to introduction of Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 10:15
Subject: Opposition to introduction of Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Hi,

Thank you for giving me the opportunity to outline my thoughts below on why motorcycle charges should not be introduced in Hackney, I would welcome your responses and look forward to hearing from you.

1. With the rapid expansion and update in e-scooters and e-bikes I fear that this unregulated form of transport will cause accidents due to inconsiderate and illegal riding actions (running red lights/riding on the pavement etc). We should be encouraging the public if they do need to use motorised vehicles to use mopeds and motorcycles which are regulated and require training and license and therefore offer free parking to encourage the uptake.
2. Greener reasons - we should be encouraging car drivers for environmental reasons to adopt motorcycles and scooters preferably giving up car driving altogether or if they are in a two car household giving up one car and replacing it with a scooter or motorcycle.
3. Space and congestion - just by the sheer size of cars - the council should be encouraging drivers to shift to scooters or motorcycles. A typical car parking bay can take up to 8 scooters or motorcycles so the uptake should be encouraged.

By introducing punitive parking charges for motorcycles and scooters will punish the riders that have made the decision and discourage others thinking of adopting this greener form of transport. If the council is looking for ways of increasing revenue then they should look at other ways of raising revenue from the most polluting vehicles on the roads rather than the least.

many thanks,

[REDACTED]

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Fwd: Motorcycle parking charges in Hackney1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 10:16
Subject: Motorcycle parking charges in Hackney
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I wish to register my objection to the plans to charge motorcycles to use parking bays in the London Borough of Hackney.

These plans not only penalise commuters, they also impact those motorcyclists that need occasional parking when visiting businesses and residences in the borough and discourage commuters using cars to transition to a more environmentally friendly vehicle.

There are numerous alternatives to this plan, including increasing parking charges for vans, cars and other vehicles that constitute a greater volume of traffic and increase congestion.

The council may also wish to consider introducing a charge for single-occupant vehicles entering the borough to encourage car-sharing/alternative modes of transport. This will may contribute to a reduction in large vehicles and encourage greater use of public transport or two-wheeled alternatives.

Yours sincerely,

[REDACTED]

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Fwd: Hackney Motorcycle parking charges consultation1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 10:50
Subject: Hackney Motorcycle parking charges consultation
To: <streetscene.consultations@hackney.gov.uk>

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

To whom it may concern,

I wish to voice my criticism for the suggested changes to motorcycle parking in Hackney.

Whilst I understand the need to reduce emissions in Central London the vast majority of motorcycles are now Euro 4 or 5 compliant and their emissions are low. Why is it not better to reward those that wish to travel in on a motorbike which is much more efficient than a single person travelling in a car?

Most European cities have embraced the motorbike/ scooter and allow sensible parking where it is not an obstruction without restrictions. This allows more business to occur in the area and ease of movement within the city.

London (and particularly Hackney council) have decided that travel should be as difficult and time consuming as possible and have put in more and more obstacles to allow ease of movement and parking.

Please rethink this policy before trade and industry in the area is too damaged to recover.

As an aside the blanket 20 mph limit is ludicrous on multilane roads. It does not help traffic movement, adds to emissions because all vehicles have to run inefficient gearing to maintain these speeds and serves no purpose other than hoping to achieve more revenue from speed offences.

Yours sincerely

[REDACTED]

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Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 10:51
Subject: Fwd: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 22 Jul 2023 at 16:05
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern

As a former resident of the borough, I am shocked and appalled at your proposed changes to motorcycles in Hackney.

PTW have so many benefits for people (cheaper to run, No congestion, less or no pollutant) so to discourage or outright ban their use in the borough seems a ludicrous proposition.

For the many people who work in Hackney and rely on their PTW you will force them onto an already overcrowded and congested public transport system which will also be more expensive for them, long term. This is terrible for already low paid workers especially in today's economic climate.

People use PTW as a cheaper alternative to their commuting problem.

Or they may be forced to look for employment outside the borough, where they can use their PTW to commute to their work for free - in every other London borough bar two.

This will also impact on business in the borough, potentially losing not only staff but customers as well.

Not everyone can ride a push bike to commute for a whole host of reasons; disability, distance, fear on congested road from four wheelers.

There was absolutely nothing wrong with the way it was before/is now.

I rode 30 years in and out of this borough without issue. Myself and many others stopped going into Westminster because of their charging for PTW.

This does happen and will definitely happen to Hackney if you bring in these draconian measures.

This needs a total rethink and alternatives made, like (if you are insisting on payment, £1 per day to park a PTW is more than enough) they are not four wheelers and should not be treated as such.

You should consider charging more for four wheeled vehicles as they are the real congestion and pollution problem causers.

Hackney will lose a lot of business because of this.



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Fwd: Motorcycle charging plans1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 11:00
Subject: Motorcycle charging plans
To: <streetscene.consultations@hackney.gov.uk>

I am opposed to any and all charging for motorcycles in the Hackney borough area. As a national courier, travelling from Scotland to all parts of London on a weekly basis, I need unencumbered access to customers' addresses. It would lead me to start charging higher rates for delivery within Hackney, an action that would harm my business by reducing the likely opportunity to win business. I do not believe that the proposed reduction in charges from the original and frankly ridiculous level is enough mitigation. I want all charges dropped. Motorcycles are a fuel-efficient and gridlock-busting alternative to cars and other higher-polluting vehicles, such as diesel buses. Motorcycles can be one of the ways to ensure rapid transport of key documents, components and even organs around the borough, with the current charging scheme a truly devastating deterrent to these benefits. Although superficially laudable, the goals of the scheme proposed are not sustainable for a modern city to operate efficiently. Using public transport, walking or cycling is fine for leisure activities but take far too long for people to move around any given area to ensure economic efficiency. I hope that this consultation process is appropriately listened to and is not just tokenistic, like so many others.

Your expectantly

[REDACTED]

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Fwd:1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Sun, 23 Jul 2023 at 11:46

Subject:

To: <streetscene.consultations@hackney.gov.uk>

Outrageous! They are so few motorcycle bays in London that I don't think it can pretend to be a paid service!
Why not charging bicycle which you now find dumped anywhere in London's street.

[REDACTED]

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Fwd: Hackney Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 11:52
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

I would like to register my objection to the proposed motorcycle parking charges.

Purchasing a Scooter and commuting to work enabled me to get rid of my car and use alternative modes of transport for different occasions whether public transport or Zipcar.

Scooters reduce the amount of congestion on the roads taking up far less space.

They are highly fuel efficient and I ride 200km on a single tank.

They are far less polluting than cars and should be seen as part of the solution to reducing pollution and carbon emissions and not the problem.

I believe charging motorcycles is shortsighted. In fact, more people should be incentivised to adopt motorcycles in order to reduce congestion and pollution caused by cars.

I would be happy to pay a similar rate to Westminster of £1 per day, as a contribution to more and better motorcycle parking bays. This seems reasonable.

Please reconsider.

[REDACTED]

Sent from my iPhone

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Fwd: Hackney Motorcycle Parking Charges - Final Consultation1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 12:01
Subject: Hackney Motorcycle Parking Charges - Final Consultation
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I hope this email finds you well. I am writing in response to the final statutory consultation regarding the proposed motorcycle parking charges in the London Borough of Hackney.

As a motorcycle owner and frequent rider, I am deeply concerned about the significant impact these proposed changes could have on motorcyclists, not only in Hackney but potentially all over London and the UK, should this policy spread.

The proposed charges – £10 for all-day commuter parking in solo motorcycle bays, charging motorcycles and scooters the same as cars for residents and business parking permits, and the increase in residents' and business permits' costs – create an excessive financial burden for motorcyclists. This move may not only deter riders from using their vehicles but could discourage potential new riders from choosing this method of transportation, which I believe is counterintuitive to the Council's aim of promoting sustainable transport alternatives.

Motorcycles and scooters offer a range of advantages that support your objective of tackling climate change and improving air quality. Firstly, they are generally more fuel-efficient than cars, leading to lower CO2 emissions. Secondly, their smaller size results in a reduced footprint, contributing to less congestion and thus, lower overall emissions due to improved traffic flow.

Thirdly, the nature of two-wheeled vehicles allows for more efficient use of parking spaces, accommodating multiple motorcycles or scooters in the same space required for a single car. This is beneficial in high-density areas like Hackney, where space is at a premium.

Given these clear differences in footprint, emissions, and space usage, it seems counterintuitive and illogical to impose the same charges on motorcycles and scooters as on cars. It does not reflect the reality of these vehicles' impact on the environment, the traffic, or the community.

Here are some alternative options I would like to suggest for your consideration:

- No charges for motorcycles and scooters: By providing a cost incentive, car owners may be encouraged to switch to these less polluting and more efficient modes of transport.
- Increase charges for cars: This would effectively target the primary source of transport emissions and congestion in Hackney.
- Adopt the Westminster or Lewisham models with far lower charges for motorcycles: These models have proven effective in these areas, suggesting they could work in Hackney as well.
- Consider factors such as space and congestion in any charges: It is fundamentally unfair to charge motorcycles and scooters the same rate as cars, considering the vast difference in size and impact on traffic congestion.

In conclusion, I urge the council to reconsider these proposed changes and explore alternative approaches that do not unfairly penalize motorcycle and scooter riders. A balanced, thoughtful policy will not only be more acceptable to riders but could also more effectively address the environmental concerns that underpin this proposal.

Thank you for taking the time to consider these suggestions. I look forward to seeing how the council will revise these proposed changes to best serve the interests of all Hackney residents.

Yours sincerely,

A solid black rectangular box used to redact a signature.

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Fwd: Proposed Motorcycle parking changes in Hackney1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 12:04
Subject: Proposed Motorcycle parking changes in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Dear sirs,

I would like to add my comments that I disagree with the new proposed changes to motorcycle parking in your borough.

I feel the use of a motorcycle reduces to the overall use of cars, are very energy efficient (mine is over 80 mpg) and enhances the use of facilities within the area for the users.

Regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle concerns1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 23 Jul 2023 at 12:13
Subject: Motorcycle concerns
To: <streetscene.consultations@hackney.gov.uk>

Hi Street Scene

I object to the proposed changes to Hackney's parking. Motorcycle bays should remain cheap to encourage the benefits of using a motorcycle in London. These include:

- 1 - more petrol-efficient vehicles, helping the environment;
- 2 - less congestion in traffic; and
- 3 - more space efficient parking when compared to cars.

Car parking may well need to be reformed, but motorcycle parking does not.

Many thanks

[REDACTED]

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Fwd: Parking for motorcycles1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 17:36
Subject: Parking for motorcycles
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Council,

I ride a motor bike. In my experience, powered two wheelers are far better at reducing congestion and standing traffic - with idling engines polluting our air - than cars.

Please bear this in mind when setting any charges, *reasonable* charges, not such as you are currently proposing.

No parking charges for motorcycles would be the best option, as some drivers might then be tempted to switch to two wheels for commuting.

Thank you for considering this carefully.

[REDACTED]

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Fwd: Consultation on parking charges for motorcycles1 message

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 17:35
Subject: Consultation on parking charges for motorcycles
To: <streetscene.consultations@hackney.gov.uk>

Dear Sirs,

Having seen your proposal to charge motorcyclists for parking in your Borough I was under the impression that you were going to provide better facilities, increased security measures and more spaces.

I can see that none of this is going to be implemented and you are all about raising revenue and driving motorcycles off the roads or at least out of your parking areas.

Dreadful decision really considering the need for low cost low carbon transport that enables social mobility into hard to access places for workers and social means to be attended spending money in your Borough directly and indirectly via council tax and rates etc. Forcing those lower paid than most to spend more on parking is ill conceived and will not help in the long term. I suspect the consultant who advised you to do this doesn't ride a motorcycle and has dazzled you with some short term calculations on extra revenue it will generate to justify their fees.

Perhaps take a step back from this and look at the full working cycle in your Borough, and who you have working where that demands they commute and use motorcycles for social domestic and pleasure.

If they are becoming a nuisance and you need to diswade so many then fine those that park irresponsibly. Those fines will generate more revenue than parking charges.

You will force people to use electric none registered bikes and cycles that don't have a registration so can't be traced or pay a fee for parking so you will lose out there.

This scheme seems poorly thought through with high admin costs at a time when your resources cant cope with existing demand and your core services are suffering as a result.

When it fails and has cost your tax payer considerable investment and you're voted out of office for being inept, blame your consultants.

Regards

[REDACTED]

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Fwd: Motorbike charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 17:33
Subject: Motorbike charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

To whom it may concern

I am writing to oppose the introduction of parking charges for motorcycles. Could you kindly consider the below constructive comments ?

Motorcycles should be encouraged to prevent the use of cars .

Motorcycle emissions are very low and the use of 2 wheeled vehicles whether it be bicycle , Scooter or motorcycle should be actively encouraged to reduce use of cars .

Lewisham has lowered charges for motorcycles - why is Hackney proposing an increase ?

I look forward to hearing from you

Kind regards

[REDACTED]

Sent from my iPhone

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle Parking Charges Final Consolation1 message

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 17:32
Subject: Motorcycle Parking Charges Final Consolation
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I would like to state that I object to your policy on your proposed Motorcycle Parking charges.
Please see below some alternatives ideas:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges
- Improve the availability of Solo Motorcycle Bays as the only ones currently available are located around Old Street
- Reduce the charge for motorcycles and scooters in regards to resident permits; motorbikes take up less space, produce less CO2.
- Business permits to be charged higher than resident permits, but lower than a car.

As a proud Londoner myself, I would hate to see Hackney essentially segregate a whole demographic of individual who love to ride motorbikes.

I honestly believe, you make Hackney more motorbike friendly, it will attract riders to spend time and money with local business and if Hackney Council even provide event tailored for riders, I am sure it will help build closer community ties between the council and the riders who live and work in Hackney.

I look forward to your response on every point I've put forward too you.

Your sincerely,

[REDACTED]

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Fwd: Parking charges.1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 17:29
Subject: Parking charges.
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sirs/Madams,

I am writing to you in the strongest way possible regarding the insidious charges you are trying/going to implement against motorcycles. This is incredibly poor strategy as motorcycles are part of the solution, not the problem. We take up far less room, polluting far less and kinder to the environment than our 4 wheeled brethren. Please ditch this planned idea forthwith. You should be promoting the use of motorcycles, not punishing the users in any kind of way. It makes sense for me to use my bike to get around and with the knowledge I'm helping the planet at the same time and keeping my mental health stable due to the fact it's far less stressful than driving a car around for 100% sure.

Regards [REDACTED]

Sent from my iPhone, regards, David

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle Parking1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 17:29
Subject: Motorcycle Parking
To: <streetscene.consultations@hackney.gov.uk>

I have worked for many years as a surveyor in London, travelling from place to place including a substantial amount of time in Hackney.

Motorcycling gives an easy, quick, low impact option, particularly when travelling across the Borough and not in and out.

To effectively ban motorcycle parking will give a massive and detrimental effect of utility in the Borough and is likely to cause and increase in pollution and traffic density.

I strenuously object to this parking proposal.

[REDACTED]

[REDACTED]

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Fwd: Hackney motorcycle parking charges.1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 17:27
Subject: Hackney motorcycle parking charges.
To: <streetscene.consultations@hackney.gov.uk>

I cannot comprehend how anyone with a modicum of intellect and awareness devises a scheme that would increase both pollution and road congestion by penalising the use of powered tow wheelers in their area.

But, Hackney's proposals achieve this end, whilst purporting to reduce both.

Powered two wheelers are a solution to both congestion and pollution and should be both welcomed and supported.

Sent from my iPhone

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorbike parking consultation1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 17:20
Subject: Motorbike parking consultation
To: <streetscene.consultations@hackney.gov.uk>

One of the best things about London is the fact that you can almost always find a place to park a motorcycle for free. Motorcycle couriers are the lifeblood of London, bringing all kinds of deliveries across the city and in from the surrounding area. Commuting by bike is fast, exciting and energising, and the pollution caused by motorbikes, especially the newer Euro 5 compliant ones, is negligible compared to buses, taxis and motor cars. You can fit 4-6 bikes in the space occupied by one car. So, why is Hackney proposing to scrap free parking for motorcycles? Do the council not realise the terrible effect this will have? You should be encouraging motorcycling, not doing this.

Please consider keeping things free for motorcycles to encourage motorists to downsize to the more fuel efficient 2 wheel mode of transport. This policy works well in Westminster & Lewisham. Any charges need to take into account space and congestion.

Regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Motorcycle Parking Charges FINAL CONSULTATION1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 17:17
Subject: Hackney Motorcycle Parking Charges FINAL CONSULTATION
To: <streetscene.consultations@hackney.gov.uk>

Charging for motorcycle parking is only a detriment for your council in terms, because it negate some of the reasons we, as motorcyclist use our bikes daily.

We take less space in the roads, thus reducing congestions.

We take 1/4 of the parking space a car would take.

When allowed, we can park in small places and corners, away from traffic and pedestrians path.

Why not plan for different approach towards motorcyclist, such as:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

Kind regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 17:14
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Sirs

I object to the proposed Hackney Motorcycle Parking Charges

Yours sincerely

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 17:10
Subject: Hackney Motorcycle Parking Charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

To who it may concern
Would it not be better to consider
No charges for motorcycles and scooters to encourage car drivers to downsize.
Increase charges for cars to target the real source of transport emissions and congestion in Hackney.
Follow the Westminster or Lewisham models with far lower charges for motorcycles.
Account for factors such as space and congestion in any charges.

Regards
[REDACTED]

Sent from [Outlook for Android](#)

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Council Policy1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 17:08
Subject: Hackney Council Policy
To: <streetscene.consultations@hackney.gov.uk>

Hi,

Objection to your plans around motorbike policy in Hackney.

Some alternatives to consider:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

Regards,
[REDACTED]Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking fees1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 16:58
Subject: Motorcycle parking fees
To: <streetscene.consultations@hackney.gov.uk>

Hello, I regularly have to visit the Hackney area of London for work, and only ever do so on a motorcycle given the level of traffic. This charge will severely impact my cost base, and we are not in a position to absorb any extra costs. We pollute a tiny amount, take no space, and have a small impact on the borough. I urge you to reconsider.

Kind regards

[REDACTED]
Oxford

Sent from my iPhone

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Proposed charges for Motorcycles in Hackney

1 message

Streetscene Consultations (Shared Mailbox) <streetscene.consultations@hackney.gov.uk>

28 July 2023 at
16:43

To: Charlotte Connell <charlotte.connell@hackney.gov.uk>, "Parking Policy (Shared Mailbox)" <parking.policy@hackney.gov.uk>, "Consultation Parking (Shared Mailbox)" <consultation.parking@hackney.gov.uk>

FYA

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 15:55
Subject: Proposed charges for Motorcycles in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Dear Sirs

I'm concerned to learn of a proposed charge to motorcycles for parking in the borough of Hackney.

I ride to work everyday and frequently park in multiple boroughs. One of the main reasons I moved to riding a bike into London was the reduced impact it had on congestion and also the impact of pollution.

I appreciate your desire to reduce the impact on climate change any vehicle can have, however motorcycles only make up a very small percentage of road traffic and I would suggest that targeting other road users would have a much bigger impact.

Can I ask why this is seen as the best option as I strongly oppose this solution? Instead could you not target vehicles based on their size, so bigger lorries and trucks, which clearly kick out more pollution than a motorbike, are not targeted instead.

Could this not also be targeted at cars instead, surely the biggest polluters overall. Would this also not make it more likely they will leave cars at home. As we've seen with proposals to expand the ULEZ zone, the impact on car use can be a hot topic, so is more likely to limit use.

Motorcycles are also increasingly being used by more people to reduce the need to travel by car, especially for work, but would not imposing additional costs actually put these people off. Motorcycle travel can be uncomfortable so if there is now a higher cost to ride, then the choice to keep with a car may make more sense.

While I appreciate the overall goal for the council, I don't believe targeting motorbike users like this makes sense and therefore would appreciate an full explanation from you as to why these other options are not being considered above charging bikes. This does feel very much like the issue with electric cars. Once the initial benefit of a 'clean' alternative to petrol cars starts to hit the financial bottom line, additional charges are being imposed. It seems as though the 'goal' of limiting pollution is being used to cover up the actual desire to make more money from what is a relatively small percentage of road users.

Many thanks for help in responding to my questions. I would appreciate a written response to my questions.

Yours faithfully,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 14:34
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney council,

I'm writing to let you know that I'm opposed to your proposals for motorcycle parking charges. I'd also like to suggest a few things that may help achieve your aims.

If the aim is to reduce greenhouse gases and improve air quality why not target the vehicles that overwhelming contribute to that? Cars. Surely higher charges for larger vehicles is the way to go?

Added to which surely we want to encourage more people to use 2 wheeled vehicles? These are more fuel efficient and contribute less to congestion on our roads compared with cars. Yes public transport use is key but that won't work for everyone.

Heavy handed approaches that do little to tackle the actual causes of the problem will just end up turning more people away from the real work that needs to be done to tackle climate change.

If you need to raise money then why not have a reasonable charge for motorcycle parking? That way you won't deter people from using them at all. I believe Westminster and Lewisham councils follow this model.

I know you have a mandate to tackle climate change and improve air quality but ignoring the evidence base and common sense is not the best way to achieve this.

I hope this helps and very much look forward to your response.

Yours sincerely

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 12:43
Subject: Hackney Motorcycle Parking Charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,
my name is [REDACTED], I write to ask a review of your proposal.

London is adopting a very negative policy for commuting and this is limiting the movement of people. Traffic is going intentionally worst, TFL is very expensive and often with a poor service, and bicycle cannot be a valid replacement (limited and very slow movement, very limited cargo capacity, physical issues, etc).

The motorbike is the greener and most efficient solution possible here. It can transport the people door to door, the consume of petrol is very low, it is cheap and efficient and it doesn't take space when parked. The motorbike has insurance and mandatory helmet, to protect himself and the others, not all vehicles have it and the difference is huge. Essentially there isn't a better vehicle for London and it is the life change for many people.

A limit for motorbike is a limit for all people, a step back on evolution of town because the movement is the key for it. A limit for motorbike is a limit firstly for students and poor people that cannot spend so many money for underground or car.

Please don't make this huge mistake!

Thank you
Best Regards
[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Opposition to Hackney Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 12:23
Subject: Opposition to Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

I'm writing in opposition to Hackney Council's planned changes to parking charges for motorcycles.

The council's stated aim is to tackle climate change and air quality, but with the council's streets regularly busy with car, van and bus traffic, why are motorcycles being punished?

If this is your aim, why are you not encouraging more people to use motorcycles or scooters?

Motorcycles typically have smaller engines, which means they consume less fuel compared to cars, vans, and buses, especially when considering city commuting.

Due to their smaller engine size and weight, motorcycles generally emit fewer greenhouse gases and air pollutants per kilometer traveled.

Best regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Council motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 11:13
Subject: Council motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Hello

I object to the proposed parking charges for motorcycles in the Borough; motorcycles contribute far less than four or more wheeled vehicles to air pollution; therefore should be given far better consideration.

Yours faithfully

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

[REDACTED]

Fwd: Charges for parking P2W in Hackney1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 23:26
Subject: Charges for parking P2W in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Dear sir / madam,

I have just found out that you will be charging for commuter parking, or all-day parking, of motorcycles within your borough and honestly I am shocked and surprised.
1,800Kg whereas the average motorcycle is nearer to
Given that motorcycles are a smaller, cheaper form of transport that causes negligible wear and tear to roads, takes up 1/3 of the space of a car and whose emissions are much less than any other powered vehicle on the road, I would have thought you would be promoting their use rather than punishing the riders.

Charging PTWs the same as cars for parking permits makes no sense, especially given the above evidence. If you are going to charge people then it would make sense if the charges were in line with the cost of the vehicle to you, in terms of the wear and tear it causes on your infrastructure. Using a simple comparison of vehicle weights, the average car weighs in at 1,800Kg whereas the average motorcycle is at about 110Kg. Would it not make sense, therefore, to charge motorcycles £10 / 1800 * 110, or 61p?

If you're going to compare sizes then you can easily get three PTWs in to the space made for one car, That would reduce your charge to £3.33. I would suggest that, if you are going to charge, then either £3.33 or 61p are compatible with your spending needs.

Do you not agree?

[REDACTED]

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Fwd: I fiercely oppose Hackney's proposed motorcycle parking policies1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 23:00
Subject: I fiercely oppose Hackney's proposed motorcycle parking policies
To: <streetscene.consultations@hackney.gov.uk>

- I suggest the following as a minimum!
- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges
- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

Your faithfully

[REDACTED]
Sent from my  iPhone 6

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objections to motorbike parking charges1 message

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 27 Jul 2023 at 22:31

Subject: Objections to motorbike parking charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hello.

I am disappointed that Hackney Council is planning to still enforce its ill-conceived parking charges for motorbikes and scooters.

You are proposing to charge motorbikes and scooters the same as you do for cars. This is massively disproportionate given that your concern claims to be about pollution and congestion.

If you were genuine regarding this, you would propose a proportionate (although still punitive) charging scheme.

e.g.

A motorbike takes up approximately $\frac{1}{4}$ the space of a car (being generous there). Therefore will cause $\frac{3}{4}$ less congestion. Consequently any charge for a bike should be $\frac{1}{4}$ that for a car.

A motorbike engine can be as small as 50cc. Mine is 125cc. The average car engine size is 1,600cc. Based on this a motorbike like mine will cause 92% less pollution than a car. So I should be charged 92% less than a car.

Your sledgehammer and belligerent approach to pricing charges for bikes is absurd. Too everyone it smells suspiciously of a revenue generating scheme, which is of course, precisely what it is.

I have some sensible suggestions for you i.e. intelligent and measured alternatives to your proposed plans:

1. If you must charge motorbikes, then it must be proportionate to the harm they cause. So the charges should reflect the engine size of the motorbike.
2. You can link parking bays to an app, such as Ringgo where a link up to DVLA records indicates the threat your bike's engine size poses to Hackney, and price each rider accordingly.
3. If you were really invested in reducing pollution and congestion, you would advocate for car owners to switch to motorbikes. As I said previously their engine sizes and footprints are smaller than those a car.
4. You could do this by sending letters to each household in Hackney, detailing how much more efficient, cheaper to run, and less polluting a motorbike is than a car. Just think, if every car owner

switched to a 125cc motorbike then there could be as much as a 92% reduction in exhaust emissions!

5. You could organise a scheme where car owners can get a trade-in or discount if they downsize to a motorbike. You could even liaise with *Motoden* and *Scooterden* in Dalston. This would support a local business too.
6. Motorbikes should be able to park free at weekends and in the evenings. This way people will visit Hackney to dine out which will bring in revenue for Hackney businesses.
7. Regarding this, install some parking bays only for use by bikes, for free. Make car users jealous of motorbikes and their free parking: it might persuade car owners to switch to a motorbike
8. Islington Council have recently started to charge motorbikes an all day fee of £1. How do you justify charging a motorbike £6 an hour!? My alternate to you is to follow their lead. They also have a 12-month permit you can buy for either £65 (residents of Islington) and £110 for non residents. Why are your permit prices so much more expensive? It couldn't possibly be because it will generate less revenue... Or could it..?

In reality, if you are genuine about the environment then you would simply let motorbikes park for free - as this is the best incentive for car owners to switch to a motorbike.

These are the sort of proposals a community would expect from their council. That is if the council wants to be seen as progressive, and not a cash hungry organisation determined to extort whatever money it can from motorcyclists. Motorbike owners who may have no other choice but to use a motorbike for work or domestics. And who may have decided to own a motorbike instead of a car, due to their existing environmental conscience. They might as well own a car instead - if the cost to park is going to be identical, don't you think? Oh, and by the way there is a cost of living crisis right now, or hadn't you heard?

I look forward to hearing from you regarding my alternatives to your exorbitant charging scheme.

████████

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Fwd: Proposed parking and restrictions re motorcycles in Hackney1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 27 Jul 2023 at 22:26

Subject: Proposed parking and restrictions re motorcycles in Hackney

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

1. Motorcycles take up minimal road and parking space compared to cars.
2. Many ride motorcycles due to high costs associated with car use.
3. If wanting to deal with problem riders focus on supporting a ban on delivery riders on provisional licenses.
4. Your proposal's will arguably deny motorcyclists right to enjoy personal property and in breach of Human Rights Act.
5. There is growing national opposition to your proposals and you may have to expect significant backlash.
6. Bikers have not been adequately consulted or involved in your proposals
7. At a time when there is much focus on climate change and urban road space it is irresponsible to penalise bikers.
8. Do not underestimate the strong influence of various groups and association's linked to motorcycle use.

Regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Council proposed motorcycle parking charges - Feedback1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 22:20
Subject: Hackney Council proposed motorcycle parking charges - Feedback
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir,

I would like to submit my feedback regarding proposed motorcycle charges as follows:

Motorbikes vary in weight, but are roughly in the weight range of 200 kg as a general rule, or as a median average. By contrast, on average European cars weight around 1400kg. This isn't an exact science, but I'm sure you can see my point. Looking at this as a reasonable example, the car is 8 times heavier than the bike, which represents a significantly larger use of resources and subsequently more embodied emissions.

Specific points to consider:

- Using a motorbike results in a huge reduction in commuter congestion. Over 85% of commuter vehicles only carry one person.
- A motorbike used around a seventh of the resources taken to build one car, resulting in a lower embodied carbon impact.
- Bikes tend to be purchased as a "pride and joy" item, so are more likely to be serviced properly and looked after, resulting in better fuel efficiency and a longer life cycle
- Less time is spent in congestion causing emissions whilst not making progress. The comparative CO2 output against other vehicles that can't filter through traffic will be drastically less.
- Generally speaking bikes use less fuel than cars – 55-81% according to a 1992 study (22/04/2016, <http://www.greenchoices.org>)
- Bikes have a reputation for being dangerous. DVLA Statistics in fact suggest that motorbikes are less dangerous for other people than cars, and not as dangerous for the bikers themselves as is often thought. (11/03/2016, <http://www.greenchoices.org>)

Considering the points above, may I suggest a policy for motorcycle parking charges that will actually benefit the residents and commuters of Hackney:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles

Thank you for your consideration.

Sincerely

A solid black rectangular box used to redact a signature.

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney motorcycle parking charge. Motorcycles take up far less space on roads and and as the majority of cars have only the driver being transported, it makes sense that motorcycling should be encouraged not classed as equal to cars. I have been a m...

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 27 Jul 2023 at 21:54

Subject: Hackney motorcycle parking charge. Motorcycles take up far less space on roads and and as the majority of cars have only the driver being transported, it makes sense that motorcycling should be encouraged not classed as equal to cars. I have been a m...

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Sent from my iPhone

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Proposed motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 21:50
Subject: Proposed motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

I am opposed to the proposed parking charges. I believe there should be these matters to consider:

- No charges for motorcycles and scooters to encourage car drivers to downsize.
- Account for factors such as space and congestion in any charges.

I would like to this proposed parking charges dropped.

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney motorcycle parking charges .1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 21:44
Subject: Hackney motorcycle parking charges .
To: <streetscene.consultations@hackney.gov.uk>

I think it is disgrace to be charging for motorcycle parking , I feel they are just looking for a cash cow, it's pure anti motorcyclist legislation
Sent from my iPhone

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection to 2 wheel charges.1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 20:22
Subject: Objection to 2 wheel charges.
To: <streetscene.consultations@hackney.gov.uk>

Appalling decision!

Encourage 4 wheels onto 2.

2 wheels - These are affordable for people to get to work & actually pay your community charge.

Stop penalising the worst off!

Terrible proposal .

[REDACTED]
Sent from iPhone 12 Pro Max

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd:1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 20:00
Subject:
To: <streetscene.consultations@hackney.gov.uk>

Good evening

I write with disgust that you even consider parking charges for motorcycles in Hackney. As a regular motorcyclist in the area, it will cause many problems for me and other like minded people.

People just take parking stickers from bikes, legally parked, and use them in cars, I've seen it happen in other locations. You need emissions down as well as congestion but the madness of this policy will cause more pollution from other vehicles such as busses and taxis and will increase congestion.

Please stop this madness now and provide proper secure parking for motorcycles to encourage their use and reduce congestion.

I expect a response from you.

Regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle statutory consultation Traffic Order TT16541 message

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 19:59
Subject: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

[REDACTED]

London 27 July 2023

Hackney Council
Mare Street
London
E8 1EA

Dear Hackney Council,

I write to you with reference to the recent proposal to amend the Hackney (Parking Places) (Map Based) (Consolidation No. 2) Order 2018, specifically the revocation of Paragraph 7 (k) that currently allows solo motorcycles to park without a valid permit, visitor voucher, or paid-for parking session.

I wish to express my opposition to this proposed amendment. Solo motorcycles, due to their size, often occupy less space than cars and other larger vehicles. This characteristic can help alleviate issues with parking availability, an ongoing concern in our borough.

Motorcycles can be considered an effective mode of transportation in London for several reasons:

1. Lower Congestion: Motorcycles are smaller and more agile than cars, making them more capable of navigating through heavy city traffic.
2. Parking: Given their size, motorcycles require less parking space. In many areas, they can park for free or at a reduced cost compared to cars.
3. Fuel Efficiency: Motorcycles generally use less fuel than cars, making them a more environmentally friendly choice.
4. Lower Commute Times: The ability to filter through traffic often results in quicker commute times for motorcyclists.
5. Accessibility: Motorcycles can access certain areas and routes that might be restricted for larger vehicles.
6. Cost: Owning and maintaining a motorcycle can often be cheaper than a car, considering factors like fuel, insurance, and parking costs.
7. Pleasure: Many people also find riding a motorcycle to be an enjoyable experience, offering a sense of freedom and adventure that can make commuting more pleasant.

Instead of revoking this exemption, I propose that we explore other alternatives to effectively manage parking spaces. One such alternative could be the introduction of designated parking areas for solo motorcycles. Another could be the implementation of time-limited parking sessions, which could help to ensure a fair rotation and use of available spaces.

Further, I suggest conducting a thorough assessment of the parking situation in our borough. This assessment should include the gathering of input from residents and visitors alike, to ensure that our parking policies reflect the needs and preferences of our community.

I believe it is crucial to balance the needs of all road users. Any changes to our parking policies should be fair, reasonable, and in the best interests of our community.

Thank you for considering my suggestions. I look forward to participating in ongoing discussions about how we can improve parking management, traffic flow, and safety in our area.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 19:44
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I am writing to register my objection to the motorcycle parking charges being proposed by the council. Motorcycles have always been the affordable transport option for many people. With the cost of living crisis hitting many London residents very hard, it seems incredibly insensitive to be introducing such a punitive additional charges at this or any stage.

In addition, I believe that this proposal ignores the contribution of motorcyclists to the local economy. Apart from an efficient form of delivery, many people commute to the area for their work. As a key worker, I for one will not see my income rise by more than a few percent for years to come - where am I supposed to find the extra money? (Public transport is more expensive than using a motorbike.)

Finally, I do not think that this can be argued to be a green measure since we have already complied with the implementation of the ULEZ initiative and motorcycles are much less polluting than most other vehicles on the road. They take up much less space and cause very little wear and tear to the roads.

I remember passing my British Motorcycle Federation test at Hackney Wick forty years ago. It would be a great shame if that basic freedom to park is removed and monetised.

Please consider my arguments seriously.

Best wishes,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle charging1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 19:35
Subject: Motorcycle charging
To: <streetscene.consultations@hackney.gov.uk>

I wish to register my objection to introducing charges for parking particularly motorcycles.

You show a continued desire to frankly fleece the average citizens.

Motorcycles in particular take less room to park and all will produce less emissions than any ICE vehicles.

Please note my objection to your proposed charges.

Regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney council plans for motorcycle parking objection1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 19:27
Subject: Hackney council plans for motorcycle parking objection
To: <streetscene.consultations@hackney.gov.uk>

Hello,

Following a leaflet left on my motorcycle parked in hackney today, I would like to flag my objection to the plans I read about from the council.

Please let me know if additional information is required from my side to make my voice heard.

Thank you,
[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle statutory consultation Traffic Order TT16541 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 19:12
Subject: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council

I would like to object to the new proposed motorcycle parking charges.

The reasons why I object to these new proposals is due to the fact that most Motorcycles have a smaller footprint than most cars so should be treated as where you can get 4 to 5 Motorcycles to one car length, with this, having more Motorcycles on the road does help with the issue of congested roads, and with how the economic issues majority of people are having it feels that you as the council are just looking to squeeze the working person to a point where it would be better for them to be on the dole, then to work.

Many thanks

[REDACTED]

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Fwd: Motorcycle charges consultation1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 19:03
Subject: Motorcycle charges consultation
To: <streetscene.consultations@hackney.gov.uk>

Dear sir/madam,

I am led to understand that there is a plan to charge motorcycles for parking and I would like to strongly object to this.

As a car driver and a motorcyclist myself, I accept that cars do add to congestion and can be seen as part of the problem, but I feel strongly that motorcycles represents part of the solution, not the problem and so charging motorcycles to park is a negative approach. Ideally we need more people using smaller and more efficient modes of transport and motorcycles are one of those, and they do not add to congestion (or if so, almost no impact). The positive effect would be to encourage people to use mopeds or motorcycles more, as I potentially will do.

Please do not implement charges for motorcycles.

I look forward to hearing from you.

Thanks,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: FINAL CONSULTATION - Objection to Hackney Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 18:58
Subject: FINAL CONSULTATION - Objection to Hackney Motorcycle Parking Charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hello,

I am writing to object to the proposed change in motorcycle parking charges for Hackney.

The stated aim to tackle climate change and air quality deliberately ignore several key features of motorbikes:

- any new bike comes with very high engine norms (eg tight emission thresholds, catalytic converted etc) and an increasing number of motorbikes are electric; as these bikes get released onto in the road, they will de facto improve air quality vs where we are now; there is no need to charge bikes for parking to achieve increased air quality and tackle climate change, this is just pure plain hypocrisy. For reference, in 2013, Regulation (EU) No 168/2013 expanded the number of L-categories and updated implementation dates for Euro 4 and 5 standards. The regulation sets more stringent emission standards for hydrocarbons, carbon monoxide, nitrogen oxides (NOx) and particulate matter (PM). Euro 4 also introduces OBD stage 1 requirements for motorcycles and three-wheelers. Reporting of carbon dioxide (CO2) emissions as part of the type approval process is now required.
- motorbikes are much smaller and efficient than cars (motorbikes pollute way less than cars and cars are the key cause of congestion as a single car uses 4 to 6 times the space of a single motorbike) so motorbikes should be exempt from parking charges to encourage car drivers to downsize, thereby reducing pollution and congestion. In the extreme, if motorbikes were made to pay for parking, there should at least be a principle of proportionality that applies vs cars, that accounts for the lower pollution and congestion caused by motorbikes vs cars. Charging motorbikes and cars the same would simply ignore any principle of proportionality in terms of pollution, congestion and material to recycle once the vehicle has reached the end of its usable life. In other words, it would simply be unfair.
- Hackney is already doing a very poor job in offering solo motorcycle bays (eg there are very few compared to other boroughs), it would really become a laggard vs. other boroughs if it was to introduce parking charges for motorbikes. Hackney should be more concerned about increasing the number of free-parking solo motorcycle bays to encourage downsizing and reduction of pollution/congestion, rather than trying to rack up additional money by charging motorcyclists unfairly.

Thank you for your consideration and hoping to receive an answer from you on the points above.

Kind regards,



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Fwd: Objection to parking charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 19:22
Subject: Objection to parking charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Consultation team Hackney.

I wish to have this objection noted and responded to.

OBJECTION to intended parking charges for motorbikes:

Reasons as follows.

We run a charity for cancer research and we have recently been forced from driving cars to riding motorcycles because we cannot afford congestion and/or parking fees whilst on our rounds.

Motorcyclists are vulnerable enough in terms of the numbers of traffic accidents due to car and truck drivers attitudes to bikers.

In addition: self employed bikers simply cannot afford to pay parking charges because of their extremely low earnings.

The U.S.A is benefiting, not Britain.

I find it appalling that American companies like AMAZON and FEDEX are cashing in on British people who are fearful of charges and forced to shop on-line because their vehicles get hit with so many charges. You are draining UK business and shops whilst boosting the profits of these American companies. Somebody should wake up to this killing of UK business'.

SPITEFUL.

When ULEZ for example was brought in, they made it from MIDNIGHT to MIDNIGHT. This meant that anyone wanting to visit a show in the west end would leave the show at 10pm to 10:15. and would have to make sure they drove outside the zone areas otherwise they would be charged twice.

They would not be able to visit a cafe or restaurant afterwards which obviously brought about the killing off of such business'.

If this wasn't utter spite and stupidity then I have no other words to describe it. The Americans must be laughing at our handing over so much revenue.

You are creating a slippery slope if you try to charge parking fees to ANYONE with an alternative mode of transport such as a motorcycle

because the evidence is clear: Central London is now a skeleton of its former days with is a series of pop-up night-life stalls selling back street market products.

LUXURY cars like Ferrari's, Bentleys, and Lamborgini's are seen regularly racing up and down london's streets because these people don't care what they pay in penalties and fines due to their (often foreign) wealthy status'.

You are borderline on killing off the last remnants of poorly paid workers incomes, and I shall expect a full response to the points raised in this email.

There are alternatives, such as increased parking tariffs for fast high powered luxury cars, ie: Bentleys and Lamborgini's. or perhaos engine size parking tariffs could be implemented.
Don't just jump in with off-the-cuff ideas because you are already emptying London of its world famous buzz atmosphere (That few other cities have) once and for all.

What next: Pedal cycles?

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

[REDACTED]

Fwd: Objection to council charges and banning of motorcycle commuting in Hackney Borough1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 27 Jul 2023 at 18:33

Subject: Objection to council charges and banning of motorcycle commuting in Hackney Borough

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear sir/madam,

Firstly, I would like to strongly object to the proposed charges and effective bans for commuters using motorcycles in Hackney Borough.

Motorcycles used for commuting have less environmental impacts than a car, create far less CO₂, use less raw materials to manufacture and can park 4 to each effective car space! Yet still you want to charge the same as a car to park outside your own house or place of employment.

In many cases, a small capacity motorcycle is the only cost effective solution to get to work for many people who do not live near convenient public transport links hence you could be effectively putting people out of work.

May I suggest, as we all understand the need to improve air quality and limit climate change, but the councils very anti-motorcycle policy is not the way forward and will indirectly have the opposite affect with the cost for a bike being the same as a car. It could be said that the council is actually encouraging car use where you either live in the Borough or have no option to commute! It would be interesting to get a legal position on this encouragement of burning more fossil fuels.

The way forward is to incentivise lower polluting vehicles whilst all sectors move towards a cleaner form of transport.

A rethink may be in order.

Yours sincerely

[REDACTED]

Sent from [Outlook for Android](#)Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle statutory consultation Traffic Order TT16541 message

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 18:21
Subject: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council

I can not stress how unfair these proposed changes are for a number of people like myself. Although I use car, my car is too old and sadly i have to pay ULEZ every time i drive it, so motorbike is the only way i can travel to shops and work

Motorbike is much quicker as the changes of blocking the roads around hackney made travelling by car impossible and journey times are double if not more, I am often stuck in traffic without an alternative route. Motorbike takes so much less space then a car, and often we can fill out spaces unused by cars. Motorbike uses less diesel/petrol and so it is more environmentally friendly, most of motorbikes engine are a fraction of a car engine and proposed fees are disproportionate and totally unacceptable

Motorbikes are used as a form of transport for whole section of local business, almost all deliveries of food are now done by motorbike and scooters, by rising the prices of parking you will put a lot of people out of work

Motorbikes are essential for local small restaurants

Your proposed changes will affect poor people who can't afford cars or to upgrade cars for new one

Your proposed changes will not make any improvement to the air pollution as it is affecting relatively tiny amount of riders/owners however you will force us out of our means of transportation and means of supporting our families

Your proposed ways to reduce costs are utterly ridiculous

- consider moving to greener vehicle- with rent/mortgage doubling and interest rates set to 6% this is not realistic
- scrapage scheme is available to very few who can afford to change vehicle in a first place
- car club -it is cheaper to take a taxi, also there is only one car club in my area which are never available, i know i have been a member for years!
- cycling- I had number of bicycles stolen locally, also in case you are not a Hackney resident it rains in London on average between 15 to 11 days which makes traveling by bike rather inconvenient to put politely, also I carry tools with me and cost of electric cargo bike is much greater than scooter or motorbike.

I would like to add that I just got a letter from Hackney council which discourages charging electric bikes. Also parking fees proposed are the same for electric bikes and petrol, so that is not going to convince me to upgrade even if I could afford it.

Have you tried to find a car parking place at the end of the day? It is very difficult, so why not encourage motorbikes which take less space and are less polluting than cars

Motorbikes affect local business, while car garages are shutting down in my local area there are few more garages fixing motorbikes and that gives employment to young people.

I was very happy for years to be able to just go and park my bike and go by the work life in Hackney, it appears that that is changing.

I was proud to live in Hackney and support the local council and community, now my Local government is changing and it is because of greed.

Why is that Lewisham and Westminster councils are so much more supportive towards their people?

Yours sincerely

Hackney resident since 2001

A black rectangular redaction box covering the signature of the sender.

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Fwd: Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 18:19
Subject: Motorcycle Parking Charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I am writing to express my dismay at your parking charge proposals, which are unfair in so many ways.

Everyone knows that the main causes of traffic emissions are diesel vehicles, and particularly older diesels that do not have particulate filters. Commercial vehicles are nearly always diesel and many emit shocking levels of emissions – you only have to drive behind a white van man to see this is real life.

By comparison, motorcycles and scooters all run on petrol, and nearly all 2-wheelers emit far less emissions than do cars.

No only do 2-wheelers emit less – they also cause virtually no wear to the road surface – so Councils would save money on road repairs if more people switched to 2-wheels.

The council should be encouraging more 2-wheel use – more cycling, more motorcycling and more scooters, which increasingly are electric driven.

Motorcyclists already pay a dis-proportionate amount of Road Fund Licence – all bikes over 600cc have to pay more than £100 a year in RFL – whereas a great many diesel cars from the 2001 – 2017 era are paying between £0 & £35 – that is just ridiculous. We need to get cars off the roads – large cars & 4-wheel drive SUVs should be bearing the brunt as they emit most and are the least fuel efficient.

All 2-wheelers should pay zero to park – we have to encourage more 2-wheel use!

[REDACTED]

Sent from [Mail](#) for Windows

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Fwd: I object to the proposed charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 18:17
Subject: I object to the proposed charges
To: <streetscene.consultations@hackney.gov.uk>

Please take this as confirmation that I object to the proposals

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Opposition to New Motorcycle Parking Charges in Hackney London1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 27 Jul 2023 at 18:16

Subject: Opposition to New Motorcycle Parking Charges in Hackney London

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I hope this email finds you well. I am writing to express my deep concern and opposition to the proposed plan to introduce charges for parking motorcycles in Hackney. While I understand the need for generating revenue and managing parking spaces, I believe that imposing fees on motorcycle owners is unfair and counterproductive. Below are my arguments against this initiative:

Environmentally Friendly Transport: Motorcycles are known for their fuel efficiency and lower emissions compared to cars. Encouraging motorcycle use aligns with the goal of reducing air pollution and promoting eco-friendly transportation options. Penalizing motorcyclists with parking charges contradicts the efforts to address environmental concerns and climate change.

Traffic Congestion Reduction: Motorcycles occupy significantly less space on the road than cars, thus easing traffic congestion in densely populated areas like Hackney. By imposing charges on motorcycle parking, the council could inadvertently discourage the use of motorcycles, leading to an increase in car usage and exacerbating traffic congestion, which runs counter to the council's transportation goals.

Safety Considerations: Motorcycles offer a viable solution to limited parking space issues. Unlike cars, they can often be parked safely and efficiently in smaller areas, freeing up more parking spots for larger vehicles. Forcing motorcyclists to park further away or seek alternative parking options might lead to safety hazards as they could resort to parking in non-designated spaces, obstructing pedestrian paths, and increasing the risk of accidents.

Impact on Local Businesses: Introducing parking charges for motorcycles could deter visitors from choosing Hackney as their destination. Local businesses, particularly those reliant on motorcycle traffic, such as delivery services and courier companies, may face additional financial burdens, impacting their operations and potentially leading to job losses.

Equity and Fairness: Charging motorcyclists to park their vehicles seems unfair and discriminatory. Motorcyclists are already contributing to the council's revenue through various taxes and fees related to vehicle ownership. Imposing additional parking charges disproportionately targets a specific group of road users, creating an inequitable situation.

Alternative Solutions: Instead of charging for motorcycle parking, the council could explore other revenue-generating solutions, such as improving public transportation, implementing congestion pricing for cars, or promoting bicycle use. These alternatives would align more closely with the council's commitment to sustainability and fairness.

In conclusion, I urge the Hackney Council to reconsider the implementation of parking charges for motorcycles. It is essential to foster a balanced approach that takes into account the environmental benefits, traffic reduction advantages, and the role motorcycles play in easing parking constraints. By working together to find more equitable solutions, we can create a thriving and sustainable urban environment for all residents and visitors.

Thank you for considering my viewpoint. I trust that you will take these concerns into account during your decision-making process. Should you require any further information or wish to discuss this matter in more detail, please feel free to reach out to me.

Sincerely,

A black rectangular box redacting the signature of the sender.

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Parking in Hackney1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 17:50
Subject: Parking in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Hi I would like to raise my objection to charging motorcycles in Hackney to park.

[REDACTED]
Sent from my iPhone

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection to Motorcycle and Scooter parking charges in Hackney1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 17:37
Subject: Objection to Motorcycle and Scooter parking charges in Hackney
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I am writing to express my objection to motorcycle and scooter parking charges in Hackney. To set these charges at parity with cars is a very bad idea. Motorcycle and scooter parking should remain free for many reasons.

* Motorcycles and scooters occupy a fractional footprint compared with cars, both in terms of parking space and road space, so it does NOT make sense to charge the same for parking as cars.

* Motorcycles and scooters do NOT pollute on the same scale as cars. Most of fuel consumed by vehicles is moving the mass of the vehicle, excluding any occupants. Motorcycles and scooters have an excellent person/vehicle mass ratio. As a result they also create far less brake dust and tyre particle pollution.

* Motorcycles and scooters are not part of the congestion problem, unlike cars, vans and goods vehicles.

* Congestion is a major cause of pollution in our cities and therefore motorcycles and scooters provide a solution to the problem you are trying to solve and their use should be encouraged.

* This country has a long history of motorcycle and scooter manufacture and use. In the mid 20th century they transformed the lives of working class people, by providing practical, affordable transport opening up employment and other opportunities. The same is true today - for many people it is the only affordable transport and your plans are directly targetting those on lower incomes.

I ask you to reconsider these ill conceived proposal and instead promote the use of powered two wheelers. It will form part of the solution by providing an alternative to the car and therefore reduce congestion and pollution.

Regards

[REDACTED]

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Fwd: Hackney motorbike charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 17:45
Subject: Hackney motorbike charges
To: <streetscene.consultations@hackney.gov.uk>

Hello

I would like to oppose the proposal for motorbike charges as this would have a negative affect on fighting climate change by not encouraging car drivers to down size.

- No charges for motorcycles and scooters to encourage car drivers to downsize would be my ask as a solution to help tackle climate change.

Look forward to your response

Thanks

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection to proposal of MC parking rules1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 09:05
Subject: Objection to proposal of MC parking rules
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

Having followed the proposed changes to parking regulations in Hackney I am concerned that it is now reaching its final consultation phase. Common sense should have prevailed and the realisation made that motor cycles and mopeds are not to be treated in a blanket approach with cars and other larger vehicles. I would suggest a few alternative options:

No charges for motorcycles and scooters to encourage car drivers to downsize. So many, in fact most cars I see on the roads are carrying only one person and yet have the capacity and take up the space to carry at least 5. This is inefficient in both output of emissions and space taken on roads, leading to congestion and crowding of limited parking spaces. MCs on the other hand can fit 6 times the amount in one parking space.

Increase charges for cars to target the real source of transport emissions and congestion in Hackney. If people want to continue driving large inefficient vehicles while not utilising their opportunity of space, let them, but charge them proportionally. Follow the Westminster or Lewisham models with far lower charges for motorcycles. This fairly reflects their impact as stated above. Account for factors such as space and congestion in any charges.

Thanks,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney motorcycle parking charges Final Consultation1 message

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 09:44
Subject: Hackney motorcycle parking charges Final Consultation
To: <streetscene.consultations@hackney.gov.uk>

Good morning Hackney council

This email is with regards to the efforts on your part to reduce motorcycle riders in Hackney borough.

With your efforts to lower fuel emissions from vehicles, tightening the restrictions and exponentially increasing the costs of motorcyclists for riding and parking is counterproductive.

Bikers reduce traffic therefore congestion especially during the busiest hours, use far less fuel than cars do, reducing total emissions. Should these new policies be implemented I know I will consider changing my mode of transport to a car, as well as many other riders, which will be entirely counterproductive to your emission cutting efforts, this will affect congestion and parking negatively. In order to affect change, targeting vehicles that are the actual issue here, such as big vehicles, would be most appropriate.

Targeting the least disruptive, most eco friendly, least congestive motor vehicle type, by making riding and parking using a motorcycle more difficult and expensive is ineffective, counterproductive and just appears to be bullying those who are actually consirate of the city.

I would strongly suggest no charge for motorcycles and scooters to encourage people to downsize where they can. If you want to affect change, this most likely will, not by bullying those who are most productive in the solution!

Looking towards Westminster or Lewisham boroughs for their models with regards to low charges for Motorcycles would be most appropriate as they have done a fair job and encourages riders to take a motorcycle rather than a larger vehicle to journeys to that area, a sentiment I can attest to.

I would encourage you to consider economic impacts increasing charges would have on the local economy, where businesses will be forced to increase delivery costs due to policy changes like this since motorcyclists are a big percentage of delivery and courier drivers, especially when businesses are already struggling during the cost of living crisis.

Please take the time consider the above before making any decisions with regards to policy and price point changes, as I have covered the negative impact these changes will have on many different levels, and will most likely result in an counterproductive outcome should these be implemented.

Many thanks,
[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Enhancing Sustainable Transportation Options: Alternative Solutions for Hackney's Proposed Policy on Charges for Motorcycles and Scooters

1 message

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 27 Jul 2023 at 17:37

Subject: Enhancing Sustainable Transportation Options: Alternative Solutions for Hackney's Proposed Policy on Charges for Motorcycles and Scooters

To: <streetscene.consultations@hackney.gov.uk>

Dear Sirs

I hope this email finds you well. I recently came across Hackney's proposed policy on charges for motorcycles and scooters, aimed at addressing concerns regarding climate change and air quality. As an avid supporter of sustainable transportation solutions, I appreciate the council's commitment to tackling these pressing issues. With the consultation period nearing its end on Friday, August 4th, 2023, I wanted to share some alternative options that not only align with Hackney's goals but also promote the benefits of motorcycles in tackling congestion.

Hackney's efforts to combat climate change and improve air quality can be further enhanced by exploring alternative options that recognize motorcycles as an effective mode of transportation. I believe that motorcycles have the potential to significantly contribute to mitigating congestion, easing traffic flow, and reducing overall emissions. Therefore, it is crucial that any policy decisions adequately consider the positive impact motorcycles can have in achieving these objectives.

To elaborate on this perspective, I would like to propose the following alternative options:

1. No charges for motorcycles and scooters to encourage car drivers to downsize: By exempting motorcycles and scooters from charges, we provide an attractive incentive for car owners to transition to more sustainable means of transportation. This shift can significantly reduce the number of single-occupancy vehicles on the road, alleviate congestion, and subsequently improve air quality.
2. Consider differentiated charges, with higher rates for cars: It is essential to prioritize actions that directly target the primary source of transport emissions and congestion within Hackney. By implementing higher charges for cars, while keeping charges for motorcycles at reasonable levels, we encourage individuals to make sustainable transportation choices, leading to a more efficient and environmentally friendly transport network.
3. Adopt successful models from Westminster or Lewisham with reduced charges for motorcycles: Taking inspiration from the approaches of other boroughs, such as Westminster and Lewisham, it would be beneficial for Hackney to explore the possibility of implementing far lower charges for motorcycles. Recognizing the space efficiency and lower emissions profile of motorcycles, this model encourages their use as a proactive solution for congestion reduction.
4. Incorporate factors like available space and congestion in charge calculations: It is crucial to ensure that any charges introduced by the council accurately reflect the impact caused by different modes of transport. By accounting for factors such as space requirements and congestion levels, Hackney can implement a fair and tailored policy that diversifies transportation options and optimally utilizes road resources.

Embracing these alternative options not only encourages environmentally responsible choices but also emphasizes the vital role motorcycles can play in mitigating congestion and improving air quality. By considering these suggestions and responding to each individual option, Hackney can develop a comprehensive and inclusive policy

that resonates with the community's needs and aspirations.

Regards



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Fwd: Parking charges for motorcycles1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 27 Jul 2023 at 17:43

Subject: Parking charges for motorcycles

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sir /madam

I woud like to encourage you to re think your plans to charge motorcycle owner and riders for Parking.

It seems to me that you are discouraging Tourism which brings millions in to your Borough plus of course they are better for the environment as the majority of motorcycles are Euro 5 .

It is a poorly thought out plan and is another way of ripping off the already highly taxed British public !

[REDACTED]

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Motorcycle Parking Charges FINAL CONSULTATION1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 28 Jul 2023 at 00:01
Subject: Hackney Motorcycle Parking Charges FINAL CONSULTATION
To: <streetscene.consultations@hackney.gov.uk>

I object to the above proposal, just another excuse to get money from motorcyclists. Motorcycles take up less room and are more environmentally friendly. You also don't provide as many parking opportunities for motorcycles as you do for cars.

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Fwd: Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 28 Jul 2023 at 04:49
Subject: Charges
To: <streetscene.consultations@hackney.gov.uk>

I strongly object to this plan restricting the use of motorbikes in Hackney
Regards [REDACTED]

Sent from my Galaxy

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT16541 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Fri, 28 Jul 2023 at 06:48

Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654

To: <streetscene.consultations@hackney.gov.uk>

Good Morning

I would like to object to your anti motorcycle policy.

Why do you not increase charges for cars as they are the real problem, often only having one passenger and thus the real source of emissions and congestion issues in Hackney.

Why do you not consider positive action for motorbikes such as secure parking, ultra low parking charges, helmet and jacket storage lockers. This would encourage drivers to downsize thereby reducing congestion and emissions.

I look forward to your reply.

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 28 Jul 2023 at 08:35
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

I am writing to raise my objection to your proposed charges for parking motorcycles, within your borough.

Motorcycles cause less pollution, minimal road damage, less congestion, and much quicker journey times, at a time when you should be encouraging this far more environmentally friendly form of personal transport.

Please reconsider this proposal.

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: opposiion to the new motorcycle charging in Hackney1 message

----- Forwarded message -----

From: [REDACTED]

Date: Fri, 28 Jul 2023 at 09:23

Subject: opposiion to the new motorcycle charging in Hackney

To: consultation.parking@hackney.gov.uk <consultation.parking@hackney.gov.uk>, <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I am opposing the proposed charges for motorcycles and scooters in Hackney as it does little to reduce emissions, improve air quality and have more to do with increasing revenue for the council at the expense of motorcyclists.

My reasons for opposing the new policy are as follows:

- The fact that there is no price differential between PTWs and cars for residents and business passes means that there is no incentive to down size to a PTW, this will entrench car usage in Hackney and increase emissions due to increased congestion
- PTWs are a low emission mode and their use should be encouraged. Even a very large PTW with the same nominal tailpipe emissions as a small car has no effect on congestion, so its use reduces overall emissions from other vehicles
- PTW 'real world' emissions in Hackney are lower than those of a car with the same 'on paper' emissions due to not being affected by congestion. This is not reflected in the charging structure
- The fact that PTWs take up negligible kerbside space allows this space to be freed up for other low emission modes such as walking and cycling
- It is not reasonable to charge electric PTWs the same amount as electric cars as they have vastly lower emissions impacts and energy use
- The charges don't take account of relevant factors such as the minimal kerbside space taken up or effect on reducing congestion, which are fundamental to making Hackney a better place to live
- The price of the daily parking for commuting is totally unaffordable, taking into account the average running costs of a PTW the charges will nearly triple the cost of commuting by PTW. Is this something the council should be considering when the country is going through a cost of living crisis?

Alternative options include the following:

- No charges for motorcycles and scooters to encourage car drivers to downsize. I have downsized from a car as a scooter causes significantly less pollution.
- Increasing charges for cars to target the real source of emissions and congestion in Hackney
- Follow the Westminster or Lewisham models
- Accounting for factors such as space and congestion in any charges

Kind regards.



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Fwd: Objection to the proposed charges in Hackney1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 28 Jul 2023 at 09:37
Subject: Objection to the proposed charges in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Here are a few alternatives:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

Regards

[REDACTED]

If you need me urgently please call me.

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Fwd: Please don't introduce motorbike parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 28 Jul 2023 at 09:42
Subject: Please don't introduce motorbike parking charges
To: <streetscene.consultations@hackney.gov.uk>

Motorbikes are much less "disruptive" to road / parking usage and therefore more environmentally friendly than first appearances might suggest :

- How much lower is the carbon lifetime footprint of a typical commuter (125 - 500 cc) motorcycle compared to other forms of transport ?
- How can you guarantee alternative transport for poorer working commuters will be available at all the times that journeys are made ?
- How many pedestrians and other non motorcyclist road users were killed or injured by a motorbike in Hackney last year ? (please provide information about all causes of road traffic accidents for context)
- How many motorbikes can be parked in Hackney at present compared with how many cars ?
- What's the average wage of a typical motorcycle commuter / user in Hackney and how will the inevitable impact on lower earners and younger people be mitigated ? (please also provide information for all road users and commuters for context)
- How will the reduction of motorcycle usage affect local small business's ? (motorcyclist tend to use smaller cafes / restaurants near where they park rather than chain retailers in transport hubs like stations)
- How will the mental health of motorcyclist and commuters be catered for after the life enhancing experience of independent solo travel is banned ? (there's a lot of, admittedly largely anecdotal, evidence that motorcycling combats depression)
- Motorbikes contribute far less to traffic jams (by dint of their smaller footprint and maneuverability) and therefore, in reducing stationary queues, they indirectly reduce carbon and all forms of localised pollution) . Have you calculated this indirect benefit of motorcycles ?
- When will the surveillance culture of Hackney be reassessed and how will Hackney deal with the massive number of SAR applications that could arise from the gathering of information about road users ?

Yours with Regards

[REDACTED]

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Fwd: Proposed Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 28 Jul 2023 at 09:49
Subject: Proposed Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney

I wish to register my objection to your proposed motorcycle parking charges.

Motorcycles offer a much reduced carbon footprint when compared to other means of transport. You would be better to encourage such options rather than penalise them. You could offer reduced parking charges, or, even free parking & introduce increased access to parking bays whilst reducing parking for cars.

There are now increasingly many models, especially smaller powered 2 wheel transport which are electric. These truly are a game changer when it comes to clean transport. They are cheap to run, non-polluting, take up less space both on the road & when parked.

You should be encouraging their use, why is this not being proposed?

I look forward to hearing your response.

kind regards
[REDACTED]

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Fwd: Motorcycle Parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 28 Jul 2023 at 10:10
Subject: Motorcycle Parking
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

streetscene.consultations@hackney.gov.uk

Good morning Hackney Council,

I'm saddened to read that your council have decided to rewrite the guidelines to parking in your borough.

I work in construction, and commute mainly by motorcycle working as a Welder. I live in Havering which is made up of on of the London Boroughs.

I Carry all my PPE and welding equipment on my Bike purely because of it's flexibility, servicing hospitals, hotel's in and around London .

No van's to add congestion on our roads .

. Your council have seem to of made a motorcycle your enemy purely because of it's convenience.

I resent your approach on this matter and hope you would please reconsider your approach.

Look forward to your reply.

Kind Regards

[REDACTED]

[Sent from Yahoo Mail on Android](#)Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: New motorcycle parking charges1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 28 Jul 2023 at 10:14
Subject: New motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hello,

I don't normally take the time to email, however this is such an important topic that I feel I should.

I ride a motorcycle and I use it to commute because I live in an area with poor transport links. My motorcycle is my only way of getting to work. Owning a motorcycle isn't cheap already, but these new charges make it prohibitive, especially on top of the huge increase of cost of living.

Motorcycles are currently a much more ecological way of travelling in London than owning a car or van. These are the emissions we should be concerned about.

I really hope you consider the community and stop the parking charges for motorcycles in hackney.

[REDACTED]

Sent from [Outlook for iOS](#)

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Fri, 28 Jul 2023 at 10:29

Subject: Hackney Motorcycle Parking Charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>Cc: British Motorcyclists Federation <support+id307@bmf.zendesk.com>, admin@bmf.co.uk <admin@bmf.co.uk>

Dear Sir / Madam

Re the potential forthcoming Hackney Motorcycle Charges, I would urge you to reconsider as Motorcycles/Scooters/Moped;-

- Have a Much Smaller Environmental Footprint
- Free Up Space on the Roads and Parking
- Allow Traffic to move quicker and More Freely leading to less Pollution and Congestion
- Positively Promote and Encourage the Use of Motorcycles/Scooters/Moped
- The Majority of Cars/4x4s/Style Conscious Vans (i.e VW Campers other brands available)/Pick Ups (again Style Conscious) carry ONE person, INCREASE the charges for those, this may lead to people using Underground/Buses etc or changing to Two Wheels.
- Increase the Charge to Commercial Vehicles entering, Set Up HUBS where large HGVs can unload and the delivery put onto smaller vans/trucks etc
- Account for factors such as space and congestion in any charges
- IF you still believe Motorcycles/Scooters/Mopeds should be charged? Adapt a similar system and/or Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Ultimately NO charges for motorcycles and scooters to encourage car drivers to downsize.

I understand both the Environmental, Political and Monetary aspects, however Please Consider the positives of above.

Thank You for your time in reading and hopefully considering this.

Regards,

[REDACTED]

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Fwd: Opposing Hackney Council's Proposed 'Anti-Motorcycle' Policies - Offer of Sensible Alternatives

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 28 Jul 2023 at 10:37
Subject: Opposing Hackney Council's Proposed 'Anti-Motorcycle' Policies - Offer of Sensible Alternatives
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hi there,

I'm strongly against the proposed charges that are planned to be applied to motorcyclists. I understand the council's aims to tackle climate change and air quality and have some sensible alternative suggestions, ultimately centred around encouraging motorcycling as a more efficient mode of transport, where appropriate:

1. ****No charges for motorcycles and scooters to encourage car drivers to downsize:**** Instead of burdening motorcycle riders, incentivize car drivers to downsize their vehicles or shift to more environmentally friendly alternatives by offering reduced parking charges or incentives for eco-friendly vehicles.
2. ****Increase charges for cars to target the real source of transport emissions and congestion in Hackney:**** Rather than treating all vehicles equally, focus on the primary contributors to transport emissions and congestion by imposing higher charges on cars and other high-emission vehicles.
3. ****Follow the Westminster or Lewisham models with far lower charges for motorcycles:**** Learn from successful models implemented in other boroughs like Westminster and Lewisham, where lower parking charges for motorcycles have been proven to promote two-wheeled commuting.
4. ****Account for factors such as space and congestion in any charges:**** Base parking charges on factors such as available space and congestion levels to encourage efficient utilization of parking facilities while considering the specific needs of motorcycle riders.
5. ****Free or Subsidized Motorcycle Safety Training:**** Instead of imposing charges, the council can invest in free or subsidized motorcycle safety training programs for riders. Enhanced rider training can lead to safer and more responsible riding, reducing accidents and promoting better air quality.
6. ****Designated Motorcycle Parking Zones:**** Create dedicated motorcycle parking zones strategically located across the borough. These zones should be easily accessible and large enough to accommodate a significant number of motorcycles without hindering pedestrian or vehicular traffic.

7. ****Implement Smart Parking Solutions:**** Utilize technology to implement smart parking solutions that allow riders to find available motorcycle parking spaces easily. Smartphone apps or digital signage can guide riders to vacant spaces, optimizing parking efficiency.
8. ****Incentives for Zero-Emission Motorcycles:**** Encourage the use of zero-emission motorcycles by providing incentives such as reduced or waived parking fees for electric or hydrogen-powered motorcycles. This approach aligns with the council's aim to address climate change and air quality.
9. ****Flexible Parking Pricing Based on Demand:**** Implement a dynamic pricing system that adjusts parking charges based on demand and congestion. Higher fees during peak hours and lower fees during off-peak times can help distribute parking demand more evenly.
10. ****Collaboration with Businesses:**** Partner with local businesses to provide motorcycle parking spaces on their premises. This can benefit both businesses and riders, easing parking constraints in the area.
11. ****Motorcycle-Sharing Initiatives:**** Support motorcycle-sharing programs that allow riders to rent motorcycles for short periods. This can promote sustainable transportation options for occasional riders while reducing the need for long-term parking.
12. ****Promote Intermodal Transportation:**** Encourage intermodal transportation by offering discounts or free parking to riders who combine motorcycle commuting with public transport, thereby reducing overall traffic congestion.
13. ****Engage with Motorcycle Associations:**** Collaborate with motorcycle associations and clubs to gather valuable insights and ideas from the motorcycle community. Their expertise can contribute to more effective and rider-friendly policies.
14. ****Rider-Friendly Infrastructure:**** Invest in motorcycle-specific infrastructure, such as safe and accessible motorcycle lanes and advanced stop lines at traffic signals, to make motorcycle commuting more appealing and efficient.
15. ****Educational Campaigns:**** Launch educational campaigns to raise awareness about the benefits of motorcycle commuting and its positive impact on traffic congestion and air quality.
16. ****Parking Incentive for Carpooling:**** Offer reduced parking charges for motorcycles carrying more than one rider, encouraging carpooling among motorcycle commuters.
17. ****Motorcycle-Pedestrian Safety Initiatives:**** Promote motorcycle-pedestrian safety through campaigns and workshops to create a safer environment for all road users.
18. ****Flexible Payment Options:**** Provide various payment options, including daily, weekly, and monthly passes, to accommodate the diverse needs of motorcycle riders.
19. ****Priority Parking for Delivery Motorcycles:**** Recognize the importance of delivery motorcycles for essential services and grant them priority parking near commercial establishments.
20. ****Expand Motorcycle-Friendly Events:**** Support motorcycle-friendly events and rallies that celebrate responsible riding and promote positive perceptions of motorcycle commuting.
21. ****Motorcycle Parking Permits Linked to Emissions:**** Introduce a tiered motorcycle parking permit system based on emissions ratings, with lower charges for low-emission motorcycles and

higher charges for higher-emission ones, encouraging riders to choose cleaner vehicles.

22. ****Implement Motorcycle Parking Credits:**** Reward riders who use designated motorcycle parking areas frequently by offering parking credits or discounts for their continued use, promoting loyalty to eco-friendly transportation options.

23. ****Green Incentive Stickers:**** Provide green incentive stickers for motorcycles that meet strict emissions standards, allowing these riders to access preferential parking spaces in the borough.

24. ****Promote Shared Motorcycle Parking Bays:**** Encourage the creation of shared motorcycle parking bays in residential areas and commercial districts, making the best use of limited parking space.

25. ****Introduce Motorcycle Pooling:**** Advocate for motorcycle pooling initiatives, where riders can share their parking spaces with fellow motorcyclists, thereby maximizing parking efficiency.

26. ****Dynamic Parking Time Limits:**** Introduce flexible parking time limits for motorcycles based on demand, ensuring fair usage of parking spaces without unnecessary restrictions.

27. ****Expand Secure Motorcycle Parking Facilities:**** Invest in secure motorcycle parking facilities with surveillance and access control systems to protect motorcycles from theft and damage.

28. ****Motorcycle Parking Benefit for Local Businesses:**** Offer incentives to local businesses that provide designated parking spaces for their customers who arrive on motorcycles.

29. ****Public-Private Partnerships for Parking:**** Collaborate with private parking facilities to offer discounted or subsidized motorcycle parking options for riders.

30. ****Promote Motorcycle-Friendly Workplaces:**** Encourage businesses to provide on-site motorcycle parking facilities to their employees as part of a motorcycle-friendly workplace initiative.

31. ****Encourage Motorcycle Ride-Sharing:**** Promote motorcycle ride-sharing services where riders can share their commute with others heading in the same direction, reducing the number of individual motorcycles on the road.

32. ****Community Motorcycle Parking Initiatives:**** Involve local communities in designing motorcycle parking solutions that cater to their specific needs and preferences.

33. ****Evaluate Motorcycle Parking Zones Regularly:**** Conduct periodic evaluations of motorcycle parking zones to ensure their effectiveness and make necessary adjustments based on usage patterns.

34. ****Motorcycle Parking for Essential Workers:**** Reserve specific motorcycle parking spaces for essential workers, acknowledging their vital role in the community.

35. ****Support Motorcycle Safety Awareness Programs:**** Allocate resources to promote motorcycle safety awareness campaigns that educate all road users about sharing the road responsibly.

36. ****Green Parking Tag for Motorcycles:**** Introduce a green parking tag system for motorcycles with low emissions, allowing them to access preferential parking zones and incentives.

37. ****Promote Lightweight Electric Motorcycles:**** Offer grants or incentives to manufacturers and dealerships that promote lightweight, electric-powered motorcycles to reduce environmental impact.
38. ****Consult with Motorcycle Industry Experts:**** Engage with experts from the motorcycle industry to develop well-informed and comprehensive parking policies that align with riders' needs.
39. ****Motorcycle Park-and-Ride Facilities:**** Establish motorcycle park-and-ride facilities at key transportation hubs, facilitating efficient and sustainable commuting options.
40. ****Expand Motorcycle Safety Education for Drivers:**** Implement educational programs for car drivers to increase awareness and understanding of sharing the road safely with motorcycles.
41. ****Motorcycle Parking Loyalty Rewards:**** Introduce a loyalty rewards program for motorcycle riders, where regular use of designated parking areas earns points that can be redeemed for discounts or other benefits.
42. ****Community Motorcycle Parking Stations:**** Involve local communities in identifying suitable locations for community-based motorcycle parking stations that serve as convenient and safe parking options.
43. ****Motorcycle-Pedestrian Safety Initiatives:**** Launch joint awareness campaigns and workshops for both motorcyclists and pedestrians to foster mutual respect and understanding on the road.
44. ****Motorcycle-Friendly Infrastructure Grants:**** Offer grants to businesses and residential buildings that provide dedicated motorcycle parking spaces in their properties.
45. ****Motorcycle Parking Support for Events:**** Create temporary motorcycle parking zones near popular event venues to accommodate riders attending events in the area.
46. ****Parking Fee Discounts for Clean Commuting:**** Offer reduced parking charges for motorcycles used primarily for commuting purposes, encouraging eco-friendly commuting habits.
47. ****Motorcycle Parking Sharing Apps:**** Develop smartphone apps that facilitate motorcycle parking sharing, allowing riders to connect and share parking spaces efficiently.
48. ****Educational Workshops for Local Authorities:**** Organize workshops for Hackney Council staff to raise awareness of motorcycle commuting benefits and challenges.
49. ****Virtual Motorcycle Parking Reservations:**** Implement a system for virtual motorcycle parking reservations to ensure available spaces for riders during peak hours.
50. ****Environmental Impact Labeling:**** Display environmental impact labels at motorcycle parking zones, showcasing the eco-friendliness of different motorcycle models.
51. ****Motorcycle Parking Partnership with Universities:**** Partner with local universities to create motorcycle parking spaces for students and staff, easing parking congestion in surrounding areas.
52. ****Motorcycle Parking Art Initiatives:**** Launch public art initiatives that incorporate motorcycle parking spaces, making them visually appealing while encouraging responsible parking.

53. ****Temporary Parking Permits for Events:**** Issue temporary motorcycle parking permits during large events, making use of underutilized spaces in the vicinity.
54. ****Multi-Modal Transportation Promotions:**** Promote the use of motorcycles as a part of multi-modal transportation solutions, especially for first and last-mile connectivity.
55. ****Educational Materials for Motorcycle Safety:**** Distribute informational brochures on motorcycle safety and proper parking etiquette to increase awareness.
56. ****Motorcycle Lane Filtering Awareness:**** Educate drivers about the benefits of motorcycle lane filtering in reducing congestion and improving overall traffic flow.
57. ****Community-Based Parking Surveys:**** Conduct surveys in local communities to identify optimal locations for motorcycle parking and involve residents in the decision-making process.
58. ****Motorcycle-Friendly Accommodation:**** Encourage hotels and accommodations to provide secure motorcycle parking options for visiting riders.
59. ****Promote Motorcycle-Sharing Economy:**** Encourage the development of platforms that facilitate motorcycle-sharing among riders for convenience and efficient parking.
60. ****Motorcycle Parking for Healthcare Facilities:**** Create dedicated motorcycle parking spaces near healthcare facilities to support patients, staff, and visitors.
61. ****Motorcycle Parking Benefits for Local Businesses:**** Provide benefits to local businesses that actively support and accommodate motorcycle riders, such as priority parking for customers arriving on motorcycles.
62. ****Motorcycle Parking Education for Residents:**** Conduct educational campaigns aimed at residents to raise awareness about the importance of motorcycle parking and its positive impact on traffic flow.
63. ****Motorcycle Parking Incentives for Car-Sharing:**** Offer reduced parking fees for motorcycles used in car-sharing arrangements, promoting eco-friendly transportation choices.
64. ****Motorcycle Parking App with Real-Time Updates:**** Develop a dedicated smartphone app that provides real-time updates on available motorcycle parking spaces, reducing time spent searching for parking.
65. ****Motorcycle Parking in Green Spaces:**** Create designated motorcycle parking areas in green spaces and parks, encouraging riders to opt for eco-friendly modes of transport when visiting recreational areas.
66. ****Flexible Motorcycle Parking Hours for Night Shift Workers:**** Implement flexible motorcycle parking hours for night shift workers to accommodate their unique commuting needs.
67. ****Motorcycle Parking at Public Transport Hubs:**** Establish secure motorcycle parking facilities near public transport hubs to facilitate seamless transitions between different modes of transportation.
68. ****Promote Motorcycle Tourism:**** Promote motorcycle tourism in the borough, encouraging visitors to explore Hackney on two wheels and highlighting the importance of motorcycle-friendly infrastructure.

69. ****Motorcycle Parking for Emergency Responders:**** Reserve parking spaces for emergency responders on motorcycles to facilitate rapid response times during emergencies.
70. ****Motorcycle Parking and Repair Stations:**** Set up motorcycle parking areas equipped with basic repair tools and air pumps to support riders with minor mechanical issues.
71. ****Discounts for Motorcycle Commuters in Congestion Zones:**** Offer discounts or exemptions for motorcycle riders entering congestion zones during peak hours to ease traffic congestion.
72. ****Motorcycle Parking at Recreational Facilities:**** Designate motorcycle parking areas at recreational facilities like sports centers and swimming pools to encourage active and sustainable commuting.
73. ****Motorcycle Parking Benefit for Sustainable Housing:**** Incorporate motorcycle parking spaces as a benefit in sustainable housing developments, encouraging residents to choose eco-friendly transportation options.
74. ****Motorcycle Parking Safety Assessments:**** Conduct safety assessments of motorcycle parking areas to identify potential hazards and ensure rider safety.
75. ****Promote Motorcycle Courier Services:**** Encourage the use of motorcycle courier services for last-mile deliveries, reducing traffic congestion and emissions from delivery vehicles.
76. ****Motorcycle Parking Guidance Signage:**** Install clear and informative signage to guide motorcyclists to available parking spaces, minimizing confusion and illegal parking.
77. ****Motorcycle Parking for Community Events:**** Provide temporary motorcycle parking facilities during community events and festivals to accommodate increased ridership.
78. ****Motorcycle Parking Consultation with Motorcycle Manufacturers:**** Collaborate with motorcycle manufacturers to gather insights on rider behavior and parking preferences for more informed policies.
79. ****Incentives for Motorcycle Commuting Clubs:**** Offer incentives to motorcycle commuting clubs that actively promote responsible riding and adherence to parking regulations.
80. ****Motorcycle Parking Hotline:**** Establish a dedicated hotline for motorcycle parking-related inquiries and complaints to enhance communication between riders and the council.
81. ****Motorcycle Parking Education for New Residents:**** Implement educational programs targeted at new residents to inform them about motorcycle parking rules and encourage responsible parking practices.
82. ****Motorcycle Parking Safety Campaigns:**** Launch safety campaigns that emphasize the importance of choosing safe and visible motorcycle parking locations to reduce accidents and improve road safety.
83. ****Motorcycle Parking at Educational Institutions:**** Establish motorcycle parking areas near schools and universities to promote sustainable transportation choices among students and staff.
84. ****Motorcycle Parking Sharing Clubs:**** Encourage the formation of motorcycle parking sharing clubs, where riders can share designated parking spaces and contribute to reducing parking congestion.

85. ****Motorcycle Parking Provision in New Developments:**** Require new residential and commercial developments to include dedicated motorcycle parking spaces as part of their planning requirements.
86. ****Motorcycle Parking Design Competitions:**** Organize design competitions to create innovative and visually appealing motorcycle parking solutions that blend with the urban landscape.
87. ****Promote Motorcycles as Last-Mile Delivery Solutions:**** Encourage businesses to adopt motorcycles as last-mile delivery solutions, reducing delivery vehicle emissions and parking demands.
88. ****Motorcycle Parking Support for Healthcare Workers:**** Provide priority motorcycle parking for healthcare workers, recognizing their essential role in serving the community.
89. ****Motorcycle Parking Advertising Campaign:**** Launch an advertising campaign to promote motorcycle parking spaces and their benefits in supporting a greener and more efficient transport system.
90. ****Online Motorcycle Parking Permit System:**** Introduce an online permit system for motorcycle parking, streamlining the application process and ensuring accurate record-keeping.
91. ****Motorcycle Parking at Tourist Attractions:**** Designate motorcycle parking areas near popular tourist attractions, encouraging visitors to explore the borough on motorcycles.
92. ****Motorcycle Parking Recognition Awards:**** Introduce annual awards to recognize businesses and institutions that provide exemplary motorcycle parking facilities and support eco-friendly commuting.
93. ****Motorcycle Parking Safety Audits:**** Conduct regular safety audits of motorcycle parking areas to address any potential hazards and improve overall parking conditions.
94. ****Motorcycle Parking and Street Art Collaboration:**** Partner with local artists to create vibrant street art in motorcycle parking areas, making them more inviting and attractive for riders.
95. ****Promote Motorcycle Ride-to-Work Days:**** Organize ride-to-work events, promoting the benefits of motorcycle commuting for both individuals and the environment.
96. ****Motorcycle Parking and Local Business Partnerships:**** Encourage local businesses to offer discounts or promotions to riders who utilize designated motorcycle parking spaces.
97. ****Motorcycle Parking Education for Law Enforcement:**** Provide training for law enforcement officers to ensure fair and consistent enforcement of motorcycle parking regulations.
98. ****Incentives for Motorcycle Parking Infrastructure Innovation:**** Offer grants or incentives to individuals or organizations that develop innovative motorcycle parking infrastructure solutions.
99. ****Motorcycle Parking Awareness in Multi-Use Areas:**** Raise awareness of motorcycle parking spaces in areas shared with bicycles, ensuring clear signage and separate facilities where necessary.
100. ****Motorcycle Parking Information Boards:**** Install information boards at motorcycle parking areas, providing riders with essential information about nearby amenities and attractions.

With this comprehensive list of original alternative options, we can demonstrate our dedication to promoting environmentally friendly transportation choices while supporting motorcycle riders in Hackney. Let's continue to rally together to make a positive impact on the proposed policies and advocate for fair and sustainable solutions.

Thank you for your attention to this matter, and I will be eagerly awaiting the council's response to this consultation.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycling parking charges proposed by Hackney1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 28 Jul 2023 at 10:58
Subject: Motorcycling parking charges proposed by Hackney
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I am completely against any charge being proposed by your council to charge a motorcycle to park in the area designated. How preposterous! Around six motorcycles/scooters take up the same as an average car, charging motorcycles will put more strain on the whole network of roads in the London area by encouraging more cars onto the roads. For instance, people use motorcycles for half their journey, then perhaps using the tube or walking to their destination. Charging to park a motorcycle, (a vehicle that not only uses a lot less space and doesn't clog up the roads, is five times less polluting than any car makes no sense at all, councils should be encouraging more mopeds/scooters etc. Plus, when you take into account the weight of a car, a motorcycle causes no trouble to the road network, where as a car, especially an electric car can cause much damage in the form of potholes, ruts etc. so, charging for bikes is actually a crazy idea, in which seemingly no thought has been put into it whatsoever, (other than raising revenue, which would be cancelled out by the extra man hours needed to check everyone is compiling). I used a motorcycle to commute across London for 25 years and could happily park anywhere giving me a freedom that is now being curtailed, shame on Hackney council for not having the insight to encourage motorcycling in London and the associated freedom that it gives. I have never drove a car in inner London for commuting, adding to a endless traffic jam, motorcycling makes so much more sense, please don't curb that freedom by charging.

Many thanks,

[REDACTED]

Sent from my iPad

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Fwd: Hackney motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Fri, 28 Jul 2023 at 11:11

Subject: Hackney motorcycle parking charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I oppose there parking charges as i believe they are not in the best interest of locale businesses or the general environment. Furthermore I have been personally penalized as a result of the coucil's incompetence. One of your wardens adviced me i could park adjacent to London Fields Lido. I later returned to my bike only to find a penalty ticket adhered to my screen. As motorcycle screens are specially lamintated, your tickets caused considerable damage to the surface of the screen. The replacement of which should be passed to the council.

[REDACTED]

Sent from my Galaxy

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney motorcycle parking bill1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 28 Jul 2023 at 13:32
Subject: Hackney motorcycle parking bill
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I'm writing to you regarding the proposed motorcycle parking plans. I oppose these plans and would like to propose alternatives, depending on the motivation.

These are:

- If the motivation is financial, then another option would be to increase costs for car parking. This would increase funding and may also free up space and reduce traffic through the area by deterring car users.
- If the motivation is environmental, then the alternative should be to introduce a car-pool system to deter drivers entering in a car by themselves, as these represent inefficient use of space and increased emissions and road wear. This would also reduce air pollution issues caused by traffic and reduce costs and capital carbon emissions from repair works (e.g. additional tarmac/concrete to fix roads).
- If the motivation is space, then motorcycles should be viewed as a solution and further spaces be changed from car spaces to motorbike spacing. That more people may be able to use the area without taking up any additional space, compared to the same number of people in individual cars.

Kind regards,
[REDACTED]

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Fwd:1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Fri, 28 Jul 2023 at 15:10

Subject:

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hi

I object to your propoisal for charging motorcyclists for parking at this exorbitant rate, my reasons are as follows:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges
- No charges for e bikes to get people out of their cars
- Encourage motorcycles and lower emission vehicles by having no go areas for cars

or Windows

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Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 28 Jul 2023 at 15:30
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,
I object to the proposed motorcycle charges.
Please could you justify your reasons to charge us motorcycle users.
Regards
[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: motorcycle parking 'consultation'1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Fri, 28 Jul 2023 at 16:22

Subject: motorcycle parking 'consultation'

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hello

I want to voice my concerns about charging for motorcycle parking and reducing capacity.

Motorbikes, like cars are slowly switching over to electric models, such as the Maeving 1

But alongside this are the grey area of illegal 'e-bikes' which are essentially motorbikes, but legislation is behind the technology advances.

Motorbikes (petrol or Battery Powered) use less space and are ULEZ compliant.

They also do not cause congestion, and should not be penalised.

Cars stalling and idling cause way more issues with air pollution and congestion than motorcycles and this feels like nothing more than a scheme cooked up to extract more money out of people using Hackney, which will ultimately just lead in them going to other boroughs.

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorbike parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Wed, 26 Jul 2023 at 19:44
Subject: Motorbike parking charges
To: <streetscene.consultations@hackney.gov.uk>

Hi. I've just heard about this plan to charge motorbikes the same as cars for parking in Hackney.

I live on [REDACTED] and regularly nip into Clapton or Hackney for shopping and entertainment.

I want you to provide some reasoning for this. During lockdown we applauded delivery drivers along with postmen and nurses. Are we really going to turn our back on them so quickly? I bet every member of council has the odd cheeky deliveroo but don't seem to care about the livelihoods of those braving all weathers so we don't have to get wet any time we fancy a Big Mac.

These riders live on their bikes. I'm sure you've seen some even managing to get some shut-eye during the long quiet stretches. 24 hours a day they're out. Young kids making money and avoiding gangs. Older people with rudimentary knowledge of English with little chance finding other work, even as an Uber driver.

I think this policy is institutionally racist. Have you considered any studies of who this is likely to hit hardest? People like me who have to travel daily unique routes to work at such extreme hours that public transport is not a viable option. So many different types of people rely on their two wheels to survive in this increasingly greedy society that just seems to suck every drop out of the people it claims to serve.

If it costs the same to use my van, why wouldn't I? Stay warm and dry. Have you conducted studies to ascertain how this might drive people like me back into four wheels? On my bike i cause no congestion, i take up probably a fifth of the space of a parked car. Have you considered this? Obviously i cause less pollution on my scooter than my diesel van. Have you made efforts to see if this contradicts your climate emergency declaration, particularly your pledge to support the campaign to create a just transition for workers and users?

[REDACTED]

Please call or text if urgent as I can't always check emails on location.

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Disagree to consultation on Motorbike parkings1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Wed, 26 Jul 2023 at 21:08
Subject: Disagree to consultation on Motorbike parkings
To: <streetscene.consultations@hackney.gov.uk>

Hello,

I am writing this letter to disagree to your decision on Motorbike parking.

Motorbikes do not emit as much as cars and do not cause as much traffic either. The parking space taken by a motorbike is 6 times smaller and it can just fit in between parked cars easily.

I feel that we motorbike riders are being unfairly treated.

Please consider:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges
- am writing this letter to disagree to your decision on Motorbike parking.

Thank you for your support!

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Motorcycle parking in Hackney

1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 21:37
Subject: Motorcycle parking in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Motorcycles use less space than cars & are less polluting than cars so why do you want to persecute Motorcycle riders, they spend money as well as the next person.

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 28 Jul 2023 at 10:29
Subject: Hackney Motorcycle Parking Charges
To:
Cc: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

##- Please type your reply above this line -##

You are registered as a CC on this request (342). Reply to this email to add a comment to the request.

This email is a service from [REDACTED] [REDACTED]

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection to Motorcycle Parking Charges in Hackney1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 29 Jul 2023 at 18:34
Subject: Objection to Motorcycle Parking Charges in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I am writing to express my objection and concern over the recently implemented motorcycle parking charges in Hackney. While I appreciate your efforts to create a sustainable and inclusive borough, I firmly believe that this decision contradicts your objectives for several reasons.

Firstly, these charges do not meaningfully contribute to reducing emissions or improving air quality. The majority of motorcycles produce significantly lower emissions compared to larger vehicles, making them a more environmentally friendly choice.

Secondly, the charges appear to be disproportionate to the actual impact of motorcycles. Motorcycles, by their nature, occupy minimal kerbside space and contribute considerably less to traffic congestion compared to larger vehicles. They can be an effective part of the solution to our city's congestion problems, but only if they are encouraged rather than penalised.

Moreover, the affordability of these charges is highly concerning. The daily parking fees for commuting motorcyclists are beyond the means of many riders. This effectively bans a significant number of people from commuting via motorcycles, a decision that seems to go against the spirit of inclusive and accessible transportation in our community.

Finally, it is unreasonable to charge electric motorcycles the same amount as electric cars. Electric motorcycles have far lower emissions impacts and energy use, and thus should not be subject to the same fee structure.

In light of the points above, I kindly urge you to reconsider the decision to charge parking fees for motorcycles, or at the very least, revisit the current fee structure. It is vital to remember that an inclusive, sustainable city is one that embraces all forms of efficient and environmentally friendly transport.

I look forward to your thoughtful reconsideration of this issue.

Yours sincerely,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Opposing the Introduction of Parking Charges for motorcycle in Hackney1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 29 Jul 2023 at 17:13
Subject: Opposing the Introduction of Parking Charges for motorcycle in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Subject: Opposing the Introduction of Parking Charges for motorcycle in Hackney

I am writing to express my deep concern regarding the recent announcement of the introduction of parking charges in our council. I firmly believe that the implementation of such charges would have several negative consequences on both the residents and the local economy, and I kindly request you to reconsider this decision.

Firstly, imposing parking charges would disproportionately affect the residents, especially those who depend on motorcycle due to a lack of convenient public transportation options. It is essential to consider that not everyone has the luxury of alternative means of transport due to increased financial burden on the residents merely for parking their vehicles near their homes is unfair and may lead to unnecessary hardship for families and individuals.

Moreover, introducing parking charges could have severe consequences for local businesses. Small shops and establishments, already facing significant challenges due to the economic downturn, heavily rely on convenient customer access. Charging for parking may deter potential customers from patronizing these businesses, leading to a decline in sales and subsequent job losses. Additionally, many shoppers from neighboring areas may choose to avoid our council altogether, further harming local commerce.

Considering these consequences, I urge you to explore alternative solutions to alleviate any existing parking-related issues. Collaborative efforts should be made to improve and expand public transportation services, provide adequate parking facilities, and enforce existing parking regulations effectively.

I kindly request that you reconsider the introduction of parking charges and take into account the concerns expressed by the residents and business owners of our city. It is my belief that by working together, we can find alternative solutions that address any challenges while ensuring the well-being and prosperity of our community as a whole.

Thank you for your time and consideration. I look forward to a favorable response and continued dialogue on this important matter.

Yours sincerely,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle. Parking fee1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 29 Jul 2023 at 17:36
Subject: Motorcycle. Parking fee
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear sir madame, you must not charge motorcycles for parking in Hackney. Motorcycles are the answer to our overcrowded road network, motorcycling should be encouraged and your daft proposal is not going to get people out of their cars and and onto bikes, think on, all the best [REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Opposition to Proposed Motorcycle Parking Charges in Hackney1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 29 Jul 2023 at 17:46
Subject: Opposition to Proposed Motorcycle Parking Charges in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I hope this letter finds you in good health and high spirits. I am writing to express my deep concern and disappointment regarding Hackney Council's recent decision to introduce parking charges for motorcycles within the borough. While I understand the need for the council to generate revenue and promote sustainable transportation, I strongly believe that the proposed charges for motorcycle parking are unjustified and will have adverse effects on the community and environment.

Firstly, the decision to impose parking charges on motorcycles does not align with the council's stated goals of reducing emissions and improving air quality in Hackney. Unlike larger vehicles, motorcycles are inherently more fuel-efficient and emit significantly lower levels of harmful pollutants. Penalizing motorcycle riders through parking charges will not contribute significantly to the overall reduction in emissions and may deter some individuals from choosing motorcycles as a greener commuting option.

Furthermore, the proposed charges are disproportionate to the minimal impact that motorcycles have on the environment and road infrastructure. Motorcycles take up significantly less kerbside space compared to cars, thereby contributing less to congestion and traffic flow issues. It is essential to consider the relative space utilization and congestion reduction potential when formulating parking policies.

The pricing structure for daily parking, especially for those who use motorcycles for daily commuting, is exorbitant and unaffordable for the majority of riders. This could effectively deter people from using motorcycles as a viable mode of transportation and force them to seek alternative, less environmentally friendly options. Encouraging sustainable transportation should involve making it accessible and affordable for all members of the community.

Moreover, the council's approach of charging electric motorcycles at the same rate as electric cars fails to recognize the vastly different emissions impacts and energy usage of these vehicles. Electric motorcycles are more energy-efficient and have lower emissions compared to electric cars. Applying the same charging structure disregards the potential of electric motorcycles as a cleaner alternative and goes against the principle of promoting environmentally friendly transport options.

I kindly request the council to reconsider its decision and take into account the following points:

1. Evaluate the actual impact of motorcycles on emissions and air quality and consider more effective measures to target high-emission vehicles instead.
2. Consider the relatively small space occupied by motorcycles and their potential to reduce congestion when formulating parking policies.
3. Reassess the pricing structure to make daily parking affordable for motorcycle commuters, thereby encouraging sustainable transportation choices.
4. Implement a fair and differentiated pricing strategy that acknowledges the lower emissions impact and energy use of electric motorcycles compared to electric cars.

I urge the council to engage in open dialogue with motorcycle riders' representatives and environmental experts to

develop a more equitable and environmentally conscious approach to parking charges. By working together, we can find innovative solutions that benefit both the community and the environment.

Thank you for taking the time to consider my concerns. I look forward to a positive response and a productive discussion on this matter.

Yours sincerely,

A black rectangular box used to redact the signature of the sender.

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Fwd: Motorcycle parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 29 Jul 2023 at 16:38
Subject: Motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

Motorcycles are better for the planet and should not be charged for parking.

Sent from my iPad

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 29 Jul 2023 at 16:38
Subject: Motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I think what you've proposed is ludicrous!
Ban the cars not the bikes.

Sent from [Outlook for Android](#)

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Charges

1 message

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Sat, 29 Jul 2023 at 16:51

Subject: Charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>, [REDACTED]

Please reconsider.

Life is expensive enough at the moment.

[REDACTED]

[Sent from AOL on Android](#)

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Fwd: Hackney Motorcycle Parking Consultation

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 29 Jul 2023 at 16:06
Subject: Hackney Motorcycle Parking Consultation
To: <streetscene.consultations@hackney.gov.uk>

Hackney MC Consultation

Dear sir/madam,

I am writing in response to the consultation for changes to motorcycle parking rules in Hackney. I am a Hackney resident, and have been for the past five decades.

- if the aim is to reduce car use, then motorcycle use should be encouraged not penalised as a viable alternative for many journeys. Motorcycles are usable on journeys that are ideal by car, and not viable by bicycle, for example medium to long distance journeys, or ones where a load needs to be carried or a passenger.
- if the aim is to reduce pollution associated with car use, then motorcycles should be encouraged, not penalised. Motorcycles produce similar amounts of brake and tyre pollution to bicycles. Electric motorcycles don't output any harmful gasses. Petrol motorcycles produce a fraction of the harmful gasses compared to a car (high polluting motorcycles are already discouraged by ULEZ rules). Also motorcycles output less per mile travelled as they spend much more time moving compared to cars as they can filter through traffic.
- if the aim is to reduce congestion, motorcycles use far less room and are able to filter between vehicles. Motorcycles are a solution to congestion and so should be encouraged, not penalised.
- if the aim is to increase use of "active" forms of transport, riding a motorcycle takes at least as much energy as a brisk walk, and more when doing things like filtering through traffic which is common riding around Hackney.
- My age and health means a bicycle is not suitable for me and many others. And bicycles are not suited to journeys over a few kilometres. Motorcycles give me mobility for journeys too long to walk.
- Motorcycles allow people limited means to have convenient personal transport to get to work cheaply. Owning a small engined motorcycle is significantly cheaper than using public transport, allows carrying a passenger and a reasonable load, and can be used for longer journeys.
- Most delivery riders that provide service in Hackney do not live in the borough. They have to come, usually far from their homes, to work in Hackney. It's not feasible for them to commute by bicycle as it is too far, and you can't bring a full sized bicycle on public transport. Effectively banning them from using their motorcycles, a very efficient vehicle for doing deliveries, will cause them to lose their livelihood, and for us to lose services to our homes. This is especially biting to those who have invested in electric motorcycles to do their jobs without polluting, and the current proposals will penalise them in the same way as all motorcyclists.
- Electric motorcycles produce similar amounts of pollution as bicycles so should be treated similarly for parking purposes. I would suggest they produce less than bicycles as safety laws mean their brakes and tyres last far longer than a bicycle's, often by an order of magnitude.
- Why do the current proposals restrict motorcycles to using dedicated bays and pay and display bays? There are no plans to increase the number of motorcycle bays across the borough, and parking a motorcycle in a pay and display is inefficient as one car bay can park between six and eight motorcycles, but under the current proposal a bay can only be used by a single motorcycle. Also it creates extra pressure on already inadequate pay and display provision in some areas as now motorcycles will have to use them too now.

My proposed alternatives to Hackney council's current plans:

- Keep the rules as they are. Free parking across the borough for motorcycles encourages their continued use instead of a car. As a personal example, a few years ago I started to walk more, and use my motorcycle for journeys not suited to walking. If parking a motorcycle becomes difficult then I will move back to using a car. This happened previously when Waltham Forest changed their motorcycle parking rules, I now go there by car as I don't see the benefit in using a motorcycle there anymore.
- Use the Westminster model of motorcycle parking. Have a low daily parking charge that recognises the minuscule emissions of a motorcycle, their contribution to reducing emissions, congestion, and physical space required to park them. And that they are commonly used as a delivery vehicle so need the flexibility to move around the borough easily. And, this is key, have motorcycle bays on every other street so there is actual parking available, and no conflict with cars.
- A hybrid approach between the current rules and the Westminster model, charge a minimal daily fee. This is a charge for the pollution created, but also recognises that the pollution is very small, and that motorcycles reduce congestion for everybody, and take very little parking space compared to a car. The hybrid approach is to allow motorcycles to park in residents and shared-use bays as they currently can, but obviously after paying the daily fee. This is cheaper for the council to implement as they don't need to add additional motorcycle bays, they just need to start charging.
- Electric motorcycles should be treated more like bicycles than cars when it comes to parking. They produce a similar amount of pollution, i.e. brake and tyre dust to a bicycle. So especially for electric motorcycles, they should be allowed to park for free in the same bays as they are currently, further encouraging people to move away from car use.

The Westminster charging model, (£1 per day, £3.50 per week, £13.50 per month, £33.50 per quarter, £100 per year, open to all, not just residents) in my opinion is very fair. It's balanced to be a proportionate charge for the pollution produced, while being affordable to those who are most likely to use motorcycles, the poorest in society. Being open to all encourages people to move away from car commuting, and allows those who use their motorcycles to provide services to us, the residents around the borough to continue to do so in an affordable manner.

To be clear, delivery riders work on very low wages and margins. Paying anything more than a minimal parking fee means they can no longer afford to work. For example a delivery job may cost pay a couple of pounds, and if they have to pay for parking each time, this has a significant effect on their earnings. Using "20-minute delivery parking" is notoriously difficult as they may still be issued with a parking ticket. Contesting daily parking tickets is a good incentive to stop working in a particular area, and difficult and intimidating for the kind of people likely to be delivery riders, i.e. foreign born, and not having a good grasp of the laws and rules. Motorcycles are an important tool used by the less fortunate sections of society to provide services to the rest of us. By making them lose their jobs, it will have a direct affect on our quality of life too.

Thank you for reading my questions and proposals. I look forward to your detailed response.

Regards,



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Fwd: Consultation - Hackney Parking Charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 29 Jul 2023 at 15:39
Subject: Consultation - Hackney Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I urge you to re-think your reasons for introducing new parking charges in Hackney.

In my view many of the people in charge of your council are woke virtue signalling individuals that have bought into the One World, One Health global agenda and they believe they are global citizens. They believe that what happens in the UK will negatively impact on countries in Africa or the countries in the "southern hemisphere). They've totally bought in to the climate agenda climate catastrophe narrative and they (Philip Glanville and Mete Coban in particular) are using this to drive this anti vehicle agenda (amongst other things) in the misguided belief that this will save the planet!

I will state below some unintended (or in some cases intended) consequences of your actions that will result in a decline in the living standards of your residents and businesses in your borough.

1. **Unfair Burden on Residents:** A significant increase in parking charges can place an unfair financial burden on residents who rely on their vehicles for daily commuting or essential activities. For many people, especially those with lower incomes, owning a car is a necessity due to limited public transportation options or specific job requirements.
2. **Negative Impact on Local Businesses:** Increased parking charges can deter customers from visiting local businesses. If parking becomes too expensive, people may choose to shop in neighboring areas with more affordable parking options, leading to a decline in foot traffic and potential loss of revenue for businesses within the borough.
3. **Limited Alternative Transportation:** In some areas, public transportation may not be a viable alternative to driving due to inadequate coverage or irregular schedules. Raising parking charges without providing robust and reliable alternatives can leave residents with no choice but to pay higher fees.
4. **Unintended Consequences on Traffic Congestion:** Higher parking charges might discourage some drivers from parking within the borough, but it could also lead to increased parking in nearby residential areas or on adjacent streets. This shift in parking patterns could exacerbate traffic congestion in those areas, causing inconvenience and frustration for residents.
5. **Impact on Elderly and Disabled Individuals:** Elderly and disabled individuals, who may depend on private vehicles for accessibility and mobility, could face greater challenges due to the increased financial burden of parking charges. Such policies could limit their ability to participate in social activities and access essential services.
6. **Effect on Local Economy:** A substantial increase in parking charges might deter visitors from outside the borough from attending events, cultural attractions, or local amenities. This reduction in tourism and outside

spending could negatively impact the local economy and lead to job losses in the hospitality and tourism sectors.

7. Inadequate Infrastructure Investment: If the increased parking charges are not accompanied by significant investments in public transportation infrastructure and services, the move could be seen as a mere revenue-generating measure rather than a sincere effort to promote sustainable transportation alternatives. However, even with this investment, some people like me simply don't like using public transportation due to it being expensive, awkward to carry loads, inconvenient availability and frankly dangerous. Violence and sexual assault on public transport is rising year on year under the current London Mayor.
8. Disproportionate Impact on Certain Areas: The increased charges may not affect all areas of the borough equally. Neighbourhoods with higher population density or fewer parking options might suffer more, leading to disparities and division within the community.
9. Encouraging Vehicle Relocation: Instead of reducing vehicle usage, higher parking charges could lead to people parking their cars just outside the borough limits or in unofficial parking spots, causing inconvenience and safety hazards for pedestrians and other road users.
10. Lack of Public Consultation: A decision as significant as dramatically increasing parking charges should ideally involve extensive public consultation to understand the concerns and needs of residents. A lack of meaningful engagement with the community could lead to feelings of alienation and dissatisfaction with the proposed policy. I highly doubt your consultations have been as extensive as they could be to get a more accurate idea of the views and opinions across a broad range and larger number of residents and non-residents impacted by your decisions.

In summary and with reference to motorcycles:

11. The charges won't help to reduce emissions or improve air quality in Hackney.
12. They are totally disproportionate to the actual impact that motorcycles have on emissions and road usage.
13. The charges don't take account of relevant factors such as the minimal kerbside space taken up or effect on reducing congestion.
14. The price of daily parking for commuting is unaffordable for the majority of riders, effectively banning these people from commuting IN to the borough to work or study.
15. It is not reasonable to charge normal motorcycles or electric motorcycles the same amount as electric cars as they have vastly lower emissions impacts and energy use.

Yours faithfully,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

When responding to a local government consultation, it's essential to present these arguments in a respectful and constructive manner, backed by evidence and data where possible. Remember that the goal is to contribute to the decision-making process and encourage a balanced approach to addressing the issue of reducing vehicle usage while considering the needs and concerns of the community.

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Fwd: Request for Reconsideration of Proposed Motorcycle Parking Charges in Hackney

1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 29 Jul 2023 at 15:54
Subject: Request for Reconsideration of Proposed Motorcycle Parking Charges in Hackney
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I hope this message finds you well. As an advocate for sustainable urban mobility, I'm writing to share concerns regarding the proposed changes to motorcycle parking charges in Hackney. While we understand and appreciate your dedication to reducing emissions and improving air quality, we believe this initiative might lead to unintended and adverse effects on both residents and the environment.

Firstly, it's crucial to acknowledge that motorcycles, especially compared to larger vehicles, contribute significantly less to environmental pollution. The proposed charges appear to disproportionately penalize this relatively eco-friendly mode of transport, rather than encouraging its use.

Secondly, the inherent advantages of motorcycles, such as minimal kerbside usage and their role in easing congestion, seem to be overlooked. We believe a more nuanced approach that recognizes these benefits could avoid discouraging motorcycle use.

The proposed daily parking fee is another significant concern. It could place a substantial financial burden on many motorcycle commuters, thereby unintentionally excluding a large community of riders from our city's transport ecosystem.

Additionally, the matter of electric motorcycles merits attention. These vehicles outperform even electric cars in terms of lower emissions and energy consumption, thus equating their environmental impact—and consequently their parking charges—with those of electric cars seems neither fair nor reasonable.

It is also worth noting that if the cost of motorcycle usage rises, many riders, myself included, might contemplate switching to cars. As most motorcyclists in central London do not own both a car and a motorcycle, this policy could inadvertently lead to an increase in car usage, undermining our shared objective of reducing emissions.

A crucial point to consider is the potential social impact of the proposed charges. Small-engine motorcycles are disproportionately used by minority communities. As such, this policy is inherently racist and could inadvertently impact these groups more heavily, leading to unintended discriminatory outcomes.

In light of these considerations, I respectfully urge a reconsideration of the proposed motorcycle parking charges. It's of paramount importance that our policies are fair, proportionate, and effective in promoting environmental sustainability without disproportionately affecting certain communities. I have faith in Hackney Council's commitment to these goals and trust our concerns will be given due consideration.

Thank you for your time. I look forward to a constructive dialogue and reconsideration on this important matter.

Yours sincerely,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motor cycles1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 29 Jul 2023 at 15:22
Subject: Motor cycles
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Motor cycles cut congestion, cut time wasting

They should be encouraged

Free parking is essential

Sent from my Galaxy

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 29 Jul 2023 at 15:22
Subject: Motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir / Madam

Your charges do not make sense. Motorcycles are an affordable, efficient and traffic reducing form of transport. Especially for those coming to work in Hackney.

This will not solve any issues and may create more.

Thank you, [REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorbike Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 08:33
Subject: Motorbike Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney council,

It seems you wish to penalise motorcyclists by charging them excessively for parking in the borough. This just looks like an attempt to seize on another revenue stream.

The foot print of a motorbike is at least $\frac{1}{4}$ that of a car. If anything they actually contribute to decongestion while being a means considerably more hazardous and anti social for the rider.

My motorbike is an affordable way for me to move around London for work but wont be if I have to pay £10/day for parking. Most motorcyclists are like me and rely on their bikes as an economic and efficient way of getting around London.

These charges will remove all these benefits and force me off my bike in the borough of Hackney at least anyway. Thank you for your time,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 10:08
Subject: Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

I am very disappointed to see charging motorcycles to park in Hackney is still on the agenda. No other councils are considering such an extensive charge as far as I aware and it penalises road users that take up less space and create less emissions than other road users. They also do not cause traffic jams, which are responsible for emissions concentration in built up areas.

Surely it would make more sense to charge car users more to park. Unlike motorcycles, cars DO cause traffic jams, leading to concentrated emissions, emit more pollutants than motorcycles due to engines being larger and take up much more space.

Some councils have introduced charges for motorcycles to park, but these charges are much, much smaller than Hackney propose and are more proportionate to size and impact of vehicle. Ten motorcycles can fit into a standard single car bay, so why such a massive charge being proposed?

Overall, motorcycles are a cleaner and more space efficient mode of transport in all aspects than cars, so Hackney should reflect that fact in its policies moving forward.

I would appreciate my views being taken into account when this consultation period is reviewed and I would appreciate a reply in due course.

Kind regards,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Motorcycle Charges Consultation1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 10:10
Subject: Hackney Motorcycle Charges Consultation
To: <streetscene.consultations@hackney.gov.uk>

Hi

I understand there are proposals to introduce new pricing for motorcycle parking in Hackney.

I think this is misguided, have a look around Hackney, it's not motorbikes that are causing congestion, it's cars and buses.

Roads are not getting bigger, but cars certainly are and are the main congestion cause.

While all manner of costs going up and the ULEZ extension kicking in, I think raising the cost of working in Hackney is an error.

It's not as if there was an extensive tube network as an alternative.

Motorcycles and scooters are cheap(ish) transport for young people, so you are potentially harming the economics of the area.

Okay perhaps bring in charging for bigger bikes but smaller commuter machines should be being encouraged as part of the solution.

Why don't you target 4X4s? They are an urban unsanity.

Personally, I shall look for employment elsewhere in London if this is implemented.

That's my thoughts on the matter!

Thanks & regards.

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking objection1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 00:59
Subject: Motorcycle parking objection
To: <streetscene.consultations@hackney.gov.uk>

Hiya,

I'm opposed to the idea of motorcycle parking charging due to the following reasons:-

- The charges won't help to reduce emissions or improve air quality in Hackney , or like the rest of ULEZ – please provide information to the contrary
- They are totally disproportionate to the actual impact of motorcycles
- The charges don't take account of relevant factors such as the minimal kerbside space taken up or effect on reducing congestion – please provide information to the contrary
- The price of daily parking for commuting is unaffordable for the majority of riders, effectively banning these people from commuting
- It is not reasonable to charge electric motorcycles the same amount as electric cars as they have vastly lower emissions impacts and energy use – please provide information to the contrary

I work in Construction as a Site Manager on power upgrades/ sprinkler systems/ security/ technical enabling works for schools, Police stations, banks, museums, Listed Building and the like.

It would make me think at least twice before accepting any work in the borough of Hackney due to the additional travel time due to congestion in a car, parking fees for same, and now that insurance has gone up 43% on average (mine 57%), I would have to reconsider my position on working in Hackney even if its only 11 miles from my home in Dagenham.

If I'm thinking of these criteria I'm sure my trades would be much more focused on these issues and seek work elsewhere

The punchline to this would be you'll have either have higher bills for trades (paying off new electric vehicles, then their recycling) or much higher bills for local trades (closed market with not necessarily the same experience, training, longer lead times, possible H&S issues ...).

Has anyone considered these ramifications?

Regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Protest against proposed changes to motorcycle parking & use charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 01:03
Subject: Protest against proposed changes to motorcycle parking & use charges
To: <streetscene.consultations@hackney.gov.uk>

Hi,

I am a Hackney resident [REDACTED] and motorbike owner. I use my motorbike instead of a car because I can afford to run it without parking charges. With new charges, I now have 0 incentive to use a smaller, more fuel efficient form of transport and neither will anyone else. This will mean more cars on roads, more emissions, more congestion. Surely a more appropriate solution would be charging cars more? They account for almost all emissions and vehicles on the road. I hope you reconsider this misguided and frankly self defeating proposal.

Best

[REDACTED]

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Fwd: Motorcycle parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 04:08
Subject: Motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

Please drop this plan - which will only push motorcyclists back into cars.
Beware of the inevitable unforeseen consequences.

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle Paring Charges1 message

----- Forwarded message -----

From: [REDACTED]

Date: Sat, 29 Jul 2023 at 19:11

Subject: Motorcycle Paring Charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Cc: [REDACTED]

Dear Sir /Madam

I am emailing you to voice my deep concern about your plans to charge motorcyclists a charge the same as cars just for parking. As I understand it your council Hackney is basing their charging system on tailpipe emissions.

I find this very unfair for the following reasons and more, namely the most important one that shows your plan is negligible- **my motorcycle is exempt from Ulez so how can you charge me for parking based upon what emissions are coming from my tailpipe when TFL itself has ruled that my bike is below the limits for acceptable for their charges so why should you penalise me when they do not? :-**

I also wish to make the following points :-

The charges won't help to reduce emissions or improve air quality in Hackney

- The price of daily parking for commuting is unaffordable for the majority of riders, effectively banning these people from commuting
- They are totally disproportionate to the actual impact of motorcycles
- The charges don't take account of relevant factors such as the minimal kerbside space taken up or effect on reducing congestion
- It is not reasonable to charge electric motorcycles the same amount as electric cars as they have vastly lower emissions impacts and energy use

I trust that you will take note of my objections and act accordingly.

Regards



Sent from Mail for Windows

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: An objection to your proposed charges for motorcycle parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Sat, 29 Jul 2023 at 19:54

Subject: An objection to your proposed charges for motorcycle parking

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>Cc: save.london.motorcycling@gmail.com <save.london.motorcycling@gmail.com>

The charges you propose for motorcycle parking

- won't help to reduce emissions or improve air quality in Hackney;
- are totally disproportionate to the actual impact of motorcycles;
- don't take relevant factors such as kerbside space or reduced congestion into account;
- are unaffordable for the majority of riders, who will therefore be unable to commute;
- are unreasonable in the case of electric motorcycles, which have a very small environmental impact.

A charge based only on vehicles' recorded tailpipe emissions ignores the fact that motorcycles take up less space, and don't cause congestion. So Hackney's charges will be 20 times higher than Westminster or any other council that does charge, and, if enforced, will set a very dangerous precedent.

Camden tried to bring in £60 a day parking charges. Lewisham tried to bring in £35 a day, but ended up charging just £2 a day, and offering annual passes of £50-£125.

Yours

[REDACTED] (full motorcycling licence since the 1970s)

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking charges objection1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 29 Jul 2023 at 21:24
Subject: Motorcycle parking charges objection
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Good morning,

I would like to object in the strongest possible terms to the proposed charges to motorcycle parking in Hackney, Camden and throughout London.

Motorcycles are one of the cleanest forms of transport, reduce congestion and speed up journey times when travelling in London.

They are merely a bicycle with an engine and as such use very little road parking space and emissions.

I would like you to reconsider your decision to charge for parking of motorcycles.

Regards,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorbike Parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 01:10
Subject: Motorbike Parking
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I ride my motorcycle into Hackney a few times a month. I do so to perform string quartet workshops to local state primary schools. This is paid work but it's not a lot of money. In effect it is subsidised by my job with one of the [REDACTED]

Should I have to pay car parking rates for my motorbike I won't take on this freelance work. I enjoy it but I'm not going to make a loss on the day travelling from Guildford to Hackney.

I regularly travel to and park my bike in Westminster and am happy to pay the reasonable charges they offer. It is commensurate with the amount of space my bike takes up in a parking space and on the road.

Please consider the Westminster model for Hackney because there will be collateral damage from proposed charges to the cultural and educational life of Hackney.

All best

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Hackney motorcycle charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 4 Aug 2023 at 02:57
Subject: Hackney motorcycle charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hi,

As a motorcyclist who frequents Hackney, and friend of several people who work in Hackney and commute via bike/scooter, I'm truly at a loss by your attempt to charge bikes £10 a day to park. It's truly disgusting that you're attempting to charge the same price as a car.

Bikes produce significantly less CO2 and have a significantly higher MPG than cars. Bikes support 1 to 2 riders, cars often only have 1 person in a vehicle that can support up to 5 people.

On top of that, east london has a thriving motorcycle scene, that as non-bikers you likely wont understand. I live in North London an

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Fwd: Motorcycle Parking Hackney1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 07:37
Subject: Motorcycle Parking Hackney
To: <streetscene.consultations@hackney.gov.uk>

Hi,

I would like to register my objection to the proposed motorcycle parking charges in Hackney.

I have commuted by motorcycle since 1966 and have always seen this as beneficial to the environment with less emissions than my car and a minimum parking space requirement.

The proposed parking charges for two wheels are ridiculously expensive. I fail to see the advantage in dissuading motorcyclists from using their machines for commuting. Charging motorcycles and scooters the same as cars for residents and business parking permits is quite ridiculous.

A few suggestions to consider,

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

Regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection to motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 21:10
Subject: Objection to motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I write to object strongly to the proposal to introduce parking charges for motorcycles and scooters. Such vehicles are often used by people with limited financial means, and I have very much valued the ability to travel on scooters and, in the past, mopeds, free of any worry about parking. I am shocked at the proposal to introduce charges, and beg you to drop the idea.

Yours sincerely

[REDACTED]

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Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 22:10
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Could you please tell me why motorcycles are to be the target of parking charges, it can,t be down to emissions as the is no requirement on the MOT test for them to be emission tested

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Motorcycle Parking Objection1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 01:10
Subject: Hackney Motorcycle Parking Objection
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I oppose the motorcycle charges that Hackney are proposing entirely.

Reasons for opposing the motorcycle charges:

- No price differential between motorcycles and cars for residents and business passes means that there is no incentive to down size to a motorcycle, this will entrench car usage in Hackney and increase emissions due to increased congestion
- The charges don't take account of relevant factors such as the minimal kerbside space taken up or effect on reducing congestion
- The price of the daily parking for commuting is unaffordable, taking into account the average running costs of a motorcycle the charges will nearly triple the cost of commuting by motorcycle
- It is not reasonable to charge electric motorcycles the same amount as electric cars as they have vastly lower emissions impacts and energy use

Please see alternatives suggestions below:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

Kind Regards,
[REDACTED]Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Motorcycle Parking Charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 18:24
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney council,

I am writing to object to proposed parking charges for motorcycles in Hackney. Motorcycles offer a flexible and compact option for transport into and out of cities, with significant benefits including reduced emissions. Their usage in place of cars should be encouraged, not penalised as per your proposal.

Have you considered the following points?

Use of motorcycles effectively converts single carriageways into dual carriageways, based on the majority of vehicles being single occupancy?

Motorcycles are lightweight compared to cars (approx 1/8 of the weight) so exert less forces onto the road structure. How does this affect the number of passenger miles traveled before a section of roadway needs replacing? Road resurfacing causes significant disruption and environmental impact and is this considered in the holistic cost of road transport?

Motorcycle engines are relatively small, with low thermal mass. This means that they achieve operating temperature more rapidly than cars. Any engine will be more polluting during this warm-up phase than the published "book" emission figures. How do actual usage emissions compare? For example, how does a motorcycle flowing continuously through traffic (and keeping the engine at operating temperature) compare to a car with stop-start control crawling in traffic and not maintaining operating temperature?

Electric motorcycles are becoming available as true equivalents of small capacity motorcycles. With their low power requirements, exchange of batteries for charging means that they can "refuel" in minutes without requiring on-street charging points or cables. What facilities have you considered for motorcycle battery exchange/recharging to encourage their usage?

Within a given parking area you can typically park 5 motorcycles in the space used by one car. How do you justify your parking permit charges for solo motorcycles equivalent to cars? Why has this fundamental economy of space not been taken into account and all charging scaled accordingly?

Within your pricing structure you are listing "diesel surcharge" for all IC engine 2-wheelers. How many commercially available diesel motorcycles are you aware of, and do you think that the additional effort for price structuring is economically justified? Are you expecting a rush of one-off conversions, or is your thinking based entirely on the passenger car market?

How do you expect pay-and-display to operate for motorcycles? There is no enclosed space to display a ticket or resident permit resulting in at least three valid failures to display a ticket / voucher:-

- inclement weather blowing the ticket / voucher away;
- inclement weather wetting the ticket / voucher to become illegible or disintegrate;
- or removal of the ticket / voucher by a third party

How would you accommodate or police this in a fair way?

Finally, could you explain the reason for removing the exemption allowing solo motorcycles to park without a valid permit, visitor voucher or paid for parking session?

Yours sincerely

A solid black rectangular box used to redact a signature.

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Fwd: New motorcycle restrictions1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 20:47
Subject: New motorcycle restrictions
To: <streetscene.consultations@hackney.gov.uk>

Hi
I'm opposing all the new proposals for motorcycles in Hackney.
Draconian.
As a regular commuter and worker in Hackney this is disgusting.
How about these ideas.

-
- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

Yours sincerely

[REDACTED]

Sent from my iPhone

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Fwd: No charges for motorcycle1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 18:22
Subject: No charges for motorcycle
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hello Hackney Council

I am disappointed that you are try to push out motorcycle riders.
There should be no charge for motorcycles and scooters in your district because they are cheaper to run and cause less congestion.
They also take up less room when parking. If more people drove motorcycles there would be so much more space rather than big cars blocking the roads.
You want to bring in big charges for something so small as a new revenue for yourselves rather than encouraging people to use greener ways to travel.

Many Thanks

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Proposed Charges for Motorcycle parking in Hackney1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 16:23
Subject: Proposed Charges for Motorcycle parking in Hackney
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sir,

I would like to submit my feedback regarding proposed motorcycle charges as follows:

Motorbikes vary in weight, but are roughly in the weight range of 200 kg as a general rule, or as a median average. By contrast, on average European cars weight around 1400kg. This isn't an exact science, but I'm sure you can see my point. Looking at this as a reasonable example, the car is 8 times heavier than the bike, which represents a significantly larger use of resources and subsequently more embodied emissions.

Specific points to consider:

- Using a motorbike results in a huge reduction in commuter congestion. Over 85% of commuter vehicles only carry one person.
- A motorbike used around a seventh of the resources taken to build one car, resulting in a lower embodied carbon impact.
- Bikes tend to be purchased as a "pride and joy" item, so are more likely to be serviced properly and looked after, resulting in better fuel efficiency and a longer life cycle
- Less time is spent in congestion causing emissions whilst not making progress. The comparative CO2 output against other vehicles that can't filter through traffic will be drastically less.
- Generally speaking bikes use less fuel than cars – 55-81% according to a 1992 study (22/04/2016, <http://www.greenchoices.org>)
- Bikes have a reputation for being dangerous. DVLA Statistics in fact suggest that motorbikes are less dangerous for other people than cars, and not as dangerous for the bikers themselves as is often thought. (11/03/2016, <http://www.greenchoices.org>)

Considering the points above, may I suggest a policy for motorcycle parking charges that will actually benefit the residents and commuters of Hackney:

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles

Thank you for your consideration.

Sincerely,

[REDACTED]

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Fwd: Hackney Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 17:06
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam

I wish to register my objection to the introduction of charging for motorcycle parking, a ridiculous idea.

It will discourage motorcycle use in the borough, which is a shame as motorcycles are a big part of the solution to traffic congestion (simply put they take up less space!)

Please think again.

[REDACTED]

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Fwd: Objection to Motorbike Parking Charges Plan1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 17:06
Subject: Objection to Motorbike Parking Charges Plan
To: <streetscene.consultations@hackney.gov.uk>

Hi,

I hope this email finds you well. I am writing to express my strong objection to the proposed motorbike parking charges plan. As an avid motorbike rider and a concerned citizen, I believe that such charges would have detrimental effects on various aspects of our community.

Firstly, motorbikes play a crucial role in reducing traffic and congestion on our roads. By encouraging more people to use motorbikes as a means of transportation, we can alleviate the burden on our already congested roadways, contributing to a more sustainable and efficient transportation system.

Moreover, a significant number of NHS workers rely on motorbikes for their daily commutes. These healthcare professionals often work long and irregular hours, making public transportation options less viable for their specific needs. Imposing parking charges on motorbikes could impose an unfair burden on these essential workers who tirelessly serve our community.

Another essential aspect to consider is the space efficiency of motorbikes. Four motorbikes can comfortably fit in the same space that one car occupies, making them an environmentally friendly and space-saving option for urban parking solutions.

Furthermore, many individuals in our community cannot afford the high costs associated with using trains for their daily commutes. For these people, motorbikes are often the only feasible and affordable means of transportation. Implementing parking charges on motorbikes would disproportionately affect those with limited financial resources.

In conclusion, I strongly urge you to reconsider the proposed motorbike parking charges plan. It is evident that motorbikes play a vital role in reducing traffic congestion, are widely used by NHS workers, offer space-efficient parking solutions, and serve as an affordable commuting option for many individuals. Penalizing motorbike riders through parking charges would not only be unfair but also counterproductive to our goals of promoting sustainable transportation and supporting essential workers.

Thank you for your time and consideration. I trust that you will take these points into account while making your decision.

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Fwd: Proposed Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 14:55
Subject: Proposed Motorcycle Parking Charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Please register my objection to your proposed motorcycle parking charges.
This will only succeed in fuelling inflation and making life harder for many small local businesses and working people.
Many small businesses rely on motorcycle couriers to deliver their products. The couriers need this work to survive. This draconian measure would be another nail in the coffin for Londons continued existance as a vibrant and fair place to live and work.
Please reconsider,
Thank you.,
[REDACTED]

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Fwd: Hackney mc parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 14:25
Subject: Hackney mc parking charges
To: <streetscene.consultations@hackney.gov.uk>

I object to this charge as motorcycles don't occupy a lot of space and are very efficient. This will discourage people from coming to the area this reducing revenue for local businesses

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Motorcycle Parking Charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 14:49
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I hope this letter finds you well. I am writing as a concerned resident of Hackney Borough in response to the proposed significant increase in motorcycle parking fees. As an active member of this community and a multiple motorcycle and business owner, I wish to express my deep reservations about the proposed change.

I understand that every borough faces unique challenges in managing parking facilities, but the proposed increase of 7 times the current rate is quite substantial. At present, Hackney is known for its vibrant and diverse community, and the ability to commute affordably has played a crucial role in fostering this spirit. The proposed fee hike could create financial burdens for many motorcycle owners, negatively impacting the local economy and mobility.

In comparison to neighbouring boroughs, where the motorcycle parking fee stands at £1 a day, Hackney's proposed charge appears disproportionately higher. Such a dramatic increase could deter residents and visitors from choosing motorcycles as a preferred mode of transportation within the borough, ultimately hampering efforts to promote sustainable and eco-friendly commuting options.

I kindly urge the Hackney Borough Council to reconsider this proposal and take into account the potential consequences of such a substantial fee increase. Instead, I request that the council explore alternative solutions to address parking management while keeping the needs and preferences of the local community in mind. Measures such as improved parking allocation, enhanced enforcement, or public awareness campaigns could be considered viable alternatives to mitigate any concerns.

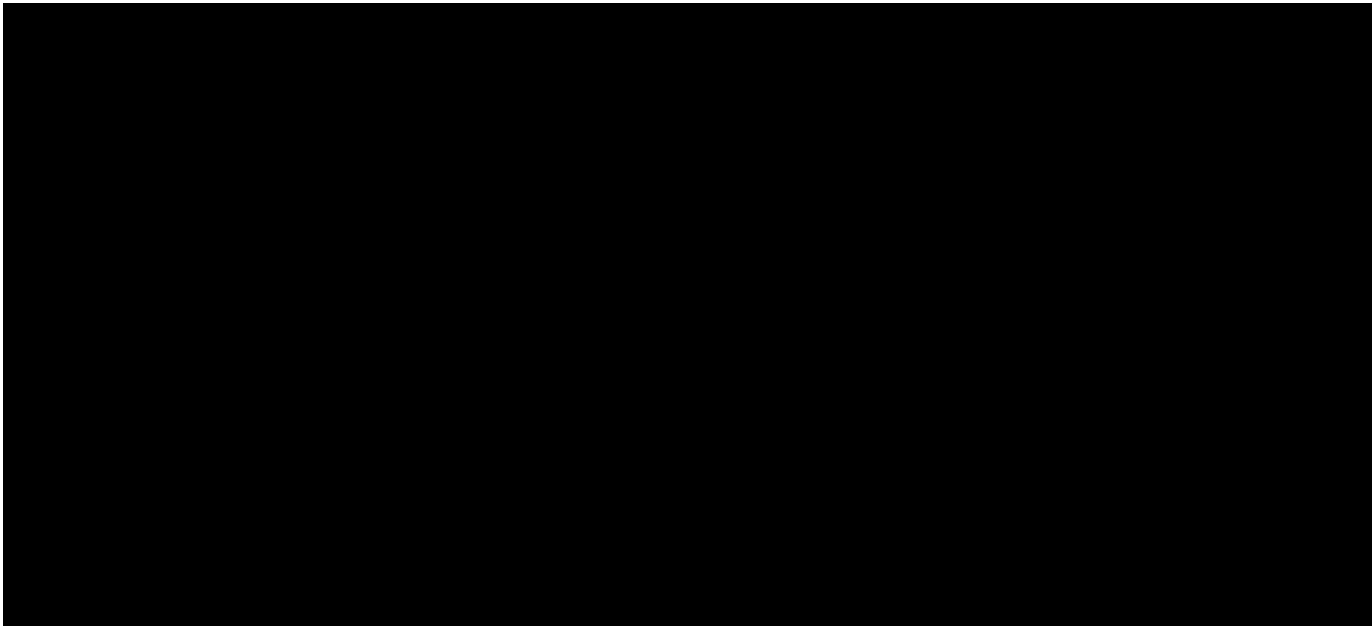
I believe in the importance of collaboration between the council and its residents to create an environment that supports the well-being of all stakeholders. By engaging in open dialogue and considering residents' viewpoints, we can work together towards solutions that strike a fair balance between sustainable development and the community's interests.

I kindly request that you share my concerns with the relevant decision-makers and reconsider the proposal to increase the motorcycle parking fee. Your thoughtful consideration in this matter will be highly appreciated.

Thank you for your attention to this matter, and I look forward to a positive response from the council.

Yours sincerely,

[REDACTED]



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Fwd: Hackney - Proposed Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 10:14
Subject: Hackney - Proposed Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I am writing to you to object to your proposed motorcycle parking charges. These are so backward I find it very hard to understand. Bikes are the cleanest way of travelling with a motor vehicle and should not be punished like this, if anything we should be given more benefits!

I suggest that:

Motorcycles and scooters have no charges to encourage car users to start commuting 2 wheels.

Increase charges for cars who are the real culprits for pollution not bikes!

Take into consideration factors like size of vehicle as one could park 5 -10 motorcycles in the space of 1 car.

Kind Regards,

[REDACTED]

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Fwd: Motorcycle parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 13:20
Subject: Motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

Please can you register my opinion against your proposed parking policy.

As a Biker and concerned member of the public, I would like to see you move to a more informed and understanding position.

In regards to powered two wheeler vehicles and the part they can play to alleviate congestion and help to deliver cleaner air low cost freedom of movement for Citizens.

Your actions seem to me the reverse of sensible well thought out policy.

I ask you to engage with the Motorcycle community in a way that you can move forward together in a positive way. Gaining the benefits available to deliver better transportation infrastructure for everyone going forward.

Regards

[REDACTED]

Sent from my iPhone

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle consultation1 message

----- Forwarded message -----

From: [REDACTED]

Date: Sun, 30 Jul 2023 at 13:55

Subject: Motorcycle consultation

To: <streetscene.consultations@hackney.gov.uk>, <eluzer.goldberg@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>

Dear Councillors and Consultation,

I am extremely disappointed in the draconian anti-motorcycle policies being proposed by the council. I am a full supporter of green policies such as ULEZ however the charges being proposed for motorcycles are nothing short of a ban for the use of motorcycles in the borough for anything other than the privileged weekend warriors with their expensive sports bikes. I would frankly welcome many more green policies from the council such as low traffic neighbourhoods, reduced parking to create green spaces on streets, increased ULEZ charges or expansion, policies encouraging car sharing/rental, more cycling provisions etc etc. It seems however the policies being suggested are ultimately there to generate revenues from working class residents at a time when they cannot afford a single penny of extra taxation or charges.

Motorcycling is a proud British tradition of the working class and offers an affordable, green and friendly alternative to driving a car. I use my motorcycle to commute to work 16 miles away, a journey which would take twice as long on public transport and cost me far more too. The time lost being time I would lose spending with my family.

It is grossly unreasonable to charge cars and motorcycles the same rate. Motorcycle emissions both CO2 and particulate are vastly lower than that of cars (I sincerely hope the council is referring to up to date data on this now and not the far outdated I hear they were using in this process), the environmental impact of their manufacture is vastly lower and they take up far less space on our streets both reducing congestion and reducing the amount of street parking needed freeing up space for street space to be reclaimed for planting greenery which I love to see in Hackney.

I implore you to consider following what the likes of Westminster do by charging a significantly lower rate for motorcycles than cars and therefore reducing the impact of people commuting into central London by car. Charges should take into account the vastly reduced impact in terms of both congestion and the space parking motorcycles takes up.

At the time of such huge financial pressures for me personally and for us all as working class residents of the borough this is deeply worrying and distressing prospect of yet more unaffordable costs being brought down on us. I honestly don't know what I'd do. Frankly, if anything, it would make more likely to trade my motorcycle in for a car if these measures were to come in as this would be more practical for my family even if it were far less environmentally friendly than my current set up of using a motorcycle as it is the most cost, time and environmentally efficient method of commuting a large distance. A car would be more practical for use at the weekends where I otherwise use public transport. It is utterly nonsensical to be introducing a policy which makes owning a car make *more* sense.

I have been a Labour voter for many years but I will sincerely reconsider this vote at the next local council elections were this policy to proceed as I cannot vote for a council who willingly hike the everyday costs brought down on working class people with regressive taxes and charges such as these. It is against everything the Labour council should stand for. Please please consider the impact on working people of this policy.

Sincerely,

A large black rectangular redaction box covering the signature area.

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Fwd: Objection against anti motorcycle policies in Hackney1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 16:33
Subject: Objection against anti motorcycle policies in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Hello,

I have had to make time to formally object against these I'll thought policies to make motorcycling less friendly and more expensive in Hackney.

Hackney represents the best of London to me, community, the arts, small business and alternative mediums to transportation and this policy flies against all of these.

Not only do the riders of motorcycles carry a cultural significance, they are people who sacrifice comfort and change their lifestyles to remove more cars of our roads. It is obscene to me that you would impose any policy that makes this harder without thinking of obvious alternatives which could achieve your same objective.

- No price differential between motorcycles and cars for residents and business passes means that there is no incentive to down si

Why is it that there is no price difference between a car and a motorcycle? Why can someone drive their massive land rover and be charged the same as a bike? This means business has no incentive to down size.

Perhaps it is worth looking into the way Lewisham handles this issue? Clearly some inspiration needs to be taken away given the current proposals.

Perhaps also it could be considered to adopt the Barcelona model or to account for space both parked and on the road like congestion charge.

Whatever you may do, don't do what you are proposing as it hurts the local community, the planet and the children who walk these streets

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Fwd: objection to motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 20:15
Subject: objection to motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

I object to Hackney Council's plans for charging motorcycles the same as cars for resident parking permits and charging extortionate amounts for daily parking. Even WESTMINSTER only charges around one pound per day. Motorcycles use much less petrol than cars and 5 motorcycles can park in one car bay. Why these extortionate charges? Hackney is one of the poorer boroughs and many people work as delivery drivers here.

If these less well earning people live in the borough, and by the very nature of their jobs, need motorbikes, they will be squeezed out because they cannot afford the parking fees. What is going on?

Instead: why not encourage people to ride motorbikes INSTEAD of owning cars...make much lower / to no charges for mortorbikes, like Westminster and Lewisham have done!

or: if it is a revenue issue, make higher charges for NON-RESIDENTS to park in Hackney - discouraging them from bringing cars in in the first place.

The emissions from motorbikes are much less than cars. They are smaller and do not get stuck in traffic. These charges make no sense. Please reconsider!!

[REDACTED]

[REDACTED]

Fwd: Opposing motorcycle charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 20:22
Subject: Opposing motorcycle charges
To: <streetscene.consultations@hackney.gov.uk>

Good afternoon

I Just Want to rise my point of why I oppose to your intended charges in motorcycle parking in Hackney. I do live in Hackney and Own a motorbike which I mainly use to go to work. I do use very often as well the bus/tube or walk if is near enough. I Am a firm defender of the environment and do as much as possible to help and care my environment. Now, your charges for motorcycles Will seriously put an extra charge in my life I really dont need or can almost afford. I dont have a car because i cant afford it and cause driving for Just 1 person or 2 is not great,so I have my motorbike which polutes less, its cheaper, takes less space and is faster to get places (since London traffic is getting worse and worse), so please I Am doing a good thing, please dont charge more money to those Who dont deserve it. Motorbikes are a solution for London problems, not a problem. Think properly about it

Thanks

[REDACTED]

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Fwd: Objection to proposed motorcycle changes - [REDACTED]1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Mon, 31 Jul 2023 at 14:48

Subject: Objection to proposed motorcycle changes - [REDACTED]

To: <streetscene.consultations@hackney.gov.uk>

Good Afternoon,

My details:

[REDACTED]

I'm writing to provide an objection to the proposed motorcycle changes for Hackney. I believe the following:

- Motorcycling, contrasted to car usage, is preferable due to space constraints in cities. CO2 produced per capita is reduced, and traffic issues are less bad compared to cars.
- Increased motorcycle traffic reduces car traffic, as these are often substituted.
- Motorcycles offer an alternative to car users where public transportation options not available, such as in Hackney which is not as well covered in terms of options as parts of London with more tube service.
- Motorcycles, in particular scooters, can offer a low cost option for commuters as a result of reduced fuel consumption.
- Most importantly - charging the same amount for car and motorcycles is not proportionate to the costs to the council or to the nearby environment.

I would encourage the following alternatives

- reassess the need for charges and publish what any potential charges would go to upkeep. For example, revenue collected from motorcycles should go to supporting motorcycle infrastructure.
- Increase car related charges.
- Increase the proportion of solo motorcycle bays, which will increase incentives for motorcyclists to park efficiently.
- Proportionate the motorcycle charges against the intended effect (ie space, emissions, congestion)

I do not live or work in Hackney. These charges would discourage me from travelling to Hackney in general which I do by motorcycle - where I spend part of my income and time.

Best Regards,

[REDACTED]

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Fwd: Opposition to Proposed Motorcycle Parking Rule Changes in Hackney1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 15:53
Subject: Opposition to Proposed Motorcycle Parking Rule Changes in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I am writing to express my strong opposition to the proposed changes to motorcycle parking rules in our borough. I believe these changes would have detrimental effects on both the environment and the financial well-being of our community. I urge the council to reconsider the following points before finalizing any decisions:

- **Lack of Incentive for Motorcycle Usage:** The absence of a price differential between motorcycles and cars for residents and business passes means there is no compelling reason for individuals to downsize to motorcycles. By not encouraging motorcycle usage, this proposal would inadvertently promote car usage in Hackney. Increased car usage would contribute to higher emissions, exacerbating congestion and air pollution, which directly contradicts our efforts to combat climate change and create a sustainable environment.
- **Financial Burden on Less Affluent Workers:** Motorcycles are often the preferred mode of transportation for less well-to-do workers due to their affordability and efficiency. However, in the midst of an ongoing cost of living crisis, the proposed daily parking fees for motorcycles are simply unaffordable for many individuals. This policy would place an unnecessary financial burden on those already struggling to make ends meet and unfairly penalise a significant portion of our community.
- **Unreasonable Disparity Compared to Other Boroughs:** The suggested fees for parking motorcycles in Hackney are significantly higher than those in any other of London boroughs. This disparity is unjustifiable and perplexing, as it places an unjust burden on motorcyclists in our community who already face challenges in finding affordable and legal parking options.

In light of the points mentioned above, I implore the council to reconsider the proposed changes and instead focus on implementing policies that encourage environmentally friendly transportation options and support the diverse needs of our residents. A fair and sustainable parking policy that considers the financial constraints of individuals and promotes responsible vehicle usage is essential for the well-being of our community and the environment.

I believe that by collaborating with the community and considering alternative approaches, we can develop a motorcycle parking policy that fosters responsible transportation choices, supports local businesses, and preserves the unique character of our borough.

Thank you for your attention to this matter. I trust that you will carefully consider the concerns of the residents during this public consultation process.

Sincerely,
[REDACTED]

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Fwd: Support for parking charges and additional regulations for motorcycles1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 16:22
Subject: Support for parking charges and additional regulations for motorcycles
To: <streetscene.consultations@hackney.gov.uk>

Hello:

As a resident I wanted to express my support for the parking charges and additional regulations of motorcycles.

I would also like to suggest that all motorbikes be required to undergo an annual noise evaluation, with an inspection paid by user fees, with standards set beyond which they cannot be operated or parked locally.

This would be an addition to the proposed environmental and exhaust evaluations and charges.

I would also propose that a streamlined noise complaint system be established so that the Hackney noise reduction team can take effective actions for idling motorbikes including revoking parking permits and fines. I propose this be undertaken with a special focus on bikes which are illegally modified with after market mufflers to amplify noise making to unacceptable levels.

I would also like to suggest that active noise reduction / ticketing / education be undertaken to reduce the number of excessively noisy and high speed motorcycles transiting on long straight stretches on Graham Road, Dalston Lane, Mare Street and other locations.

If the above are outside of current proposals, I would like to propose they be taken on in an environmental noise reduction effort aimed at reducing the excessive volume of noise generated by motorbikes by idling, aftermarket modifications, and group riding on residential streets.

As it currently stands motorbikes contribute a disproportionate amount of noise, pollution, and disturbance of residents.

Thank you.

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Fwd: Proposed Motorcycle Parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 12:14
Subject: Proposed Motorcycle Parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I am writing to advise you of my disapproval of the proposed motorcycle parking charges.

The biggest issue and threats to road safety within London and Hackney come from vehicle emissions from cars, especially SUV which seem to be the most popular vehicle being driven in urban areas. SUV are much heavier than an average car, use many more materials in their manufacture so the carbon footprint is massive, they use more petrol/diesel and due to their weight they create more damage and exacerbate potholes and poor road surfaces.

Hackney council should be looking at implementing additional levys on these vehicles and where possible looking to restrict their movement within the borough.

Over in Paris the authorities have seen the light and are introducing measures to restrict their movements.

Motorcycles and scooters (PTW) are useful machines in alleviating congestion and if we were able to share bus lanes (as allowed by TFL on red routes) then we would be a lot safer than having to share restricted road space with all other vehicles.

Since the pandemic a huge number of businesses from corporate supermarkets, restaurants, grocers, takeaways etc. have created a massive GIG economy where the use of PTW to deliver goods via mobile apps have flourished. By denying the riders free parking you will be attempting to limit this growing economy and I am sure you will have a backlash from the many businesses in Hackney that need these riders to sustain them.

It is extremely unfair to expect a PTW to pay the same charges as a car to park in the Borough and you should be cracking down on the largest most polluting vehicles and not being so dogmatic in your approach to PTW.

regards

[REDACTED]

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Fwd: Objection to planned charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 14:11
Subject: Objection to planned charges
To: <streetscene.consultations@hackney.gov.uk>

I would like to place my objection into the proposal of charging motorists for parking, not only that but also charging the same price. Most car drivers drive around without passengers, yet sit in jams they have created. Name one place that motorists have caused traffic jams. Also your proposal for charging the same, yet a you can get four bikes in one parking place of the average car. Motorcyclists understand they have always had a concession for parking and have adapted to parking sensibly and not taking up car parking spaces. The moment you charge Motorcyclists, we all will have the entitlement to take the space of one car, you therefore create your own problem. You should be encouraging motorcyclists by continuing with free parking for motorcyclists as this firm of travel is much more greener than any alternative. Motorcycles will allow free flow of traffic and reduce carbon emissions. Any other decision would be very short sighted.

Regards [REDACTED]
Concerned motorist

Sent from my iPhone

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Fwd: Motorcycle parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 14:32
Subject: Motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

Hi I am opposed to your plans on charging motorcycles for parking. Please consider the following options instead

- 1 increase charges for cars as they are the main culprit for congestion.
- 2 increase cycle lanes.
- 3 improve public transport
- 4 reduce motorcycle charges so more persons use motorcycle as this will reduce congestion
- 5 improve bike share programmes and reduce the cost of bike share programmes
- 6 encourage carpooling and provide incentives
- 7 improve traffic light mgmt to help reduce congestion
- 8 improve policing so that people feel more comfortable walking to destinations
- 9 reduce the cost of public transport it is too expensive
- 10 promote electric vehicle purchase and use
- 11 encourage companies to allow working from home to reduce congestion.
- 12 plant more trees and green verges hackney is a concrete Mecca.

Regards

Sent from my iPad

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Fwd: Proposed motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 10:13
Subject: Proposed motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Sirs,

With reference to the proposal to charge motorcycles for parking in line with cars please consider the following objections:

Consider the reasons people choose personal transport. Many businesses are staffed by people from outside the borough and 1 day's train fare will buy 1 week's petrol.

Motorcycles should be encouraged as they have a much lower carbon footprint, create less congestion and less wear and tear on the road. 4 bikes can park in one car space.

The council should recognise that PTWs are NOT cars. They have many environmental and mobility benefits especially for the young and the lower paid members of society.

Where Islington and Hackney meet, if a bike park in one borough is closed or full the next nearest may be in the other borough resulting in confusion. There would also be an inevitable shift from charging Hackney bike spaces into nearby free Islington or City ones creating additional pressure of increased demand.

The charging structure looks very complicated. If Hackney must charge PTWs use Westminster's model and have a flat nominal fee for all PTWs e.g. £1 per day.

I hope you will give due consideration to these and all responses before making a decision.

Yours Faithfully

[REDACTED]

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Fwd: Proposed changes to motorcycle parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 10:41
Subject: Proposed changes to motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

Hi.

I am a motorcyclist, living just outside Hackney, who rides and perks in the borough regularly. I wanted to respond to the proposed changes, as I genuinely feel that they will only serve to discourage biking, therefore encouraging car-use, increasing pollution and increasing congestion at a time when air quality and congestion are supposed to be important within London.

I already think that it's ridiculous that bikes are excluded from most (or all?) of Hackney's bus lanes. We are vulnerable road users, so the safer space of the bus lanes would reduce accidents. We are not going to obstruct the bus lane, so would not increase congestion in them, and are little or no threat to other vulnerable road-users such as cyclists. Madness.

I digress.

If my bike is going to cost as much to park as my car, I may as well drive into the borough. I've spoken to many of my biking friends, and this is a common feeling. We don't have far to go, so it doesn't matter that the traffic will be made worse by the increase in cars on Hackney's roads. Cars which pollute more than the smaller-engined bikes they are replacing. Cars which take up more space on the roads and can't filter through to reduce congestion (as bikes do). Even bikers who commute in, often from further afield, say they'll probably just drive now. You'll not only be increasing pollution and congestion in Hackney with your proposals – you'll also be increasing these in surrounding London boroughs.

If you *really* want to reduce congestion and pollution in your borough, you need to concentrate on the vehicles that are causing the problem, not the ones that are part of the solution. Make biking *more* favourable, don't make it *less* attractive. Welcome lower-polluting and less congesting vehicles into Hackney, don't push us away.

Regards,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Concerns Regarding the Introduction of Motorcycle Parking Fees in Hackney Borough

1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 11:51
Subject: Concerns Regarding the Introduction of Motorcycle Parking Fees in Hackney Borough
To: <streetscene.consultations@hackney.gov.uk>

Hello,

I hope this email finds you well.

I am writing to you as a concerned resident of Woodberry Down, having lived in the area for the past four years. I am writing to express my concerns and challenge some of the statements made by the Council in its **recent decision to introduce motorcycle parking fees in Hackney borough**.

While I understand and appreciate the Council's commitment to improving air quality and promoting sustainable travel, **I believe that the implementation of parking fees for motorcycles might not be the most effective approach to achieving these goals**. It is important to note that motorcycles, particularly modern ones, often have lower emissions compared to cars. In some cases, motorcycles can be a more environmentally-friendly alternative to cars, mainly when used for short journeys or for commuting in congested urban areas.

Hackney Council has chosen to charge motorcycles the same parking fees as full-size cars. I would like to request information on any more recent research that the Council may have used to inform its decision to introduce parking fees for motorcycles. I am interested in learning about the following:

1. I would like to know if the Council has taken into account the significant **improvements made in motorcycle emissions through the introduction of Euro 5 standards**.
2. It has come to my attention that the evidence being used to justify this decision is based on a single 20-year-old study from Switzerland. This study compared Euro 3 cars with pre-Euro standard motorcycles that were up to 10 years older than the cars at the time of the study. Has the Council conducted or reviewed **any recent studies comparing the emissions of motorcycles to those of other vehicle types**, such as cars, vans, and buses, commonly found on Hackney's roads? If so, what were the key findings?
3. **How do the proposed motorcycle parking fees contribute to the Council's overall emissions reduction targets?** What percentage of the expected emissions reduction can be attributed to this measure?
4. Has the Council considered **alternative strategies to reduce emissions and promote sustainable travel**, such as providing incentives for electric motorcycles, implementing low-emission zones, or promoting the use of public transportation?

I would be grateful if you could provide me with any relevant information or research that the Council has used to make its decision. I believe that having a clear understanding of the research and rationale behind the proposed motorcycle parking fees is crucial for fostering an informed and constructive discussion within our community. Your response to these inquiries will help shed light on the Council's decision-making process and ensure that the measures being implemented are based on sound evidence.

--

Sincerely,

[REDACTED]

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney's unreasonable motorcycle parking charges!1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 09:56
Subject: Hackney's unreasonable motorcycle parking charges!
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

I'm afraid I undoubtedly have to disagree with the proposed parking charges for motorcycle riders in the Hackney borough. As a Leyton resident and [REDACTED] in the area, I have to park in and around Hackney on a daily basis and this additional fee to the already skyrocketing cost of living is getting out of hand.

I disagree to the charges based on the following:

- The charges won't help to reduce emissions or improve air quality in Hackney
- They are totally disproportionate to the actual impact of motorcycles
- The charges don't take account of relevant factors such as the minimal kerbside space taken up or effect on reducing congestion
- The price of daily parking for commuting is unaffordable for the majority of riders, effectively banning these people from commuting
- It is not reasonable to charge electric motorcycles the same amount as electric cars as they have vastly lower emissions impacts and energy use

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]



Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Oppose Plans to charge motorcycles1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 09:33
Subject: Oppose Plans to charge motorcycles
To: <streetscene.consultations@hackney.gov.uk>

As a person who has given up their car and taken up a motorcycle to reduce my costs in London where the costs of living are high, I oppose Hackney's plans to charge motorcyclists. This is my own individual example where I have actively reduced my own fuel emissions in consideration of the environment. I believe other car drivers are encouraged by this, and will also take steps in this direction, however I believe Hackneys plans to charge motorcyclists would impact this. Also, there is currently no price difference between motorcycles and cars for residents and business passes, so no current incentive to downsize. The charges proposed, do not take into account the minimal kerbside space taken up or the effect of reducing congestion. The price for daily parking for commuting is unaffordable, taking into account the costs of running a motorcycle, the charges will nearly triple the cost of commuting by motorcycle. It is certainly not reasonable to charge electric motorcycles the same amount as electric cars as they have vastly lower emissions, impacts and energy use. I feel plans have not been thought through properly. A council should support its residents and provide them with incentives for change and modernisation in order to make everyone's lives to thrive. I think your planned charges are outrageous and draconian.

I believe you should in fact, be charging car drivers more to use and park their car in Hackney to promote this and reduce the amount of cars on the road. Westminster and Lewisham have implemented plans like this. I also believe you should account for factors such as space and congestion in your consultation. Generally all over London, borough's should provide a similar model in order to not cause confusion in what the rules are.

Regards,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection to proposed Motorcycle/Moped parking charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 09:44
Subject: Objection to proposed Motorcycle/Moped parking charges
To: <streetscene.consultations@hackney.gov.uk>

Hello,

I would like to object to aspects of the planned motorcycle and moped parking charging changes.

I support Hackney's goals of reducing road danger, congestion, pollution, noise, etc.
But I do not believe these changes will be helpful, and in fact aspects are likely to be counteractive to this goal.

Charging the same for motorbikes for cars is both illogical and inequitable:

Not only do cars take up vastly more space per vehicle (up to 10x as much), parked motorcycles also do not present the dangers to pedestrians and cyclists that parked cars do, as they don't have doors to open that can knock people down while cycling ("dooring"), nor are they large enough to create blind spots where pedestrians walking between them cannot be seen, or obscure view of vehicles emerging at junctions.

Charges that scale based on size, and to lesser extent weight, is much more equitable, reflecting the true cost of public space used, as well as more positively correlated with the cost of the vehicle to purchase.
Further, heavier vehicles also present more danger, road wear, noise and pollution (even if electric, due to tyre wear, and more electricity consumption. There is also the larger carbon footprint from manufacture).

I believe hackney should be encouraging the people who aren't able to perform certain trips by walking/cycling/public transport to use a small as vehicle as possible, i.e electric mopeds and microcars, and not treat all motor vehicles as if they're the same.

Extra charges on top of the massive lack of dedicated and secured parking compared to other boroughs which either charge less, or nothing, adds insult to injury.

Further, I believe trying to discouraging motorcycle use through increased parking charges is unlikely to have positive outcomes, as it may only push poorer folk, especially delivery riders, to switch to using the illegal e-bikes instead, which aside from the well publicised battery fire risks, are potentially more dangerous to pedestrians and legal bicycles, as they are ridden in areas such as cycle paths and shared pavements.

If you have any base of evidence to dispute the above, I would like to see it. If you've not, perhaps you should be conducting surveys/research before pressing forward with these changes, as well as looking at case studies of other cities which have less restrictions on motorcycles, mopeds or microcars compared to full sized cars, while still encouraging cycling, such as Barcelona or Ghent, much of the Netherlands, Japan, etc.

Regards,

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking charge propoal.1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 13:13
Subject: Motorcycle parking charge propoal.
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam

With respect to the above. I would like to register my objection to the proposed scheme. This is an ill conceived and poorly thought out idea.

Motorcycles contribute to a reduction in congestion, pollution and overall journey times. Any increase to the costs associated with their use will only exacerbate the aforementioned problems.

Kind regards

[REDACTED]

Sent from my iPhone

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Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 16:12
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Good day,

I write in with my concerns over the councils effort to charge motorcycles for parking. As a motorcyclist who uses Hackney motorcycle bays on a regular basis when I travel in from Basildon for work purposes I am dismayed by the councils stance. If this goes through it will seriously effect my ability to perform my duties as the costs far outway the positives for coming into Hackney.

Cost for using public transport from Basildon are extremely high and at this time of high cost of living it is unfeasible. My motorcycle is Ulez compliant with low emissions. I actually fear for my livelihood should these measures be implemented and ask Hackney Council to rethink or come up with a viable solution for motorcyclist, pricing them away is not the answer. If the charges are to be as set out then it would be easier and safer to come in a car/van causing higher pollution.

I urge you to rethink this motion and keep motorcycle parking as it is. I look forward to your reply.

Kind regards

[REDACTED]

Sent from my Galaxy

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd:1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 16:26
Subject:
To: <streetscene.consultations@hackney.gov.uk>

It is absolutely ridiculous to charge motorcycles to park, just another tax on an already massively overtaxed motorist.

Bloody disgusting.

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Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 13:00
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

The charges are completely disproportionate to the impact of motorcycles in Hackney and unaffordable for the majority of riders.

Sent from my Galaxy

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Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 13:01
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

No price differential between motorcycles and cars for residents and business passes means that there is no incentive to down size to a motorcycle, this will entrench car usage in Hackney and increase emissions due to increased congestion.

Sent from my Galaxy

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Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 13:02
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

The charges don't take account of relevant factors such as the minimal kerbside space taken up or effect on reducing congestion.

Sent from my Galaxy

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Fwd: proposed motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Tue, 1 Aug 2023 at 12:20

Subject: proposed motorcycle parking charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madame

I object to the proposed motorcycle parking charges for the following reasons.

The charges are completely disproportionate to the impact of motorcycles in Hackney and are unaffordable for the majority of riders.

There is no price differential between motorcycles and cars for residents and business which means that there is no incentive to down size to a motorcycle, this will entrench car usage in Hackney and increase emissions due to increased congestion.

The charges don't take account of relevant factors on reducing congestion in the borough such as the minimal kerbside space taken when parked, or the fact that motorcycles use only a quarter of the road space of an average car.

It is for the reason above I believe this policy should be dropped.

I look forward to your reply.

Regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Proposed Motorcycle charges.1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 12:42
Subject: Proposed Motorcycle charges.
To: <streetscene.consultations@hackney.gov.uk>

I write to protest at the proposed level of parking charges to be applied to motor cycles and mopeds.

How can it be sane to apply the same charges as a car?

CAN YOU REPLY ADDRESSING MY POINTS BELOW.

1. Motorcycles takes about a 6th of the space of a car when parked. Why is it fair or just they pay the same as a car?
2. Motorcycles are a greener form of transport than a car or other combustion vehicle like vans. Motorcycles used to park free. Why are you increasing the charges to the same level as a car?
3. Motorcycles are and should be encouraged to be used instead of other combustion vehicles. Why are you not doing this?
4. What right do Hackney council have to eradicate a class of vehicle because they are increasingly lazy to treat them as a unique class of vehicle?
5. Motorcycles like cars are not going anywhere and will in time move to electric power as cars. They will always use less energy be it petrol or electric and should be encouraged accordingly.
6. Some people commute or travel during the day for trade purposes and a Motorbike or Moped can be the best option when people have to carry limited amount of tools of their trade or have to travel large distances or have to respond quickly.

I wait your response.

[REDACTED]

[REDACTED]

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Fwd: Hackney Motorcycle Parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 18:04
Subject: Hackney Motorcycle Parking
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear council,

Having recently moved to the borough of Haringey I was pleased to learn that I can park my motorcycle freely throughout the borough.

Then learning that Hackney council were originally planning to introduce a £60 a day parking fee I was appalled and this being reduced to still £10 a day is outrageous. Motorcycles take up a lot less of the road or car parks than cars as well as having lower emissions than cars and larger vehicles.

I question why the council do not keep a no charge policy for motorcycles (which may also help encourage car users to make the switch to motorcycles lowering congestion). And if this is out of the question, why following a model like Westminster hasn't been considered if a no charge model isn't viable?

I have attached a link to an old advertisement for a now non-existent car company which shows people on their drive ways, in car parks and on the roads and how much space a single person takes up. It makes you think how small a motorcycle is compared to a car and how small of a footprint it has when it comes to road use across all areas (emissions, parking, etc).

https://youtu.be/e_oWmY_mkCA

I look forward to hearing from you.

Kind regards,

[REDACTED]

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Fwd: I oppose Hackney Motorcycle Parking Charges1 message

[REDACTED]

■ A

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 16:12
Subject: I oppose Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

I oppose Hackney Motorcycle Parking Charges

Motorcycles take up very little room, do not cause big traffic delays around london and allow more people to get around on buses, public transport if we encourage motorcycles.

Please DO NOT add Charges

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Fwd: Motorcycle Parking Fee Proposal1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 16:34
Subject: Motorcycle Parking Fee Proposal
To: <streetscene.consultations@hackney.gov.uk>

I heard on the news and social media that the council intends to charge for visitor motorcycle parking the same level as for the the car parking. I don't think there is any legitimate reason doing so.
If you want to show some consideration towards keeping the air and environment clean then vehicle parking charges should be proportional to the size, weight and emission of a given vehicle. In densely populated areas more motorbikes can be parked in a single car parking bay, I am sure that you have realised this.
By not giving incentive to move from car usage you are keeping the status quo.
I am not a car owner, but I own a bicycle and a motorcycle. Both are economical and a more environment friendlier solutions to city transport than cars. This should be reflected in the parking fees if you really care about air quality and human health.

[REDACTED]
Brentford

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Fwd: Rejection letter1 message

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 16:51
Subject: Rejection letter
To: <streetscene.consultations@hackney.gov.uk>

To whom it concerns,

As a long term business owner, rider and local, I reject the parking charges for Motorcycles and all anti motorcycle policies.

These policies don't make sense and will harm my business significantly and my quality of life.

I would like to suggest some other options.

To promote motorcycles and the positive impact they have on traffic flow and the environment, by offering no charges for motorcycles and scooters to encourage car drivers to downsize.

I oppose because; No price differential between motorcycles and cars for residents and business passes means that there is no incentive to down size to a motorcycle, this will entrench car usage in Hackney and increase emissions due to increased congestion. It's already a nightmare to get around.

Also the charges don't take account of relevant factors such as the minimal kerbside space taken up or effect on reducing congestion.

Lots of people chose scooters or motorbikes as transport for affordability as well as the environment. The price of the daily parking for commuting is unaffordable, taking into account the average running costs of a motorcycle the charges will nearly triple the cost of commuting by motorcycle. Plus It is not reasonable to charge electric motorcycles the same amount as electric cars as they have vastly lower emissions impacts and energy use.

Essentially it will be only the wealthy will be able to own & drive or ride in Hackney. Being a rider gives me a sense of freedom, it allows me to be social and afford to get to work.

Please reconsider

Warm regards

[REDACTED]

Sent from my iPhone

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Fwd: Planned motorcycle charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 12:42
Subject: Planned motorcycle charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Just to register my opposition to the proposed charges for motorcycles. Seems disproportionate based on the much reduced environmental impact that bikes have as opposed to cars and the fact they take up far less road space.

Sent from my iPhone

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Fwd: The motorcycle parking public consultation feedback.1 message

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 13:44
Subject: The motorcycle parking public consultation feedback.
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

I am a South London resident who often works, shops and socialises in Hackney.

I oppose the current motorcycle parking plan as it treats motorcycles and cars exactly the same.

A car uses much more fuel and is a much bigger vehicle. They also have larger engines, are heavier vehicles and takes up much more space on the road. Even the DVLA recognise this fact by charging less road tax.

I believe Hackney Council's proposed plan will not make a positive difference to the environment. There is no proposed improvement to public transport and so there is no proposed alternative to using a motorcycle or any other vehicle.

This will just be a motorcycle tax which will probably convince some to buy cars instead of opting for the cheaper, smaller, less polluting two wheeled vehicle.

Hackney Council hasn't proposed providing better, more secure motorcycle bays. It hasn't suggested increasing the amount of motorcycle bays for the cost of parking. It hasn't provided evidence that revenue from motorcyclist will improve the lives of Hackney residents, workers and visitors.

If Hackney Council wants to reduce emissions, it would be better to convince single occupant drivers to downsize to riding motorbikes. This is a proven strategy with the congestion charge and ULEZ. Smaller cars, motorcycles and electric vehicles pay less or no charge. Many people have changed their vehicles to save money.

People do need motor vehicles. Not everybody can cycle or use public transport. Many people need / like the convenience of having their own transport. Hackney Council should encourage them to downsize with a clear correlation between the size of vehicle and the cost to run that vehicle. Motorcyclist should pay far less than most car drivers (depending on the engine) with smaller motorcycles and scooters paying little to nothing. This decision would be in line with ULEZ and the congestion charge rather than at odds with it.

Many people like myself ride small motorcycles or scooters to reduce their emissions. We are also attracted to use them because of the reduced cost to run. We park in motorcycle bays, which reduces parking congestion. These are the major reasons why we considered buying a motorbike rather than a car. If you make motorcycle use cost the same or similar to car use, most people will pay the extra for the comfort and extra protection provided by the car. This will hinder your goals.

The real causes of congestion and emissions in London are larger vehicles. Targeting these vehicles will have a much greater effect. The real danger of you proposed plan is that you will encourage more riders (and new road users) to buy a polluting, 4 seater vehicle, which they don't necessarily need.

British weather is so unpredictable and motorbikes are vulnerable to the elements. Many people buy cars for that reason. Financial savings play a big part in countering this issue. Getting rid of these savings could decrease the amount of motorcycles and increase the amount of cars in Hackney.

Please reconsider your proposal with these points in mind?

Regards

[Redacted]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Motorcycle charges

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 3 Aug 2023 at 15:06

Subject: Motorcycle charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hello,

I'm writing to you to protest against the proposed introduction of charges for motorcycle users.

Motorcycles are designed to take up minimal space on the road and simply do not cause congestion in the same way that cars do; either on the road or whilst parked. To categorise them in the same way is as cars completely unjust. Please reassess this nonsense.

Regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection to new proposed motorcycle charges in Hackney

1 message

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 23:11
Subject: Objection to new proposed motorcycle charges in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I am writing to query your revised motorcycle charges for parking in the borough of Hackney, and to strongly object to them.

I wrote to you last year regarding the outrageous plans put forward by the council to ban all-day motorcycle parking and charge riders ridiculous amounts for parking in the borough. The response was incredibly disappointing: a member of your team sent me a patronising copied and pasted essay which included incorrect and false emissions claims from a study made decades ago, and did not answer any of my legitimate, sensible questions.

Further, the response clearly outlined Hackney council's desire to reduce commuting to the borough. In your response to this email, could you please explain your reasons for doing such a thing? Workers in Hackney bring in a significant income for the council and local businesses, and so I find it bizarre that the council seeks to discourage this. Additionally, with no mainline tube services into many areas of the borough, it is very difficult for some workers to reach their workplace without their own method of transport.

Whilst I am pleased to see that the council has listened to local motorcyclists and revised its proposal, unfortunately, the new charges put forward still do not make sense.

I would appreciate it if you could provide me with the following information:

- The reasons why your proposal seeks to charge motorcycles the same fee as cars for residential and business permits, despite motorcycles taking up less than a third of the space a car does, and producing much lower emissions
- A breakdown of the sums behind the daily parking fee and how the money will be used (i.e - you say this is to ensure a greener future, so is this money being directed towards initiatives that support this?).
- An explanation as to why the fee is so high versus those of other boroughs, such as Westminster and Lewisham
- Details of how much consideration the council has put into the effects of imposing such high charges on lower-income people, such as delivery drivers and moped riders, who often can't afford TFL's astronomical charges and rely on two-wheeled vehicles to work
- A detailed explanation of how much of the council's 2023 (and onwards) financial policies have been dictated by the need to recoup money lost during the council's years-long cyber attack. Is this the true reason behind such ridiculous parking charges?

Finally, I would like to put forward some constructive suggestions:

- Motorcyclists are not opposed to paying for parking, but we are opposed to being unfairly charged in the way that Hackney council proposes. Why not implement a system like Westminster's, where people can pay for a month/ year in advance and with reasonable costs?
- I urge the council to please consider reframing how it views motorcycles. Modern, ULEZ-compliant two-wheeled vehicles are less polluting than cars, lorries, vans and black cabs, and they take up much less space both in traffic and when parked. Enhancing infrastructure for motorcyclists in the borough would therefore have the positive benefits of reducing congestion, making more space kerbside, and encouraging more car drivers to switch to smaller, less polluting vehicles.
- Please also reconsider your business permit charges. Hackney has a sparkling array of brilliant independent businesses, and many of them would face tough choices when faced with such high costs. Can you reduce these costs to support those who have only just recovered from years of lockdowns?
- Why not increase parking costs for cars and heavy vehicles if you are looking to improve the air quality?

Many thanks for your time, I look forward to hearing back from you.

Yours faithfully,

[REDACTED]

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Fwd: Charges for motorbikes.

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 23:28
Subject: Charges for motorbikes.
To: <streetscene.consultations@hackney.gov.uk>

Hi.
I would like to know why are you proposing to implement changes for parking motorbikes?
We don't take any space while parking, outside my place we have space for 2 cars only we will never fit 3 cars but we can add 2 or 3 bikes at the end of the bay or in the middle not a problem. So how can you justify charging motorbikes if we don't take any extra space ?
Regards.

[REDACTED]

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Fwd: Parking charges for motorcycles.1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 23:33
Subject: Parking charges for motorcycles.
To: <streetscene.consultations@hackney.gov.uk>

I would like to know what benefits will bring to hackney and environment by charging motorcycles for parking except extra tax.

Because I switch to 125cc motorcycle from 2L diesel car because free parking I am sure that is better for environmental protection only because of free parking. If you charge me for parking my motorcycle i might as well drive.

Can you explain? Why ?

Regards.

[REDACTED]

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Fwd: Motorcycle Parking Proposals1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 22:50
Subject: Motorcycle Parking Proposals
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Good Evening,

I'd just like to register my disappointment over the proposed changes to the parking of motorcycles by Hackney Borough Council. It concerns me that there has not been a thorough study to undertake the circumstances involved - be it the environmental impact, suitability of access, economic impact & safety. Motorcycles are a different form of transportation to other road vehicles - to class them in one bracket, regardless of propulsion, with other (larger) vehicles - seems misguided & distinctly unfair.

It further concerns me that the process on this proposal thus far has not demonstrated an ability to take on board the requirements & views of many who are either resident in the Borough or who are economically invested in it.

Yours Respectively,

[REDACTED]

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Fwd: Hackney's proposed motorcycle parking charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 22:58
Subject: Hackney's proposed motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>
Cc: [REDACTED]

Dear Madam/Sir,

I am writing about the proposed motorcycle parking charges at Hackney.

I must admit that I was perplexed by the proposals. They seem to treat motorcycles as more or less equivalent to cars.

Unlike cars, motorcycles do not cause congestion - cannot think of ever witnessing someone being stuck behind a motorcycle.

They are also much smaller - in a single car parking space one could probably park 8 motorcycles, if not more.

Yet the new proposals introduce punitive parking charges, making the use of motorcycles extremely expensive.

While some may be using a motorcycle as a lifestyle choice, many do so because of the much lower cost - so the new changes are affecting poorer people much more than wealthier ones.
And this at a time of high inflation, where poorer people are already squeezed financially.

By making it much more expensive to use a motorcycle, problems like congestion and high emissions/poor air quality will also worsen - we'd all be lucky if we could replace even a small percentage of cars with motorcycles. And for that to happen, motorcycles should be given financial incentives, instead of pricing them out of our roads.

For this reason I would like to ask you to reconsider the proposals, and consider something less punitive - even Westminster, that used to be the only London council charging motorcycle parking spaces, has much lower charges.

I hope that any new proposals are based on a better analysis of the effect of motorcycles both in traffic congestion/air quality and in the available parking spaces required.

Kind regards,
[REDACTED]

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Fwd: Motorcycle Charge Proposition1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 23:09
Subject: Motorcycle Charge Proposition
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

I am writing to you to express my concerns over the proposed charge on motorcycles in Hackney. £10 a day is an extortionate amount and a poor deflection from better policies that would tackle climate change. Motorcycles are not a huge contributor to pollution and are a downsize from cars. Westminster & Lewisham have lower fees that are effective. Motorcycles take up minimal space are barely contributing to congestion. I would like to see the council propose bigger, bolder policies that tackle large pollutants and don't punish the little person and make ordinary people foot the bill for corporate greed.

Best wishes,
[REDACTED]
Hackney resident

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection to proposal TT1654 regarding motorcycle parking charges1 message

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 22:28
Subject: Objection to proposal TT1654 regarding motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

I am writing on behalf of the grassroots campaign group [REDACTED] to object in the strongest terms to Hackney Council's proposal TT1654 regarding motorcycle parking

Objection 1 - there is no evidence to underpin the policy

The Council has presented no evidence whatsoever on the current level of emissions arising from PTWs in Hackney, the overall impact of PTW use in Hackney, or on the expected impact these changes will have.

The Council has presented no evidence whatsoever on how many PTW riders these charges will affect, whether they will be affordable for those who need to use a PTW, or what changes riders will be forced to make to their lives and livelihoods as a result.

The Council's own predictions suggest the policy will reduce PTW use at a rate more than twice as fast as car use. Such an approach could only be justified if PTWs were a cause of major negative impacts in the Borough. The Council has not however presented, or apparently considered, any evidence that this is the case. The one piece of evidence previously relied on has now been withdrawn and the yet most elements of the policy have not changed.

As a result of not considering the relevant evidence on the difference between cars and PTWs, the fact that they do not cause congestion and take up 8 times less space than a car, the Council has not reflected these differences in the pricing. The policy therefore lacks a basis of proportionality, and the proposed prices are many tens of times higher than any other Council have ever implemented.

These are unprecedented and untested changes, which will result in unknown impacts. For the Council to proceed without an evidence base on these issues is playing Russian roulette with the economy and environment of Hackney. The Council must commit to undertaking the necessary work to form an evidence base for this policy before considering proceeding any further. If the Council does not do this I would like a justification as to why.

Objection 2 - the proposed prices are unaffordable

The Council claim they have listened to and responded to feedback from riders. Whilst we recognise that the Council has retreated from its position of charging short-stay parking at a rate 140 times more than any other London Borough, to a position of charging 20 times more, to portray this as affordable is disingenuous.

It is informative to consider that in the same meeting of the Scrutiny Panel where these charges were discussed, the preceding discussion had included Councillors referring to the 'devastating' impact of a £10 a week cut in government benefits. It is very clear that Councillors cannot reasonably therefore consider a £40-50 per week charge on low-paid PTW commuters to be 'affordable'.

Thousands of riders have told the Council that charging PTW and car owners the same for residents and business permits, even if they have the same 'on paper' emissions, is unjust and irrational. PTWs take up 8 times less space when parked, and riders rightly see this as PTW riders being asked to subsidise the use of public space which cars occupy. As a result of the Council's policy error in this regard, as well as failing to reflect that PTWs don't cause congestion, many riders will face charges of hundreds of pounds a year for their permits. With some rising up to £900 a year under existing plans for residents parking permits, and even 125cc scooters paying £90 a year. A significant number of riders, many on low incomes, will face unaffordable permit prices under these plans.

Objection 3 - the proposed prices are disproportionate and irrational

Many Councils across London have emission-based parking charges. All of them make a distinction between PTWs and cars within their charging systems, charging substantially less for PTW parking or not at all. Hackney is the only Borough who propose not to do so (in terms of business and residents permits) and this is why Hackney has ended up proposing prices for PTWs so far above anywhere else.

Parking charges and CPZs were introduced in London to combat issues caused by cars, taking up an ever increasing amount of kerbside space for parking, and causing congestion in the city. Most boroughs have not charged PTWs for parking because they do not contribute significantly if at all to these issues.

The 2021 report to Cabinet on the new PTW parking charges referred to an aim to free up kerbside space by reducing motorcycle parking. It is plainly irrational therefore not to consider the relative difference in size between a car and a PTW when charging for parking.

There is no need for the Council to collect information on the size of all vehicles in order to reflect this. PTWs and cars are distinct and well defined classes of vehicles specified by the DVLA, which can be readily identified from a vehicle's registration. The difference in size when parked is so stark that the Council need only to compare the average space occupied by a car with that of a PTW. Based on surveys of real-world parking in London we have identified that a car takes up 5.65 meters of kerbside space, compared with 71cm for a PTW, meaning 8 PTWs can fit in the space of one car.

As such there is no sound reason the Council cannot account for this factor, it is relevant both in terms of the use of public realm, and the impact on congestion of road narrowing caused by parking. There are no counterbalancing factors in terms of the policy's other aims, since PTWs also do not contribute to congestion when moving, and have substantially lower emissions than cars in real world driving scenarios. The Council has accepted their previous position that PTWs pollute more than cars was false.

Objection 4 - the consultation basis is unsound

These charges were first proposed under the justification that PTWs emit far more than cars, based on a Guardian article claiming PTWs were '16 times worse than cars for pollution'. This claim was repeatedly made in Council promotion of the 2020 consultation, in social media posts by the Council and the Cllr responsible, and in the consultation report itself. The Council has now accepted that this claim was false, and retracted it from subsequent publications.

Respondents to the consultation were misinformed by the Council on the context around the policy, and it is impossible to know how many believed the Council's statements to be true.

Furthermore, the Council told riders at the time that most would pay only £5 a month, however this was and is false. In reality, only Hackney resident riders of 125cc PTWs parking in their home zone would have paid this.

In fact since the car-parking permit prices have now increased, only ePTW riders will pay less than £5 per month. Residents will be charged £7-50 per month, whilst non-residents and residents parking outside their home zone will be charged £1 per hour. The Council's own estimates in fact suggest commuters paying these prices would face charges of £160 per month.

In reality, barely any riders will actually pay only £5 a month, and the Council is well aware of this. The Council has plainly, consistently, and seemingly deliberately, misled riders on the scale of the charges being proposed. For well over a year we have been engaging with riders about this policy, most had expected charges of £5 a month, and none were previously aware of the Council's intention to charge £160 per month.

On both the externalities and the prices, the Council made misleading or untrue statements in and during the initial consultation. This has left riders with the understandable impression that the Council deliberately concealed the true nature of the policy in order to reduce opposition to it. The Council cannot know what the results of the 2020 consultation would have been if the Council had presented truthful information at the time, and what feedback would have been received which might have influenced or reshaped the policy.

Objection 6 - the emission to engine size relationship in the banding structure is incorrect in relation to PTWs

The entire banding structure and the way it is applied to PTWs is inappropriate. Although many PTW manufacturers report CO2 emissions, these are not recorded by the DVLA for most PTWs. The majority of PTWs will therefore be charged according to their engine size under this structure, which does not bear the same relationship with emissions as in cars.

The proposed bands set out in the consultation overestimate PTW emissions, as they appear to be based on car emissions so are inevitably not applicable to PTWs. For example, the most popular PTW in the UK falling within band 11 is the BMW R1250 GS, for which the manufacturer reports CO2 emissions of 110 g/km, far below the 191-225 g/km range for this band as stated in the permit price tables. This discrepancy would mean a rider paying £333 in 2026 for a residents pass, as opposed to £105.

Although the Council has said that riders can contact the Council if their banding is incorrect, not everyone will know their vehicle's emissions and not everyone will know this option is available to them. Given that the council is well aware that the banding is wrong for PTWs it should be changed before the policy is implemented.

The additional CC bands in the revised proposals do nothing to address this overestimation of PTW CO2 emissions in relation to engine capacity. This is a symptom of the fact that a system designed for cars is not suitable for PTWs.

Objection 7 - no differential is made between electric PTWs and electric cars in permit pricing

Under the proposed charges e-PTWs and e-cars will be charged the same. The justification for the charges for electric cars is that they are a significant source of non-exhaust particulate emissions. Whilst this may be true for electric cars, which are often heavier and larger than standard ICE cars, the same does not apply for e-PTWs. Non-exhaust PM emissions, such as brake and tyre wear are roughly proportional to the weight of a vehicle, e-PTWs are much lighter than electric cars. In fact, the combined weight of an e-PTW and rider is far closer to that of a pedal cycle and rider, than to an e-car and driver.

In fact, within the terms of the policy, there is no justification for charging e-PTWs at all. E-PTWs have negligible climate and air quality impacts, well within the range of EAPCs, so charging them for parking and thereby discouraging their use is directly inconsistent with the stated aims and reasons behind the policy.

Objection 8 - the charges rely on a false equivalence between cycle hangars and on-street parking

The argument is made that pedal cycles already pay for parking in cycle hangars, and that this should not be more than other vehicles pay. However, this is a false equivalence. Pedal cycles do not in fact pay for using parking facilities such as on-street cycle racks and bollards, which are comparable to facilities available for PTWs. Cycle hangars are secure covered and enclosed parking facilities - similar facilities are provided on the private market for PTWs, but Hackney council does not provide, or intend to provide, such facilities.

Bicycles in Hackney have the choice of using either paid and free parking provision, if Hackney Council wishes to provide secure covered parking in addition for PTW owners then we have no objection to this being charged for as long as there is no reduction in uncovered on-street free parking provision for PTWs.

The Council now has the opportunity, and the duty, to consider alternatives to the proposed policy. To date riders feel that the Council has not been considering their concerns seriously. Now is the time for the Council to rectify this.

We therefore present a number of alternative options which the Council should have considered, and ask that the Council either adopt these, or elements thereof, in place of the current proposal, or explain in each case why not. These are drawn from looking at nearby and similar Boroughs, all of which have declared climate emergencies and net zero ambitions.

Alternative 1 - Islington

Islington Council declared a climate emergency in June 2019, and aims to be a net zero borough by 2030. Emission-based parking charges apply for residents and non-residents cars. Residents' PTWs are charged a separate rate of £60 per year for a permit allowing them to park within or outside solo motorcycle bays. In 2023 Islington introduced a charge of £1 per day for visitors parking in any of the borough's 200 solo motorcycle bays, with reduced rates for booking longer periods, up to 1 year at £110.

Alternative 2 - Tower Hamlets

Tower Hamlets declared a climate emergency in March 2019, and aims to be a net-zero Council by 2025. A 9 band emission-based parking permit system operates in the borough, with no charges for electric vehicles,

and PTWs charged a separate rate of £40 per year. Residents and non-residents may park for free in solo motorcycle bays in order to encourage their use as a more efficient use of public realm.

Alternative 3 - Lewisham

In 2020 Lewisham declared a climate emergency and aims to net zero borough by 2030. An emission-based parking permit system operates for cars in the borough. In 2021 they proposed to apply these charges to PTWs at the same rate as cars, however following consultation they reduced these charges, and introduced additional concessions recognising the reduced space PTWs occupy, their role in reducing congestion, and their legitimacy as a commuting mode. An additional 4-band system was introduced for PTW residents permits based on engine size and emissions, ranging from £20-42 per year. There is no charge for electric PTWs.

Non-residents' ICE PTWs are charged £2 per day to park, with business permits of £50-125 available for commuters. Like Hackney, the majority of the borough has no designated solo motorcycle bays, so the £2 per day charge allows PTWs to park in any residents or pay and display bay across the Borough.

Alternative 4 – Lambeth

Lambeth Council declared a climate emergency in March 2019, and aims to become a net-zero compatible borough by 2030. In May 2023 they introduced a 13-band emission based parking model for residents' car parking permits, with additional diesel surcharges, with a separate permit price for PTWs of around £50. Residents and non-residents are permitted to park PTWs for free in any of the Borough's 229 solo motorcycle bays.

Lastly we ask the Council to review and respond to the following pieces of evidence on the benefits of PTW use, and/or explain how they have already been taken into consideration in the policy formation process.

PTWs as part of a continuum (attached PDF) - demonstrating that PTWs' environmental impact is well within the range of bus and cycle travel, and vastly lower than cars.

Commuting by motorcycle: impact analysis (<https://www.tmleuven.be/en/project/motorcyclesandcommuting>) - demonstrating the substantial economic and environmental benefits of PTW use both as a commuting mode and by extension for other journeys

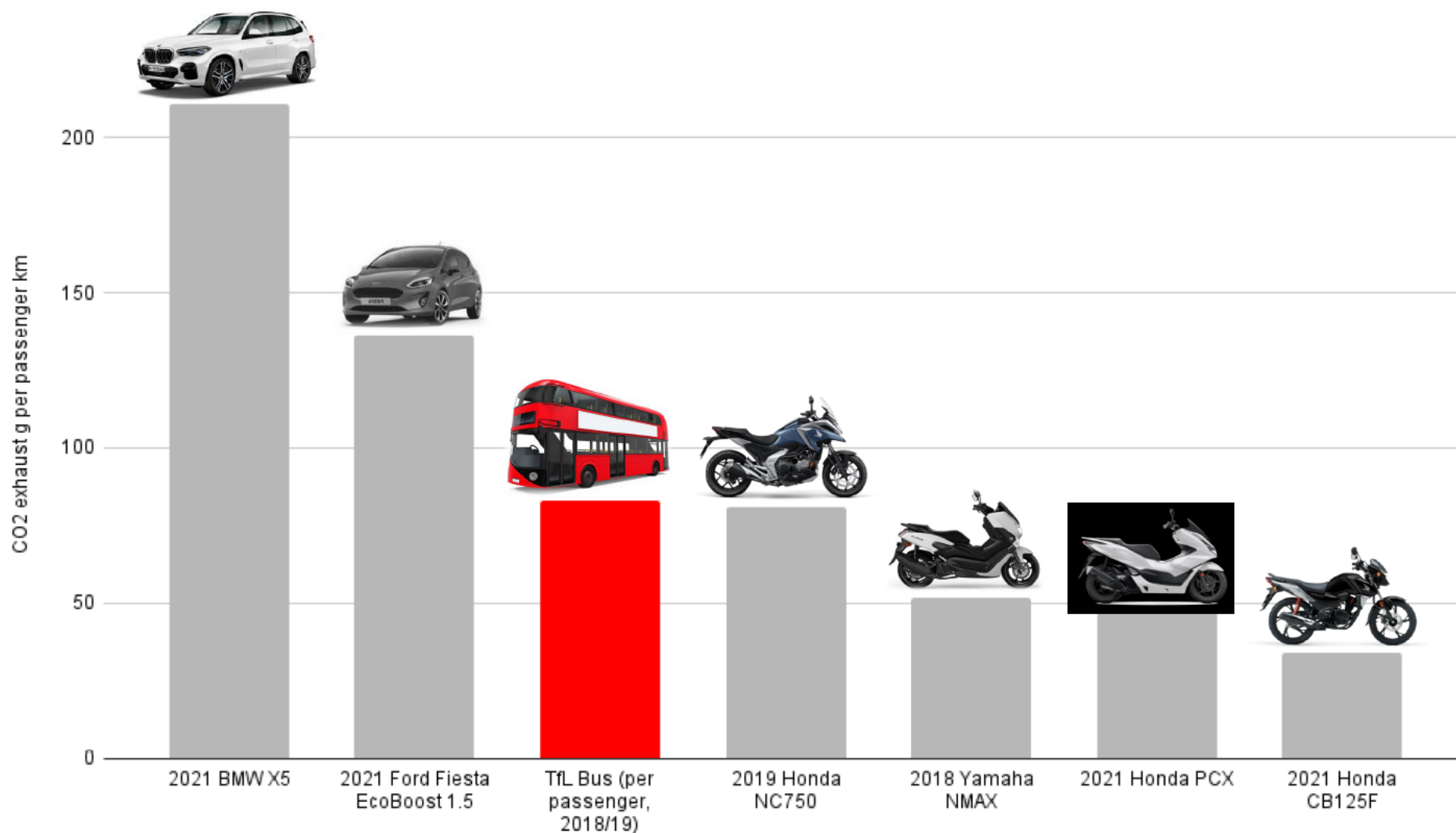
Powered Light Vehicles Life Cycle Analysis Study (https://www.zemo.org.uk/assets/reports/Zemo_PLV_Life_Cycle_Analysis_Study_2021.pdf) - demonstrating the vastly lower carbon footprint of PTWs compared to cars

Motorcycles as a Full Mode of Transportation (https://www.researchgate.net/publication/245560206_Motorcycles_as_a_Full_Mode_of_Transportation) - demonstrating that even current estimates of PTW emissions are likely overestimated especially in an urban context

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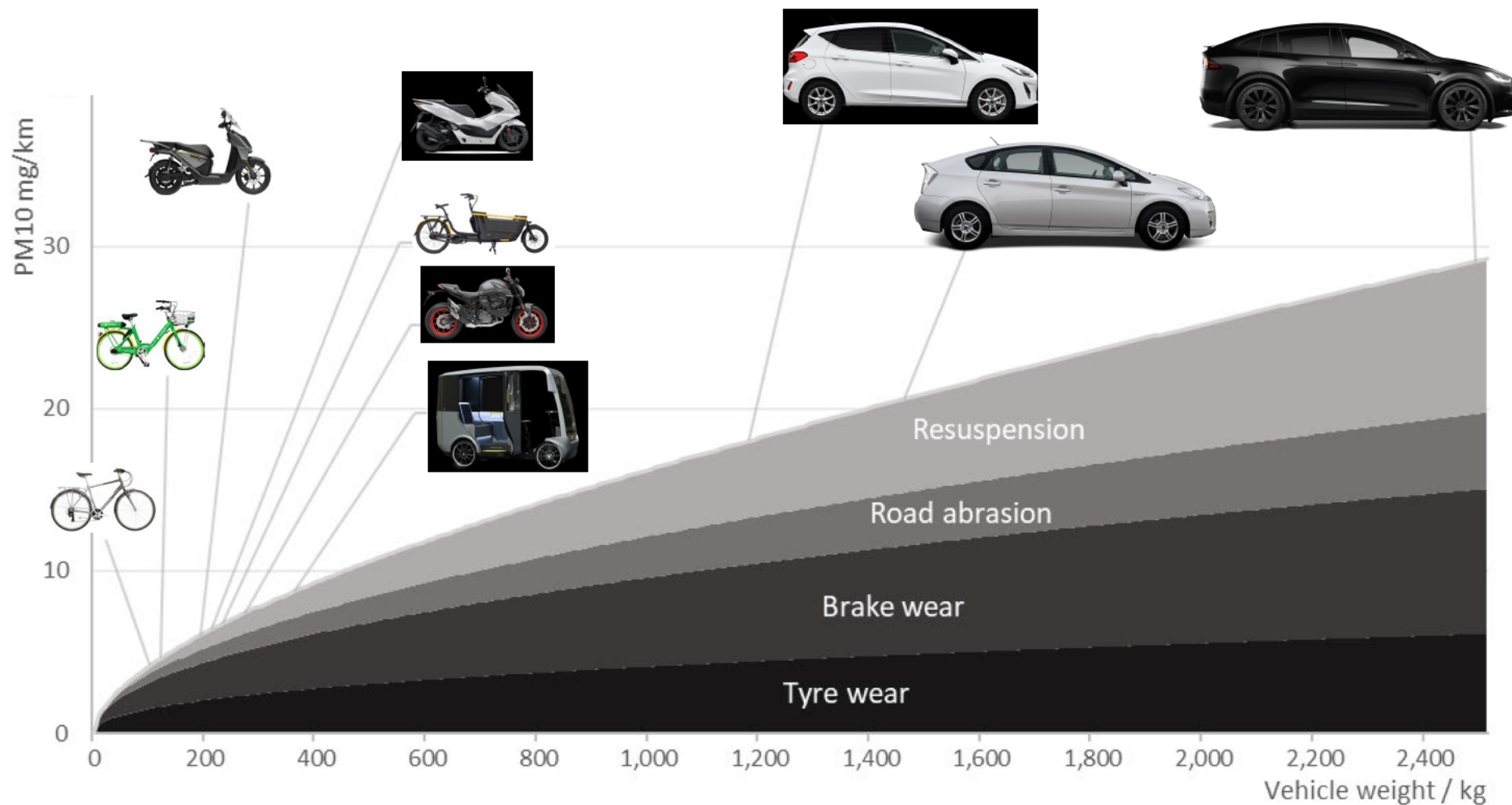
Powered-two-wheeler emissions - part of a continuum

CO₂ emissions per passenger km



Powered-two-wheeler emissions - part of a continuum

Non-exhaust particulate emissions per km



Powered-two-wheeler emissions - part of a continuum

Emissions data tables

	Vehicle	CO ₂ g/km
Car	2021 BMW X5	211
	2021 Ford Fiesta EcoBoost 1.5	136
Public transport	TfL Bus (per passenger, 2018/19)	83
PTW	2019 Honda NC750	81
	2018 Yamaha NMAX	52
	2021 Honda PCX	47
	2021 Honda CB125F	34

	Vehicle	Total mass	PM ₁₀ g/km
Car	Tesla Model X + driver	2,491	46.72
	Toyota Prius + driver	1,460	33.12
	Ford Fiesta + driver	1,180	28.96
PTW	Ducati Monster 1200cc + rider	272	12.93
	Honda PCX 125cc + rider	214	11.25
	Super Soco CPx electric moped + rider	192	10.57
Bicycle	EAV 2Cubed eCargo bike + load + rider	360	15.23
	Raleigh Stride cargo e-bike + load + rider	225	11.58
	Lime bike + rider	119	8.06
	Raleigh Pioneer + rider	100	7.31

TfL bus CO₂ per passenger km 2018/19: <https://tfl.gov.uk/corporate/transparency/freedom-of-information/foi-request-detail?referenceId=FOI-0231-2021>

Manufacturers' specified car & PTW CO₂

PM₁₀ estimated from vehicle weight based on a University of Leeds study relating vehicle weight to PM emissions: <https://www.sciencedirect.com/science/article/pii/S0304389421015910>

Manufacturers' specified vehicle weights/loads, UK average adult male driver/rider weight of 85kg

Vehicles selected to be illustrative of a range of sizes, weights & CO₂ of popular UK models for which data are available from manufacturers' websites

Fwd: Hackney motorcycle permits1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 22:11
Subject: Hackney motorcycle permits
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hello team

I'm email regarding the wish to change the parking fees for motorcycles in Hackney. I believe the plans are unfair and unjust for a number of reasons.

A few reasons to name are that motorcycles don't take up much space in parking bays I.e in a 2 car parking bay, 2 cars can still park with 2 motorcycles in the same bay, save on emissions and are a practical way to navigate Hackney given the road closures over the last few years.

I look forward to your reply

Kind regards
[REDACTED]

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Fwd: Hackney Motorcycle Parking Charges FINAL CONSULTATION1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 3 Aug 2023 at 22:42

Subject: Hackney Motorcycle Parking Charges FINAL CONSULTATION

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I object to the implementation of new motorcycle parking charges in Hackney.

Motorcycles produce far fewer emissions than cars, they take up far less road space than all other vehicles as well.

My alternative suggestions are :-

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges
- Encourage the use of motorcycles by increasing parking availability at suitable locations.

[REDACTED]

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Fwd: Objection to the proposal TT1654 to apply parking charges to motorcycles1 message

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 21:41
Subject: Objection to the proposal TT1654 to apply parking charges to motorcycles
To: <streetscene.consultations@hackney.gov.uk>

I wish to object to the proposal TT1654 to apply parking charges to PTWs in Hackney. In summary, I am objecting on the grounds that;

- next to no evidence has been presented to support the policy
- much of the evidence which has been presented is misleading, irrelevant or simply wrong
- the charges are vastly disproportionate to the minimal road space PTWs occupy
- the charges make no account of other factors affecting emissions such as congestion, and how PTW use relates to this
- no modelling has been undertaken to demonstrate the the policy will achieve its aims
- no monitoring is proposed to demonstrate that the policy has been effective after implementation in improving air quality
- the policy is arbitrary and without rational basis
- the policy unreasonably and punitively targets PTW riders without any proportionate justification

In outlining my objections in more detail, I wish to focus on the evidence in relation to emissions in Hackney and how these relate to PTWs, since the Council have made clear in their statement of reasons that the main purpose of introducing these charges is to combat climate change and improve air quality.

The Council claim that a key reason for introducing these charges is that transport is the largest emitting sector in the UK. However, no information has been presented about the emissions profile in Hackney, despite the fact that this data is readily and publicly available.

In fact in Hackney, only 19% of emissions arise from transport. Commercial buildings are responsible for 21%, and domestic buildings around 44%.

Of all 33 London Boroughs, only 9 have a lower proportion of GHG emissions arising from transport than does Hackney. Of these, only Islington and Westminster charge PTWs for parking. Both offer a rate of £1 per day, with yearly passes of around £100.

More importantly however, only around 0.3% of emissions in Hackney come from PTWs. Cars & taxis account for 31 times more emissions, HGVs & LGVs account for 20 times more, whilst buses & coaches account for 14 times more than PTWs. In fact the Council's own estimates show that Hackney Council is directly responsible for 5% of the borough's emissions, nearly 20 times more than arise from PTWs.

It is clear that not only is transport not Hackney's major emissions problem, but that PTWs comprise a tiny fraction even of that sector. In fact, most Boroughs who have achieved lower emissions from transport do not charge PTWs for parking, and those who do have not adopted anything like the level of charging which Hackney proposes.

Overall GHG emissions in Hackney have fallen around 3% a year over the last 10 years, meaning in the period of time between the PTW parking policy being first proposed, and its full implementation in 2026, Hackney's emissions are likely to have fallen by an amount around 70 times more than the maximum emission reduction which could be achieved even if all PTW journeys in and through Hackney were stopped entirely.

Emission reductions could only be seen from this policy if every PTW journey avoided was replaced by a non-emitting mode of transport. Any PTW journeys which were replaced by car, van, taxi, or even by bus, would reduce the benefits of the policy and could risk increasing emissions in Hackney overall. According to TfL's own data, bus journeys contribute around 83 g CO2 per passenger per km, by contrast the most popular PTWs on the UK market produce around 50 g/km. Were all PTW journeys to instead be done by bus, a substantial number of additional buses would be required on the network, and Hackney would see a significant increase in emissions.

To be clear this analysis only relates to ICE PTWs, electric PTWs are of course an extremely low impact mode, therefore the difference between the emissions of a car journey or bus journey and an ePTW would be even greater

This context makes abundantly clear that PTWs are not a major source of emissions in Hackney. And yet, the proposed policy is predicted to result in a 70% reduction in PTW short stay parking, whilst only a 30% reduction is planned for transport overall. It is clear that Hackney plans to disproportionately target PTW emissions far more stringently than other sources. There is no justification for this targeting, it is arbitrary.

I present therefore a number of other arbitrary policies which would achieve a similar reduction in emissions by targeting a small minority;

- all cars manufactured on a full moon will be charged an 800% premium for parking in Hackney
- all domestic properties with a male child born in the last year will pay 100% local levy on energy rates
- all commercial properties whose postcode ends in a T will pay double business rates to encourage them to relocate out of Hackney

I kindly ask the Council to explain why each of these policies could not be enacted as an alternative. These may seem ridiculous, however given that they target higher emitting sectors they are in many ways less ridiculous and arbitrary than charging the small minority who ride PTWs, and contribute so little to emissions, 8 times more than cars for the space they occupy.

Without wishing to prejudge the Council's response, I suspect it is because arbitrary policies which target a small minority with punitive costs to reduce emissions would be considered unfair, and potentially illegal. I would ask the Council to consider carefully that the proposed charges for PTWs also fall into this category.

On the basis that the Council would prefer to adopt an evidence based, proportionate and equitable policy, I therefore present a number of alternatives which would target a wider range of residents and visitors, and achieve approximately the same CO2 emission reduction, and around double the NO2 emission reduction, than the Council's expected reductions in PTW use (in the unlikely event that none of those journeys were replaced by an emitting mode) would achieve;

- Increase all car parking prices by 1.5% with the aim of reducing private car journeys by 0.8%

This policy has the advantage of bringing in approximately the same revenue as the Council anticipates from the PTW parking policy, whilst also having the additional benefit of reducing congestion, road danger and kerbside space use.

- Encourage 2% of car drivers to downsize to a PTW

This policy has the additional advantage of reducing road danger to individual PTW riders through the 'safety in numbers' effect, whilst also reducing congestion, road danger and kerbside space use for everyone in Hackney.

- Allow electric PTW hire companies to operate in Hackney with the aim of replacing 4% of bus journeys

Electric PTWs produce no tailpipe emissions, and the CO2 associated with their electricity consumption represents just 5 g/km, around 40 times less than the emissions per passenger km for bus travel according to TfL's own data. By encouraging bus users to instead use an electric PTW, the number of buses on Hackney's streets could be reduced, easing congestion, and reducing emissions.

I look forward to the Council's response as to whether these may be taken up in lieu of the proposals for PTW parking, and if not, why not.

Kind regards,



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Fwd: Hackney motorcycles parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 22:04
Subject: Hackney motorcycles parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

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**Hackney parking charges.docx**

15K

Subject: Concerns about Motorcycle Parking Charges in Hackney, London

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Streetscene.consultations@hackney.gov.uk

London borough of Hackney

1 Hillman St, London E8 1DY

To officials dealing with parking charges in Hackney.

I hope this letter finds you well. I am writing to express my deep concern regarding the recent implementation of motorcycle parking charges in Hackney, London, and how this decision is adversely affecting my living conditions as a motorcyclist residing in the area.

As an avid motorcycle rider, I have chosen this mode of transportation for various reasons, including its environmental friendliness, fuel efficiency, and ease of navigating through congested urban areas. Motorcycling has not only provided me with a cost-effective means of travel but has also contributed to reducing my carbon footprint, which aligns with the government's objectives of promoting sustainable mobility solutions.

The introduction of motorcycle parking charges in Hackney has proven to be detrimental to my living conditions for several reasons:

Financial Burden: The additional financial burden imposed by these charges is unwarranted and disproportionately affects motorcycle owners. As compared to car owners, motorcycle riders have

already demonstrated their commitment to sustainable transportation, and this fee unfairly penalizes us for our conscious choice.

Scarce Parking Spaces: Motorcycle riders have historically been granted certain privileges, such as access to designated parking areas due to their smaller size and reduced space requirements. With the implementation of these charges, the demand for parking spaces has intensified, leading to increased competition for limited spots and a decreased availability of secure parking areas.

Traffic Congestion: Motorcycles play a crucial role in alleviating traffic congestion in metropolitan areas like Hackney. By discouraging motorcycle usage through parking charges, there is a risk of encouraging more car usage, which may further exacerbate traffic congestion and air pollution.

Local Businesses: Motorcycle riders frequently patronize local businesses and contribute to the local economy. The implementation of parking charges may deter riders from visiting local establishments, resulting in potential adverse effects on small businesses and community development.

In light of these concerns, I kindly request your assistance in addressing the following:

Reviewing the motorcycle parking charges policy in Hackney to consider its impact on motorcycle riders and the environment.

Exploring alternative measures to generate revenue that do not disproportionately burden motorcyclists.

Advocating for increased designated motorcycle parking areas to accommodate the growing number of riders and promote sustainable transportation.

I believe that by reassessing the current motorcycle parking charges, we can strike a balance between revenue generation and promoting sustainable transportation options. Your support in addressing this issue is vital in ensuring a fair and equitable environment for motorcycle riders in our community.

Thank you for your attention to this matter, and I look forward to hearing about any actions taken to address these concerns.

Yours sincerely,

[REDACTED]

Fwd: Parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 22:05
Subject: Parking charges
To: <streetscene.consultations@hackney.gov.uk>

Good evening,

I hope this email finds you well.

I would like to express my objection to proposed parking charges for motorcycles. I go to Hackney for both, pleasure and business. I regularly travel to climbing gyms located within the borough. I also do some work for businesses around the area. Being mobile is one of the reasons I decided to start using two wheels. This change would mean I will rather avoid using businesses in your borough. I would also need to pass on parking charges to my clients. There is no explanation for it. The only one that comes to mind is to squeeze money from residents and commuters alike while we are all facing cost of living crisis. I hope you reconsider your proposal. You might get some money, but at what cost.

Kind regards,

[REDACTED]

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Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 4 Aug 2023 at 15:11
Subject: Re: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Hi

I'm writing to object to your proposed introduction of parking charges for motorcycle parking. As a relatively new rider this strikes me as very backwards thinking. Since riding a motorbike I have vastly reduced the amount of journeys I take by car not only reducing my impact on congestion but as, for the most part, I ride a 125cc bike, my emissions would also be massively reduced (compared to a 1.6L unleaded car).

Due to the nature of my work - I'm a musician and handyman - it's often not possible or practical to travel by public transport and I believe riding a motorbike represents a very decent compromise.

Demonising and alienating motorcycle riders by lumping them together with cars seems both illogical and unnecessarily punitive. At some point I would look to switch to an electric motorcycle for city riding but from everything I've read so far they would be treated in the same way as their petrol counterparts under your current proposals.

Waltham Forest have followed a very aggressive anti-motorcycle policy, with no dedicated motorcycle parking bays and parking charges the same as cars, despite them taking significantly less space, and as a result I've had to cease working in that borough as it's just too difficult logistically. This both stops me from being able to help clients with their home improvement needs there but also stops me from spending money - lunch, coffee, etc - in the borough. Please don't become another Waltham Forest.

I love the borough of Hackney and greatly want to continue trading there but an anti-motorcycle campaign will drive me away along with many others.

Regards
[REDACTED]

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Fwd: Two-wheeled motorcycle parking objection1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 4 Aug 2023 at 15:31
Subject: Two-wheeled motorcycle parking objection
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern

I am writing regarding your plan to introduce charges to park motorcycles in Hackney.

Your proposal is based on nonsense, Not all trips can be done by cycling or walking. Public transport is expensive. Motorcycles and scooters should be incentivised, they do not sit in traffic, engine on, as most cars do nowadays in this borough.

The amount you are proposing to charge is ridiculous. Lots of key workers use motorcycles/scooters to move around, the riders are paid below the minimum wage, how will all these people afford to work in this borough?

The council should ensure sufficient dedicated free of charge motorcycle parking provision to meet present and future demand.

[REDACTED]

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Fwd: Please don't ruin motorcycling1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 4 Aug 2023 at 15:33
Subject: Please don't ruin motorcycling
To: <streetscene.consultations@hackney.gov.uk>

Hi,

I'd love to write a well cited and soundly reasoned email about why the proposed changes to motorcycle users are ill-advised, overstate the impact of congestion and are unfair.

Life is short. I'm busy. You're busy. We're all busy.

All I can do is ask that you please don't do it.

Riding a motorcycle feels like one of the last freedoms left, and being excluded from accessing work and leisure in London because of council funding grabs and greenwashing nonsense makes me sad.

Thanks,
[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: motorcycle parking

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Fri, 4 Aug 2023 at 11:42

Subject: motorcycle parking

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

[REDACTED]

[REDACTED]

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HackneyNcParking [REDACTED] response.pdf

113K



Hackney Council: consultation on motorcycle parking

Response from the British Motorcyclists Federation (BMF)

The British Motorcyclists Federation (BMF) welcomes the opportunity to respond to this consultation. The BMF is a lobbying group with 64,000 individual and club members that campaigns to pursue, promote and protect the interests of riders. The BMF is also a founding member of the National Motorcyclists Council.

Response submitted by:

[REDACTED]
[REDACTED]
[REDACTED]

Your proposals concerning motorcycle parking in Hackney are not acceptable.

Charging motorcycles the same as cars is unreasonable because:-

- a motorcycle does not need the same amount of space to park as a car does
- charging substantially less for a motorcycle than a car can encourage use of motorcycles in preference to cars. The majority of motorcycles used in urban areas are small machines which pollute much less than cars and because they do not cause congestion reduce air pollution further.

Since the only solo motorcycle bays currently available to commuter motorcyclists are in the Old Street area and we do not see that the Council is proposing to put in any others the Council is effectively banning commuter parking in the rest of the Borough. It is not apparent that any research has been done into commuter requirements outside the Old Street area; this is not acceptable.

The BMF proposes that Hackney Council could allow motorcycles to park for free with the aim of encouraging greater use of motorcycles as opposed to cars, thus reducing congestion and air pollution. Or at least setting parking fees to the £1 or £2 per day charged by other London Boroughs such as Westminster.

We also propose that residents parking permits should cost far less than permits for cars, again encouraging a switch to less polluting vehicles.

British Motorcyclists Federation

[REDACTED]
[REDACTED]
[REDACTED]

Fwd: Motorcycle parking charges in Hackney - objection to proposal TT16541 message



 YA

----- Forwarded message -----

From: 

Date: Fri, 4 Aug 2023 at 11:54

Subject: Motorcycle parking charges in Hackney - objection to proposal TT1654

To: <streetscene.consultations@hackney.gov.uk>

Motorcyclists are a minority on the roads, and as such have long suffered from misconceptions and prejudice. Ask many people to think of a biker and they picture a leather clad hooligan on a Harley, smoky, noisy, tearing around and terrifying children. This is an image which has been propagated and reinforced by film and media, but one which could hardly be further from reality.

The fact is real bikers aren't as cool as the ones in films. The average biker is someone on small bike or scooter, going to work, picking up their kid from school, getting their shopping, or delivering someone else's.

Many, like me, have chosen a motorbike because they think on principle that a city full of cars is a city strangling itself. That in a dense urban environment, the absolute worst way of getting around is to put yourself in a 2 tonne metal box and drive.

The fact is many bikers hate cars. Cars are what kill bikers, they congest the main roads, they clutter up the side streets, and by and large car drivers are the ones who take out their aggression and frustration on us when they're stuck in the traffic they've caused.

So when I heard that Hackney wanted to include us in their car parking charge model I was annoyed. When I heard they the Council wouldn't even be recognising the basic and obvious fact that bikes take up less space I was astonished. When I heard that some car drivers had asked for this because bikes were taking up "their" parking space it began to make sense.

When a car driver is looking for a parking space, they trundle down their side road looking for a gap in the endless rows of other cars. In the middle distance they see one, but as they get close they see a little scooter in it. They think that scooter is stopping them access their rightful place amongst the great throng of stationary cars which adorn their street. They forget about the hundred of cars they've passed to get there, because cars are the norm, cars are meant to be there, they think these are "car parking spaces".

Most inner London Councils deal with this with a network of free solo motorcycle bays where motorbikes have to park together in one place. 99% of the street can be given over to the cars, and the bikes park neatly away in a corner. For the most part Hackney hasn't done this, instead bikes are allowed to park anywhere and asked to try not to take up too much space in case a car happens to need it.

The lack of parking space in Hackney is a problem caused by cars. The congestion is a problem caused by cars. The emissions are a problem largely caused by cars, and exacerbated by congestion (which is caused by cars). Parking charges are a measure used by Councils to address problems caused by cars, so it is cars that pay them. When bikers are asked to pay for parking they feel like they are being told they are part of these problems, when by and large, they are not.

Despite this, the fact is many bikers don't mind paying a bit for parking, as long as it's a fair amount that recognises basic reality. Hackney's rates do not.

Parking is a commodity of time and space. In Hackney there is a limited amount of parking space, and its use must be controlled over the course of the day and the year. To know this you only need to look at Hackney's price for suspending a parking bay, which incurs a charge per parking bay and per day, with a bay defined to be 5 meters where not otherwise marked, roughly the length of a car. Suspending 10 meters of bay costs twice as much as 5 meters, suspending 40 meters costs 8 times as much.

It is very clear that parking space in Hackney is in fact valued based on its size, and for very good reasons. Not only is this a limited commodity, but one which the Council values for other uses such as wider pavements, cycle lanes, cycle hangars and parklets, the introduction of which are explicitly part of the Council's climate and air quality strategies. Suggesting otherwise not only strikes the average person as essentially ludicrous, it can be clearly seen not to be true from the Council's other policies, and obviously runs contrary to the Council's policy frameworks.

If the Council feels it must ask bikers to pay for parking, then do so in a reasonable way. Don't tell bikers they'll mostly pay £5 a month only for them to suddenly discover it's £1 an hour. Don't tell them they pollute more than cars when they know that's not true. Don't tell them this brings Hackney into line with other Boroughs when in fact the charges are far far higher than anywhere else.

If you ask me to pay £1 or £2 a day I will pay it. If you ask me pay £8-10 a day, I won't. I can't get to Hackney by public transport or cycling, so if I can avoid shopping or eating in Hackney I will, if I have to park there I will put my bike off street or cover it. In the unlikely event that I do feel like I have to pay for a car parking space for my bike I will use all the space I've paid for. The Council can ask me to park nicely at the end of the bay, but why should I listen to you when you've not listened to us?

At the end of the day the Council will do what it wants, but it will never change the facts that these proposals are a vicious and baseless attack on bikers. Bikers will never accept them, and most will not pay them.

Kind regards,



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Fwd: Motorcycle Parking Consultation1 message

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 4 Aug 2023 at 12:36
Subject: Motorcycle Parking Consultation
To: <streetscene.consultations@hackney.gov.uk>

Hi,

I'd like to respond to the above consultation. It's short, because I find that I'm short of time to get a response in.

In summary, it seems quite ludicrous to be charging motorcycles the same as for cars, based purely on the (alleged) emissions levels.

As I understand things, the DVLA don't actually record emissions for most motorcycles, so I don't understand how this could be a valid policy to introduce.

Also, even if a motorcycle does have the same emissions as a car, as a motorcyclist, I know exactly how much more efficient they are in traffic, and make much better progress. There has been many times I have chosen to use my motorcycle in bad weather to be able to navigate quickly through the traffic, rather than having to spend twice as long sitting in the car, making much slower progress.

The other thing that seems ludicrous with this proposal is ignoring the fact that you could park 4-5 motorcycles in one car parking bay!

Just for these two reasons alone, you should be encouraging the use of motorcycles, and the conversion of car drivers to PTW's. This would ease congestion, and I'm quite sure improve the air quality, which I assume is the driver behind this emissions based policy.

I would also like to add that while it has probably been done on the basis of completeness, adding extra uplifts for diesel motorcycles will have almost been a complete waste of someone's time. In my 40 years of motorcycling, I have never actually seen a diesel powered motorcycle. The only ones I have come across have been in magazine articles where someone has created one as a one-off concept. Unfortunately, this also shows a complete lack of understanding of the whole PTW issue.

Please let me know if I can give more details.

Regards,
[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney council plan drastic changes for the motorcycle parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 4 Aug 2023 at 10:41
Subject: Hackney council plan drastic changes for the motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

My name is [REDACTED]

I object to this change as it's going to affect working people living hood. The inflation is bod enough to do that. I strongly advise that you think before doing anything because you may not understand what is the effect but in working people daily life it is a big problem stress, anxiety and depression about how make a living.

Sent from my iPhone

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Fwd: Consultation on motorcycle parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Fri, 4 Aug 2023 at 10:45

Subject: Consultation on motorcycle parking

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

1. Vehicles should be charged as to how much space they take up on the road as well as to their pollution rating.
2. A motorcycle with the same pollution rating as a typical car, therefore, should pay a fraction of what the car pays and according to the space taken up when the motorcycle is parked perpendicular to the kerb.

By the same token bicycles parked in 'bike sheds' provided by Hackney Council should pay a fraction of the cost of the smallest and least polluting fully-electric car.

[REDACTED]

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Fwd: Motorcycle parking changes1 message

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 4 Aug 2023 at 10:18
Subject: Motorcycle parking changes
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hello

I have just been made aware of the proposed changes to motorcycle and scooter parking in the Hackney area.

As a motorcycle owner myself I find the proposed changes unfair and unacceptable.

I appreciate the movement to reducing emissions and pollution in line with climate change, but surely you should be encouraging people to downsize cars and making motorcycles and scooters a more attractive option.

All it takes is a very quick CBT course (only a few days) and any adult can own a scooter or motorcycle.

You can get multiple small scooters into the same space as 1 car, and let's be honest, most people driving a private car, there is only 1 person and no passengers (4 empty seats).

On the topic. Why is a scooter costing as much as a car for an annual permit? 3 small scooters taking up the same space as 1 car = 3x the profit. Sounds a bit greedy if I'm honest. Would it be reasonable then for every scooter and motorcycle owner to use parking cones to ensure their solo vehicle takes up the entire car space as they are now paying the same money as a car?

The environmental impact of a small scooter is minimal when compared to every other 4 wheel vehicle on the road with both petrol consumption and raw materials needed to make a scooter.

They cause less traffic congestion and cause less damage to roads (eg potholes).

While public transport is a greener option it is not always reliable or convenient or safe. Consider shift workers who finish at 2am, having to juggle multiple busses and trains just to get home as parking a motorcycle is too expensive for them.

In reality it seems that people will not suddenly give up their vehicles, and will just have to pay more, which increases the cost of living which is already an issue. It seems like a convenient way to increase revenues for the Hackney Council.

Why not follow more progressive and fairer councils such as Lewisham or Westminster who have lower charges for motorcycles and scooters?

I look forward to your response

[REDACTED]

[REDACTED]

[REDACTED]

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Fwd: Hackney motorcycle parking charges proposal response1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 23:55
Subject: Hackney motorcycle parking charges proposal response
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Hackney Streetscene Consultations Team, I hereby object to the proposed Hackney motorcycle parking charges proposal.

Making London less accessible seems like a bad business model to me. This feels like usual, attacking the poor, in the poorest borough, as you don't think they are poor enough, you want to make things more difficult for them, even with the cost of living increase, to make things worse and remove any semblance of joy in their lives. Contributing to the already poor mental health and morale after credit crunch, corruption scandals, brexit, austerity, COVID-19, inflation and excessive profiteering. To get poor people off the roads so the wealthy can get about easier. Once you understand that, the whole Hackney council scheme makes sense.

Parking has not been much of an issue. I have noticed the extension of the double yellow lines by a few spaces, increase of parking restrictions, bicycle shelters and cycle lanes in positions to make mobility more difficult for not just cyclists, but pedestrians, motorcyclists, public transport and private vehicles.

This uninventive bunch who are more than happy to use approaches based on a debatably "successful" implementations by another council. If this goes ahead and results in more money coming into the council than it costs then you can bet your pension your local council will take some level of interest.

You have also had an IT security issue which may have affected the results from the initial consultation, perhaps you aren't even getting these responses, rather than ignoring them.

<https://www.wired.co.uk/article/ransomware-attack-recovery-hackney>

Hackney started this some years ago when I was still commuting, Hackney started taking away motorcycle parking bays. This scheme appears to have come about as there is more money to be had in charging car users, and with the surge in the popularity of deliveries from COVID-19, Hackney have identified this as a new revenue stream.

Westminster council charge £1 a day, how many bikes park in Westminster on any given day, 2000 in summer when the weather is warm and dry? £2000 a day greatly reducing the amount of cars, and public transport resources. Greatly improving the mental health of those riding.

This Hackney proposal is not good, too expensive with poor benefits.

This is a bad scheme that unfairly penalises motorcyclists by unfairly treating them like cars.

Kind regards,
[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney motorcycle charges continue1 message

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 4 Aug 2023 at 03:18
Subject: Hackney motorcycle charges continue
To: <streetscene.consultations@hackney.gov.uk>

Hi,

As a motorcyclist who frequents Hackney, and friend of several people who work in Hackney and commute via bike/scooter, I'm truly at a loss by your attempt to charge bikes £10 a day to park. It's truly disgusting that you're attempting to charge the same price as a car.

Bikes produce significantly less CO2 and have a significantly higher MPG than cars. Bikes support 1 to 2 riders, cars often only have 1 person in a vehicle that can support up to 5 people. Bikes take up far less space and reduce traffic that would otherwise be filled by cars.

On top of that, east london has a thriving motorcycle scene, that as non-bikers you likely won't understand. I live in North London and frequently attend the Bike Shed in Shoreditch, as well as other spots in the area dedicated to bikers. You'll be killing the scene that drives sales of merch, restaurants and tattoo artists who work closely with bikers.

I've been riding motorcycles since I was 14, it was passed on through my family, I'm now 24. Social media provides a poor representation of us, but I can assure you that 90% of the community is focused on welcoming others, creating a community and providing solutions to problems much bigger than parking charges. I suggest you look into the Distinguished Gentlemen's ride which is often hosted at the Bike Shed in Hackney. We raise hundreds of thousands pounds a year in support of men and their mental health.

Restricting and charging ridiculous prices for parking will essentially push bikers out of Hackney, one of the only places in London many of us consider 'biker friendly'. Personally, I'm already planning to leave London due to how unfriendly it is towards bikers (bike thefts and police refusing to follow up the theft), this is just another step towards pushing people out of London.

To be honest, I probably wouldn't make a complaint if this was any other council, but classic and custom motorcycles are a huge part of East London culture and you're essentially killing that.

You're killing multiple communities here. The commuters who work seriously hard, commuting a long distance to their office in Hackney via an environmentally friendly vehicle, the custom and classic motorcycle culture that thrives in east London and the tourists who visit London on bikes.

Fwd: Motorcycle Parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 28 Jul 2023 at 18:51
Subject: Motorcycle Parking
To: <streetscene.consultations@hackney.gov.uk>

As motorcycles are part of the solution to congestion and pollution I would like to know why Hackney is considering punitive parking restrictions and charges for motorcycles.

This appears to be a profit over solution situation and would like to know how Hackney are justifying it.

Regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection to motorcycle charging1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 4 Aug 2023 at 22:18
Subject: Objection to motorcycle charging
To: <streetscene.consultations@hackney.gov.uk>

Hello team

As a motorcyclist in London, it is a convenient and affordable means of transport that doesn't pollute like cars or do not take up the same space as cars, your pricing model must reflect that. Nor do we pollute in the same way

Furthermore, if you have such a string desire to charge us - surely offer us something in return. Say safe, secure parking that minimises theft and makes it harder for us to be targeted by criminals!

Look forward to hearing about how you will take this feedback on board

Thanks [REDACTED]

Sent from my mobile device

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney's plans to consider motorcycles and scooters surrogate cars1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 4 Aug 2023 at 21:51
Subject: Hackney's plans to consider motorcycles and scooters surrogate cars
To: <streetscene.consultations@hackney.gov.uk>
Cc: [REDACTED]

Hello

The premises of the scheme seem misconceived.

While a motorcycle or scooter might seem less desirable than a cyclist or a pedestrian from a traffic and environmental point of view, it is a great deal better than a car.

Two things seem to be in play here.

Having been a motorcyclist in London for 50 years, there is an inbuilt tendency on the part of the authorities to carry over the 20th century attitude that regards motorcyclists as an undesirable hooligan element.

Also to impose regulations without proper consideration, on the basis that they are a fragmented interest group and therefore easy to railroad and are insignificant in electoral terms.

In terms of transport, motorcycles should be regarded as part of the solution rather than part of the problem.

I think the current perspective has been a blunt instrument rather than a thoughtful analysis.

Once one looks below the overall category of "motorcyclists" there has been an explosion of ill regulated and ill disciplined delivery riders. These should be regarded as a separate category – effectively extensions of businesses – and addressed accordingly.

To impose punitive parking fees for 2-wheeled commuters and residents is unreasonable and ill thought out.

As with local taxes on businesses, it is reasonable to tax the delivery services.

It is not reasonable to tax two wheelers who would otherwise be finding other independent means of travel – almost certainly cars.

Yours

A lifelong London motorcyclist

[REDACTED]

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Fwd: Please reconsider the motorcycle policy1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Fri, 4 Aug 2023 at 21:43

Subject: Please reconsider the motorcycle policy

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>**Please reconsider the nonsensical motorcycle policy. Better solutions include:**

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

Penalising two-wheeler transport makes no sense, and just increases congestion and pollution.

Respectfully yours,

[REDACTED]

[Sent from Yahoo Mail on Android](#)

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT16541 message

----- Forwarded message -----

From: [REDACTED]

Date: Fri, 4 Aug 2023 at 16:28

Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654

To: <streetscene.consultations@hackney.gov.uk>

Dear Sir / Madam,

I am writing to object to the levying of charges against electric powered two-wheelers which emit 0 CO2 emissions.

This charge is only going to help hold back the transition of motorists from their cars onto this recognised sustainable form of transport, which is recognised by Labour Cllr Mete Cobin as a sustainable form of travel. In fact, I had a private meeting with Mete on 27 July to discuss the situation, during which he voluntarily said to me that he saw the electric motorbikes as an equivalent to electric bicycles, and acknowledged that they have very similar environmental impact to a pedal powered bicycle.

Here's the facts behind that very correct statement from Cllr Mete Cobin:

Average non-exhaust particulate emissions per km:

Bicycle: 4.5 PM10g/km

E-bicycle: 5 PM10g/km

E-motorbike: 6 PM10g/km

.....

Tesla: 46.72 PM10g/km

Further comparison: An electric motorbike battery will power the vehicle for roughly 15 x longer than the equivalent charge for an electric car. This is due to the weight of the vehicles.

Why is it then, that visitors to Hackney are being forced to pay for parking on electric motorbikes, and yet there are no charges for the hundreds of bicycles and electric bicycles that are left all over our pavements?

Forcing residents to e-motorbike pay, based on the argument that bike hangers cost £35 a year also does not stand up to anything. Less than 90% of Hackney residents use the bike hanger, most take their bicycle indoors as there isn't space or they believe they're less safe than inside their own houses. However, you can argue £35 pa is justified as bike hangers offer somewhere to store your bicycle safely and keep it dry (plus they require admin and don't appear out of thin air for free).

The same cannot be said for parking for motorbikes. Electric motorbikes especially cannot benefit from safety features such as ground anchors - which 95% of the time do not exist.

That's right, even if you put in ground anchors for e-motorbikes they would not be able to use them.

This is because bikes have to reverse into parking spaces, and e-motorbikes have the engine housed inside the rear wheel of the bike (it's actually a large magnet). There is no gap for an anchor to be attached at the back of an e-motorbike - so residents would be paying for what in comparison to a cosy bicycle hanger? Here is a link to a [random electric motorbike](#) model I just googled so you can double check this is true.

Secondly on the subject of charging. **You do not charge e-motorbikes on the street.** That is not how they are designed to be charged. The e-motorbike is designed for you to lift the batteries out, and take them inside your house or place of work and are charged via a specific transformer for your make and model of bike. All of the bikes come with different plug sockets and different transformer packs.

If you left your boot open to expose the battery and charge it. I'd say 99.9% of the time you would return to find your bike battery has been stolen. Especially around Hackney - it's the most valuable part of the bike.

Of all of the electric forms of vehicle - e-motorbikes require 0 infrastructure investment from the local council and therefore should be encouraged. These charges will only be a hindrance to encouraging people who genuinely cannot commute without the use of a powered vehicle.

This takes me from residents parking to visitors. When a resident of Hackney, who is paying £35 a year for their lovely clean, dry, safe sanctuary of a hangar takes their bicycle out to pop around the shops, visit a friend, run some errands - do you then charge them to park their bicycle where they go?

And do you charge the electric bicycle owners/hirers or companies for where their users put them when they reach their final destination?

That's right. You don't and you can't - it would be impossible to administrate for a start and it would dissuade people from using sustainable transport methods to move around the city. It would be bad for businesses.

So why is it that you're planning to single out and charge e-motorbikes if we're all in agreement that they are on a par with electric bicycles for environmental impact.

And as per my points above. The sustainable e-motorbikes are paying for what exactly? They don't need and can't use charging points. They can't use ground anchors. They are getting nothing. They're in the same boat as bicycles and electric bicycles when they are moved away from their place of residence. None of these forms of transport benefit from anything when moved away from where they usually reside, and in e-motorbikes case they're limited to very few places they're actually allowed to park - soon to be decimated beyond belief in Hackney - where as the bicycles and electric bicycles are attached to official bicycle parking and any lamppost or similar as far as the eye can see, everywhere - all for FREE.

This looks like it's more about making money than supporting and encouraging sustainable travel and helping local businesses in the borough to thrive. Quite the opposite.

You say you've reduced the charges for e-motorbikes - and I agree that you have. However you've failed to grasp the actual cost of using an e-motorbike on an annual basis.

Here's an analysis of the costs that will be incurred if you introduce parking charges - let's wind the clock forward to 2025/26. I've used my latest insurance premium as I've only got 3 years no claims - it would only be higher for someone new looking to insure for the first time.

Petrol	0
Insurance	608
Tax	0
MOT	50
Maintenance	200
Depreciation	200
Total	£1058
Parking	£2898

GRAND TOTAL: £3956

The parking cost is based on parking in the 'high demand' zone in 2025/26 (where most of the bays are) at £1.4 /hour, for 9 hours, every one of the 230 working days of a year.

The parking cost is almost triple the running cost.

Now if the same person were to get a bus to work and back. By the way, commuting as a passenger on a bus has a higher CO2 impact than riding an electric motorbike - by a large margin.

Bus: £1.65 x 2 ways x 230 days per year = £759

TFL bus CO2 emissions per passenger: roughly 80g per passenger km
electric motorbike CO2 emissions per passenger: 0g

Where is the sense in pushing someone onto a less sustainable form of travel - if this is really about supporting sustainable forms of travel in Hackney??

If buying an e-motorbike costs around £1,350 for a cheap model, how is someone going to justify paying that if their parking charges will take them into the negative instead of the positive compared to riding a bus?

Riding an e-motorbike compared to an electric bicycle is better for everyone because:

- e-motorbikes have taken a CBT / hold a valid license which makes them safe to share the road with cars
 - e-bicycle do not
- e-motorbikes have to have insurance by law, so if they are in accident they are able to compensate anyone else involved, get medical assistance via their insurance and vice versa for anyone else involved
 - e-bicycle do not have to, legally (and the majority do not)
- e-motorbike riders wear full protective gear, guarding themselves from serious injury
 - e-bicycles do not, at least 50% of them do not even wear a helmet
- e-motorbike riders do not ride drunk
 - e-bicycles are extremely popular with people looking for a cheap way home after a night out
- e-motorbikes can fit through small gaps to some extent in traffic, however they are more likely to know when to stop
 - e-bicycles can go through the tiniest gaps and often cause danger to themselves and others in the race to get ahead - getting trapped between the cars and pavement.
- e-motorbikes have to ride on the road with other vehicles
 - e-bicycles ride in the cycle lanes at speeds of over 20 MPH - some going up to 30MPH
- e-motorbikes can be traced as they have a license plate number
 - e-bicycles cannot
- e-motorbikes have to obey the speed limit
 - e-bicycles do not and cannot be traced if they do (if they even know how fast they're going)
- e-motorbikes stop at red lights
 - 90% of e-bicycles and bicycle riders do not - it doesn't matter that they're supposed to. Nothing is done to clamp down on their dangerous and illegal behaviour.

Until you can treat all forms of sustainable transport equally - and recognise that e-motorbikes are a solution and NOT a problem that should be dissuaded - I strongly oppose any form of charges being brought in.

I believe that we have an opportunity to get people out of their congestion causing cars, and onto electric motorbikes. But it's not going to happen if regressive policies against sustainable forms of travel are brought in purely for profit.

I would love to be on your side and say, well it's only fair if bikes pay for hangars, etc, but actually if you look beyond that at my points outlines above - I hope you'll see things differently and remove any plans to charge the only safe, insured, version of powered electric travel we have.

With best regards,

██████████ - Hackney Business owner and ██████████ - sadly priced out by the property market in 2022.

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT16541 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 4 Aug 2023 at 17:06
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I'd like to register my objection to the proposed motorcycle parking charges in within the borough as they are unfair and discriminatory to motorcyclists.

It is unfair to treat motorbikes on the same basis as cars when it comes to parking as motorcycles take up much less space than cars - you can park 6 bikes in the space of one car. Please explain the logic and rationale for charging a small two-wheel vehicle the same as a car or SUV for parking?

These proposed charges would further remove incentives for car drivers to switch to motorcycles or scooters which are less polluting and help reduce congestion in the borough busy streets. Why would Hackney Council want to discourage residents and visitors from using more socially and environmentally considerate forms of transport?

These charges will unfairly impact many on lower incomes who use motorcycles or scooters as they more affordable to purchase and run than cars. Again, why does Hackney Council want to impose further financial burdens on those who can least afford it?

Many motorcyclists and scooter riders work shifts outside of the regular working day and rely on their 2-wheeled transport to commute at times when public transport options are limited and slower - these charges would unfairly impact these people, many of whom are key-workers. Why does Hackney Council want to make life more difficult for this sector?

Please note, I'm not totally opposed to parking charges for motorcycles but there are other ways to do this. Westminster council have a fairer charging system in place and I would ask that a similar approach is considered in Hackney.

Yours faithfully,
[REDACTED]

Fwd: Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 4 Aug 2023 at 19:05
Subject: Motorcycle Parking Charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Good Evening,

I am writing this email to express my big concern regarding the new charge on motorcycles that Hackney council would like to enforce.

-The absence of a price disparity between motorcycles and cars for both resident and business passes results in the lack of any motivation to transition to motorcycles. Consequently, this circumstance is poised to solidify car usage within Hackney and subsequently exacerbate emissions due to heightened congestion levels.

- Charging electric motorcycles an equal amount to electric cars is not justifiable, given their significantly lower emissions impact and energy consumption.

In this respect, I am formally asking you to reconsider your projects on creating new charges on motorcycle parking.

Many thanks and regards,

[REDACTED]

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Fwd: Motorcycle statutory consultation Traffic Order TT16541 message

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 4 Aug 2023 at 16:09
Subject: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>
Cc: [REDACTED]

Dear Sir/Madam,

Please find attached the response of the National Motorcyclists Council (NMC) to the London Borough of Hackney's **Motorcycle statutory consultation Traffic Order TT1654**.

I look forward to receiving your response in due course.

Yours Faithfully,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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 **Hackney Consult NMC Response 04082023.pdf**
701K



Bringing the Voice of UK Motorcyclists Together

4th August 2023.

**Hackney Council: consultation on motorcycle parking
Response from the National Motorcyclists Council (NMC)**

The NMC draws together the majority of the UK's representative national motorcyclists organisations. This encompasses motorcycle riders groups, motorcycle safety experts, the trade and service sector, green roads organisations, the motorcycle heritage sector and the sport. The NMC represents approaching 200,000 individual motorcyclists via its member organisations, making it the UK's largest grouping of motorcyclists representatives.

www.uknmc.org

Consultation – Two Wheeled Motorcycle Parking statutory consultation Traffic Order TT1654 (<https://hackney.gov.uk/motorcycleparking>)

Response submitted by:



National Motorcyclists Council (NMC)

The NMC considers the London Borough of Hackney's proposals concerning motorcycle (Powered Two Wheeler - PTW) parking charging in Hackney to be unacceptable.

Charging motorcycles at the levels proposed is unreasonable because:

- a motorcycle does not need the same amount of space to park as a car requires.
- charging substantially less for a motorcycle than a car can encourage modal shift from cars. The majority of motorcycles used in urban areas are small machines which pollute much less than cars and because they do not cause congestion reduce air pollution and Co2 further.
 - <https://www.tmleuven.be/en/project/motorcyclesandcommuting>
 - https://acem.eu/images/publiq/2021/ACEM_Position_Paper_Urban_Mobility_2021.pdf
 - https://acem.eu/images/publiq/2021/Oxford_Economics_-_The_economic_importance_of_motorcycle_to_Europe.pdf (p112-116)
- Hackney is urged to follow the Westminster and/or Lewisham models, which have more proportionate charging regimes for motorcycle parking.
- Hackney must account for factors such as land usage and congestion in any charges – motorcycles of all kinds have a far lower footprint and requirements than cars in both cases.

National Motorcyclists Council. C/O Business Box, 3 Oswin Road, Brailsford Industrial Estate, Braunstone, Leicester, LE3 1HR | www.uknmc.org | info@uknmc.org | 07979 757484

- Internationally agreed emission models for the UK indicate that PTWs emit around 40% to 60% less CO2 per km than cars, 70% less NOX and 50% less PM. In areas of heavy congestion the difference is likely to be even greater as these models do not account for the fact that PTWs are able to filter through traffic, meaning less time spent idling, braking and accelerating. PTWs themselves do not cause congestion and therefore their use has less of an impact on overall emissions than cars.
- PTWs are primarily a working and commuting mode. According to the DfT's National Travel Survey 2019 'commuting' makes up a greater proportion of PTW trips than of trips of any other mode, including public transport. Reasons for using a PTW include the length or nature of the journey, local traffic conditions, and ease of access to public transport for the routes and times of travel. For example, PTWs are often required by those who work long hours or over a large geographic area, for example delivery riders. These individuals are unable to do their job without access to a powered vehicle and many businesses rely on these riders.

Since the only solo motorcycle bays currently available to commuter motorcyclists are in the Old Street area and we do not see that the Council is proposing to put in any others, the Council is, for many people, effectively banning commuter parking in the rest of the Borough via excessive charges. It is not apparent that any research has been done into motorcycle commuter requirements outside the Old Street area - this is not acceptable.

The NMC feels that the case for zero cost motorcycle parking is clear. However, as indicated above, where charges are applied, Hackney Council should not charge any more for motorcycle parking than is applied across other London boroughs, ie Lewisham and Westminster.

We also propose that residents motorcycle parking permits should cost considerably less than permits for cars, again encouraging a switch to less polluting vehicles.

We look forward to receiving your response.

[REDACTED]

[REDACTED]

Fwd: Fw: Consultation

1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 4 Aug 2023 at 15:38
Subject: Fw: Consultation
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

From: [REDACTED]
Sent: 02 August 2023 23:20
To: streetscene.consultation@hackney.gov.uk <streetscene.consultation@hackney.gov.uk>
Subject: Consultation

To whom it may concern,

I am sending this email to oppose the current proposed changes Hackney is proposing with regards to motorcycles. The current proposed plans have been opposed by a large number of people which is why I believe consultation has happened and is the reason for a consultation.

Motorcycles emit about 80% less pollution than cars
Motorcycles take up less space on the road and when parking which reduces urban congestion and the need for more roads
Motorcycles are lightweight and produce less wear and tear on the road than cars
Motorcycles are more affordable making them more accessible mode of transportation.

For these reasons outlined would you consider

Encouraging more car users to use motorcycles instead of cars.
This is also reasons to not charge motorcycles the same as cars for resident parking. No charges for motorcycles would encourage this.
Increasing the amount of solo motorcycle bays throughout the borough to encourage more Motorcycle use
Far less charges

Please consider this stated before this is the reason for a consulttaion. Please listen to the people.

Regards

[REDACTED]

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Fwd: TT1654 Objection: Glyn Road E51 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 4 Aug 2023 at 16:12
Subject: TT1654 Objection: [REDACTED]
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>
Cc: tim mcleish <timmcleish@hotmail.com>

Dear Tyler,

I'm writing to object to the proposed changes to (c) under the above notice (TT1654) introducing the requirement for paid for parking sessions on Glyn Road E5. This will substantially increase traffic on a residential road away from a commercial zone (Chatsworth Road). Many families with children live on Glyn Road, [REDACTED]. The proposed change is likely to concentrate two wheelers including motorcycles which are currently more spread out on Glyn Road & Clifden road and substantially lower air quality outside our house and that of our neighbours. This is in complete contrast to the introduction of ULEZ in the area which aim to improve air quality for children in Hackney and wider London.

Hackney's proposed changes to Chatsworth Road, pedestrianising it at the weekends, will make this worse. Children are likely to only spend short periods of time on Chatsworth whilst there are many children living in houses where air quality will be compromised and will affect the air they breathe all day and night.

All of this together suggests prioritising commercial interests over the health of residents. Please do not do it.

[REDACTED]

Sent from [Outlook for iOS](#)

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Fwd: Hi1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 4 Aug 2023 at 10:26
Subject: Hi
To: <streetscene.consultations@hackney.gov.uk>

I object. This is a cruel decision. I don't consent to it.

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Fwd: Comments to the consultation on parking charges1 message

[Redacted]

[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]
Date: Fri, 4 Aug 2023 at 08:58
Subject: Comments to the consultation on parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hi,

I am writing to manifest my opposition to the proposed changes in the parking fees for powered two wheelers.

The proposed changes do not take into account the dramatically smaller impact of PWT on kerbside space compared to cars. Also, having the same price for cars and PWT does not provide any incentives for people to downsize.

Also, it's important to provide an incentive to downsize from cars to PWT is critical to reduce the traffic congestion (given the reduce road space required for PWT), which also impacts journey times for public transports and other users of the road.

However, I also believe that any changes in the parking fees structure should also push drivers to move zero emissions PWT.

Other councils, such as Westminster, have already implemented this approach and no charges are payable for zero emission PWT in solo motorcycle bays. Such an approach is much more in line with the needs of the users, who might need to use a PWT to commute, while still pushing towards positive changes for traffic and the environment.

In summary, my recommendations would be:

- **Cheaper fees for PWT compared to cars to reflect the smaller traffic and kerbside impact.**
- **No parking fees for zero-emissions PWT in solo motorcycle bays to provide an incentive to move to clean PWT.**

Warm regards,

[Redacted]

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Fwd: Motorbike parking

1 message

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 21:40
Subject: Motorbike parking
To: <streetscene.consultations@hackney.gov.uk>

This is rubbish and should not be allow.

Sent from Proton Mail mobile

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Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objection to statutory consultation on motorcycle parking charges: TT1654

1 message

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]

Date: Thu, 3 Aug 2023 at 21:35

Subject: Objection to statutory consultation on motorcycle parking charges: TT1654

To: <streetscene.consultations@hackney.gov.uk>

I am writing to object to the proposed motorcycle parking charges as set out in the statutory consultation Traffic Order TT1654

The charges are irrational, regressive and counterproductive.

The following are my detailed reasons for objecting:

- The charges will not achieve the aims set out in the statement of reasons. By charging the same amount to park for PTW residents and business permits as for car permits the Council risks entrenching and increasing car usage which will increase emissions in Hackney. Even a PTW with the same on paper emissions as a car has far lower

impacts on vital factors such as congestion. If there is no price differential for parking between cars and PTWs for the residents and business permits then people will not be encouraged to switch to a PTW or may choose to use a car in preference to a PTW. This will lead to an increase in congestion and therefore increased emissions. Congestion is one of the key drivers of real world emissions. These charges could therefore very easily increase emissions in Hackney.

- It is estimated by the GLA that PTWs produce 0.3% of all emissions in Hackney. The amount that PTWs produce is so small that even if Hackney banned all PTWs from entering the borough it would have a vanishingly small impact on emissions. These charges cannot therefore achieve the aims set out in the statement of reasons of reducing emissions in Hackney by any measurable amount.
- There is no way of measuring if the charges will achieve the aims set out in the statement of reasons. 0.3% is well within the margins of error for recording emissions through NO2 diffusion tubes. Therefore, there will be no way to know if the policy has been a success. Policies should not be enacted unless it is clear they will achieve their aims.
- PTWs are part of the solution to the issues raised. PTWs are a low impact mode, the use of which helps to contribute towards lowering emissions. 8 PTWs fit in a single car space, freeing up road side space for other uses, and PTWs don't contribute to congestion, unlike cars, taxis, buses and bicycles. Not all journeys can be undertaken by public transport, walking or cycling. For those that can't a PTW represents the best alternative to a car for those concerned about emissions. Hackney should recognise this in their policies and should be encouraging a switch to PTWs from cars in order to achieve their climate change and air quality aims.
- The charges are irrational as they do not take into account a number of relevant factors including the effect of the use of PTWs on congestion. This is highly relevant in an emissions based parking regime. Congestion is one of the key drivers of real world emissions. PTWs are significantly less affected by congestion than cars, due to their size, manoeuvrability and ability to filter. They also do not cause congestion, and in fact studies have shown that the use of PTWs can significantly lessen congestion in an urban environment. Therefore, in real world scenarios within Hackney PTWs are likely to both be significantly less polluting on a per mile basis, but also by not causing congestion, to have an overall lower emissions impact. The current charging model does not take this into account. This is not only irrational but will mean that the charges do not achieve the aims set out, as they are based on a false understanding of PTW impact, and treat PTW emissions impacts as though PTWs are simply a type of car.
- The charges also do not take into account space taken up when parked, this is fundamentally irrational. Space taken up when parked, and overall size, profile and manoeuvrability of a vehicle are key to their impact on the roads. They determine their PM emissions and their impact on congestion, but also the availability of road side space. A shift from cars to PTWs would free up roadside space for other uses such as parklets and cycle lanes, the introduction of both of which are part of the Council's strategy in reducing emissions. Therefore, encouraging a shift to PTWs would help Hackney to meet its climate change and air quality aims. Other inner London boroughs such as Lambeth are considering taking an approach through their 'kerbside strategy' that takes account of the space vehicles take up in parking policy, as they recognise this as being fundamentally important in terms of impact on emissions and the built environment. Hackney claim that they don't charge based on space taken up, however this is not true, as it is extremely unlikely I would be able to purchase a car parking pass for an articulated lorry, or a van with a trailer and park it on street, due to factors other than emissions, including size. However, the difference between the space taken up by a PTW and car is greater than the difference between a car and an articulated lorry.
- It is fundamentally irrational and unfair to apply car parking charges to PTWs. PTWs are not small cars, but a completely different vehicle. Not only do PTWs have a significantly smaller profile but the fact that they have two wheels rather than four means that PTWs behave in a very different fashion and have a significantly different impact, due to the manoeuvrability that is inherent in two wheeled vehicles. With the advent of more and more powerful E-bikes and low powered E-mopeds there is now a continuum of two wheeled vehicles on the road with significant cross over in behaviour and impact between E-bikes and E-mopeds. It is not reasonable or rational to treat PTWs as though they are cars, but E-bikes as though they are bicycles in this context.
- Charging e-PTWs the same to park as electric cars is irrational, counterproductive and has no evidential basis. The charges claim to be emissions based and the statement of reasons gives reducing emissions as the aim of the charges. However, electric cars and e-PTWs have vastly different emissions impacts. PM emissions are a function of weight and size, with factors such as number of wheels also being highly relevant. The PM impacts of a PTW are much more similar to an e-cargo bicycle than an electric car, and some larger e-cargo bicycles will have a greater PM impact than some e-PTWs. There is therefore no justification for charging electric cars and e-PTWs the same under an emissions based charging regime.
- In addition, electric cars are not just much larger than e-PTWs but much larger than their ICE counterparts. This is not the case with PTWs, e-PTWs are generally smaller and lighter than their ICE counterparts. There are not the same disbenefits to e-PTWs as there are with electric cars. For example, the energy usage of an E-moped is similar to a lime bike and significantly less than an electric car. They also do not generally require on street charging due to

the use of removable and swappable batteries. E-PTWs are a sustainable mode and should be recognised as such by Hackney.

- The price of short stay commuter parking is unjustifiably high. We are pleased that the Council have recognised that PTWs are a legitimate commuter mode. However, if the price is set at the proposed rate it will be an effective ban on commuting for the majority of riders, meaning the Council is in effect still preventing commuting by PTW. The costs of commuting by PTW are not just the price of parking but the costs of running PTW. If you calculate the cost of parking for a PTW for the full hours of operation this will amount to £2000-£2300 a year. Adding that to the average cost of running a PTW will mean the cost of commuting for a PTW rider is £3500 a year. This will make a PTW the most expensive form of transport, more expensive than a season ticket on national rail. PTW riders have below average incomes, such a high price will not be affordable for the majority of riders. If it is not affordable then it is an effective ban. It is a mistake to believe that PTW journeys can be replaced by another mode, many people who simply cannot afford the charge will be forced to leave their jobs. I am aware that the Council has quoted lower figures, however the reality is for the majority of people currently commuting the prices once fully implemented will be around £1 an hour.
- The £2000 a year charge for commuter parking is 20 times higher than any other equivalent council. There is no justification for charging so much more for commuting than equivalent boroughs such as Westminster or Islington, both of which charge £1 per day and around £100 per year. Islington brought in their charge in 2023 so it is not an historic charge, they also have almost identical air quality and climate change goals to Hackney. Most councils do not charge for PTW parking including most inner London boroughs. However, for those that do this is clearly the current 'going price' of commuting by PTW in inner London, including for councils that are actively seeking to reduce emissions, and there is no justification for deviating from it.
- All day parking will only be allowed in solo motorcycle bays, these currently only exist in small areas of the borough. Therefore, commuting by PTW will still be banned from day one in most parts of the borough. We have been told that we can request bays, however this clearly doesn't solve the issue raised, as rolling out bays to all parts of the borough will take a significant period of time, while charges and restrictions for short stay parking commence immediately.
- The prices for commuter parking are extremely complex and will be difficult to understand and administer, leading to high likelihood of unfair fines. Every other borough that does charge has a flat rate across the borough.
- The prices for the business permits are extremely high and complex. For example, a 125cc PTW will pay five times more than an e-PTW, but only a third less than the average car. This is clearly not proportionate. They are also several hundred pounds higher than equivalent boroughs such as Lewisham.
- No evidence has been presented or modelling undertaken to judge the impact of the charges, therefore it cannot be known whether or not they will have the desired outcome. Modelling should be undertaken before bringing in charges. I would like to see modelling in the below areas. If this is not provided I would like to see a justification as to why not and why you believe it is reasonable to bring in charges without the modelling:
 - o The impact of charging cars and PTWs the same amount for parking for residents and business permits– for example what behaviour will happen as a result
 - o The impact of a small number of PTW riders moving to cars on emissions and parking pressure
 - o The impact of car drivers moving to PTWs on emissions and parking pressure
 - o The impact of the charges for short stay parking and businesses permits on commuters and businesses in the area
- Consideration has not been taken of the potential impact of the charges on those with a protected characteristic, for example:
 - o The introduction of charges will have an impact on disabled people who rely on a PTW to get around, particularly those who commute to the area.
 - o The introduction of charges may have an impact on those of the Jewish faith due to parking restrictions being put in place on the Sabbath
 - o The introduction of charges may have an impact on women who use a PTW as they don't feel safe on public transport

No monitoring has been undertaken of the potential negative impacts to these groups. This should be undertaken before any charges are brought in. If it is not I would like to see a justification as to why not and why you believe it is reasonable to bring in charges without considering the impacts to these groups

Alternative options

In order to achieve your aims, I would like you to consider the following alternative options to the current proposed charges. I would like you to look into these alternative models in depth and provide a substantive evidenced based response. If you choose not to do this, I would like an explanation as to why:

- No charges: Encouraging the use of PTWs and a switch from cars to PTWs would help Hackney to meet its air quality and climate change goals. Most councils that have emissions based charges in London do not include PTWs in their charges. For example, Greenwich Council have just introduced emissions based charges for cars but PTWs can continue to park for free. Most of these Councils have also declared a climate emergency and have similar climate change and air quality aims as Hackney. There is therefore no justification for deviating, within the context of your policies and aims, from the norm for motorcycle parking in London and the UK.
- Following the Westminster model at maximum £100 a year for commuters and £60 a year for residents: This model has been in place for over 10 years and is the only tested model of PTW charging for parking UK wide. Westminster is a central London borough and has similar policy aims to Hackney. There is no justification for deviating so significantly from this charge.
- Adopt the Lewisham model: An emissions based charging model that takes account of relevant factors such as space taken up and allows for affordable commuter parking. Lewisham have an emissions based banding system for residents and business permits, with a reduced price in comparison to cars to account for space taken up and effect on congestion. They also allow a £2 a day flat rate for a daily pass and allow the business permit to be used for commuting at maximum rate of £50-125. They don't charge for electric PTWs as they recognise they are a sustainable mode. Lewisham has very similar air quality and climate change goals to Hackney and has declared a climate emergency. The justification for bringing in the charges was reducing emissions, the same justification as in Hackney's statement of reasons. The charges were brought in in 2022 and are a recent charge. Therefore, there is no justification for deviating from this model.
- Adopt the Islington model: Islington has just brought in charges very similar to Westminster, at maximum £110 a year for commuters and £60 a year for residents. With prices less than the equivalent prices for cars. The explicit justification for these charges is reducing emissions, the same justification as in the statement of reasons. Islington is a neighbouring borough and has almost identical air quality and climate change goals and policies, and has declared a climate emergency. What therefore is the justification from deviating from this model?
- Exempting electric PTWs from all charges: Electric PTWs produce no tailpipe emissions and have a similar PM impact to e-cargo bicycles. They use similar energy to a lime bike and do not cause congestion or take up valuable road side space and have very low embedded emissions. They are a sustainable mode. There is no justification for charging electric PTWs to park.
- Introducing a charging regime that takes account of factors such as space taken up and effect on congestion: Lambeth Council has just set out their kerbside strategy which seeks to charge vehicles based on size, congestion and emissions impact. This an approach particularly relevant for an urban environment. Congestion and large vehicles are a particular concern in urban environments and a key driver of real world emissions. I would like to note that the architect of Hackney's charges, former Cllr Burke has recently tweeted (attached to this email) in support of this approach.
- Introducing weight and size based charges for cars to encourage people to downsize to improve air quality and reduce emissions: This is a key part of Lambeth's 'kerbside strategy' and Islington have just introduced differential prices for electric cars based on the size of their battery in order to encourage people to downsize. Large cars are a key driver of congestion and therefore pollution, they also have higher PM impacts. Reducing the number of large cars in the borough could decrease emissions significantly more than banning all PTWs from the borough, and therefore have a far more beneficial effect than the proposed charges.
- Actively encouraging people to move from cars to PTWs by maintaining free parking or having differential prices between cars and PTWs for residents and business permits: This would reduce congestion and emissions. If just 2% of car drivers switched to a PTW from a car in Hackney this would have a greater effect on reducing emissions than banning all PTWs from the borough, and therefore have a far more beneficial effect than the proposed charges.
- Introduce a daily commuter pass set at an affordable rate, significantly lower than the £10/day resulting from £1/hour charges. Hackney claim that they recognise PTWs are a legitimate commuter mode. If the commuter pass is not set at an affordable rate you are still banning commuting. It is not reasonable to only take into account the price of parking in commuting, this is clearly not the only cost.

I would also like the council to consider and respond to the relevant evidence, which I have attached to this email, or can be found below:

- [Commuting by motorcycle: impact analysis](#): this shows the impact of PTWs on congestion and the effect that this can have on emissions
- [Powered Light Vehicles Life Cycle Analysis Study](#): this shows the embedded emissions from powered two wheelers across the lifecycle
- A MAG paper on the price impact of the charges on commuters

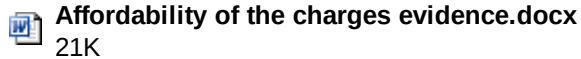
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2 attachments



Screenshot_20230729-125928~2.png
149K



Affordability of the charges evidence.docx
21K

Key points on affordability

- The price of commuting by PTW includes the overall cost of running a PTW for commuting purposes over a working year, and is not made up of parking charges alone
- Over 50% of PTW trips are for work or commuting purposes, more than any other mode including public transport. This suggests that for a majority of riders the primary purpose of owning a PTW is to commute or work
- An affordable price must account for riders who park every working day, since there are some riders for whom this is necessary
- An affordable price must be based on the needs of those on the lowest incomes, otherwise it is not truly affordable
- Hackney has accepted that PTWs are a legitimate commuting mode, if the daily pass is not affordable then it will represent an effective ban on commuting by PTW
- The current proposed charges do not represent an affordable price, and are far beyond what other boroughs charge

Affordability case studies

The approximate cost of running a PTW for commuting purposes for those who commute into Hackney is around £1200 per year. This is based on a number of factors including the cost of petrol over the working year, maintenance and taxation costs, and mandatory safety gear. This therefore represents the cost of commuting by PTW into Hackney.

However, this is only an indicative estimate, and individual costs may vary greatly. For some people it may be much higher: for example, someone who commutes further may require a more powerful PTW and may spend more on petrol, this may include people on the lowest incomes, for example working unsocial hours and manual jobs.

Bearing in mind the above we have set out what might be the cost impacts for someone commuting by PTW due to these charges.

Scenarios

£1 per hour - £10 for a full days parking (current proposed charges)

For someone commuting into Hackney this will amount to £2300 a year. Adding that to the average cost of running a PTW will mean their cost of commuting is £3500 a year. This will therefore nearly triple the price of commuting for this person, turning their PTW into the highest cost mode possible overnight.

£1 per hour - £8 a day for 8 hour days parking (current proposed charges)

For someone commuting into Hackney this will amount to £2000 a year. Adding that to the average cost of running a PTW will mean their cost of commuting is £3200 a year. This will therefore nearly triple the price of commuting for this person, making it nearly as expensive as the highest cost mode possible.

£5 per day

For someone commuting into Hackney this will amount to £1,150 a year. Adding that to the average cost of running a PTW will mean their cost of commuting is around £2500 a year. Thereby doubling their cost of commuting, and making it more expensive than almost any other mode.

£1 per day or £100 per year (Westminster model)

This would represent an 8% increase in the cost of commuting, coming on top of increases in the price of petrol and other costs of living. This is likely to be a noticeable additional cost, although significantly more affordable than the proposed charges. The total cost of commuting by PTW over a year would rise to £1300.

Comparison with other forms of transport

Hackney are keen to prioritise walking, cycling and public transport. One of the key aims of the parking charges is to do this by increasing the price differential between PTWs and these modes. However, as we will show this price differential already exists.

Daily commute by bus of up to 1 hour: £760 a year. It is therefore already more expensive to commute by PTW than bus. Even a small charge would make it even more expensive.

PTW riders have amongst the lowest incomes by travel mode, average incomes are most comparable to that of a bus passenger.

Commuting by tube from zone 2/3: £970 a year. Commuting by PTW is already more expensive than commuting by tube. If the proposed PTW parking charges go through this would further increase the discrepancy. However, PTW riders are on average lower incomes than tube passengers.

Commuting by mainline train outside London (e.g. Welwyn Garden City): £3500 for a season ticket alone. The charges would make a PTW as expensive as the most expensive mode, thereby turning it from a low cost mode to the highest cost mode overnight. Mainline train users have the highest average incomes of all transport mode users.

Active travel: The costs of active travel are not easily calculated. However, the running costs and therefore the commuting costs are already significantly greater for a PTW than walking/cycling.

Overall impact

However, it is not reasonable to assume that PTW riders can use public transport or active travel. Many people may be using a PTW to commute as their only viable mode, due to a number of complex reasons including distance travelled, availability of public transport, disability, and type of work.

Therefore, by applying these charges Hackney would be arbitrarily massively increasing the cost of commuting for a generally low income group that have no other reasonable option for travel.

The 'cost of living crisis' has resulted in average real wages falling by around £1200 in London. Commentary and policy reactions to the crisis make very clear that this is not an 'affordable' impact. The proposed PTW parking charges would triple this impact for a small number of the lowest income Hackney residents and workers. It is not reasonable to assume that PTW riders have this available income. The charges will therefore effectively price these individuals out of working in the borough.



Jon Burke 🌐
@jonburkeUK

Follow



We *can* effectively ban SUVs, though.

Every local Council in the land that is a Highways Authority can deliver 100% Controlled Parking and restrict permits by height, weight, length, and emissions.

We don't have a shortage of ideas or powers; we have a shortage of guts.



Fiona Harvey @fionaharvey · 1d

Why not penalise the child-killing planet-choking drivers of SUVs? And stop SUV-isation of EVs, stupid waste of valuable resources. If we can't ban them - which would be best - at least make more expensi...

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Fwd: Charging for motorcycles

1 message

[Redacted]

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----- Forwarded message -----

From: [Redacted]
Date: Thu, 3 Aug 2023 at 21:05
Subject: Charging for motorcycles
To: <streetscene.consultations@hackney.gov.uk>

Dear Streetscene, I'm very sad to hear of your plans to charge such a high price to park two wheeled vehicles in your borough and would like to object to your plans. As a rider of many years in and around London I can't understand why you do not see two wheeled vehicles are part of the solution to over crowded roads, have you considered this. ?

Two wheeled vehicles not only take up less space but cause much less pollution based on the size of engine, have you considered this ?

A typical car takes up far more room than a motorbike. Do you have numbers of how many people per parking space a motorbike vs a car bay are.?

If you are charging similar for one vehicle as opposed to maybe 6- 10 is this not unfairly overcharging for the same space.

I regularly travel to Barnet where you can park for free in any pay and display and resident bay. In Camden where it is free to park in dedicated motorcycle bays and Westminster who have a nominal charge for dedicated bays for a whole day and also many free spaces in Westminster Q parks.

I can't see why Hackney would view itself so different from these other London boroughs.

If this policy goes through then I can't see why I would want to continue to travel to Hackney, which must surely be a consideration for business in your borough.

I hope you will reconsider this ridiculous policy.

Your sincerely

██████████

Sent from ██████ iPhone

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----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 20:04
Subject: Proposed Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>
Cc: [REDACTED]

>
> Dear Hackney Council
>
> I am dismayed and concerned to learn of your proposed charges.
>
> I often work in the borough and sometimes employ a number of consultants there, however this will become uneconomic and we will be forced to operate elsewhere.
>

> Motorcycles are often the only way many people can travel around, as a result of poor public transport & not being wealthy enough to live close to where we need to work. This, combined with the fact that they decrease congestion and environmental harm, when compared to taxis and other motor vehicles, means that you should be supporting use of them - not actively trying to do the opposite.

>

Furthermore, the charges do not take any account of how little space a motorcycle used to park. Again this is really rather unfair and, unfortunately, just seems to be another attempt to penalise and reduce the mobility of those on lesser incomes.

> Please do the sensible and equitable thing here by abolishing any plans for additional motorcycle parking charges and looking at ways to facilitate travelling by motorcycle.

>

> Regards

>

> 

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Fwd: Motorcycle Parking - Response to Statutory Consultation TT1654 - Objection

1 message

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 3 Aug 2023 at 20:03

Subject: Motorcycle Parking - Response to Statutory Consultation TT1654 - Objection

To: <streetscene.consultations@hackney.gov.uk>

Dear Sirs,

Please find below my response to this consultation. Please would acknowledge receipt of this e-mail.

Response to Statutory Consultation TT1654 - Motorcycle Parking Proposals

I am responding to this consultation, not as a resident, but as a regular visitor to the borough with a need to access suitable motorcycle parking for varying lengths of time.

I object to the proposals for reasons that will become obvious.

My experience has been that statutory consultations under the Road Traffic Regulation Act (RTRA) 1984 include a Notice of Proposal (NoP) and a Statement of Reasons (SoR) as well as a draft of the proposed Traffic Management Order (TMO). Presumably what is available on the website purports to be an NoP, however no SoR has been found. The SoR is the instrument used to justify the proposals so please would you supply a copy of the SoR for these proposals, since they appear to be completely unreasonable and illogical, as well demonstrating a breath taking ignorance of the totally different needs from cars of motorcycles in respect of every aspect of road usage and layout, including parking facilities, as well as ignorance of the reduction in congestion and pollution that a modal shift from cars to motorcycles would make. Without an SoR, it can only be assumed that this is simply a money grabbing exercise that takes no account of realities and practicalities.

The NoP also functions as a site notice. Site notices advertising the consultation should be placed in all areas likely to be affected by the proposals, in this case, at every motorcycle parking place. Failure to do so could lead to a legal challenge. I have not seen any site notices, but that could be because they have been vandalised.

Within the NoP and other documentation there are several conceptual errors. For example, in para.2 (d), the reference to "solo motorcycles and powered two wheelers". That is tautology as a motorcycle is a powered two-wheeler (PTW), which term encompasses motorcycles, motor scooters, mopeds and step-thrus. Elsewhere there is a reference to "two-wheeled motorcycles". Again that is tautology as all motorcycles have only two wheels. There are some motor scooters that have a twin front wheel but those are linked together to perform as a single wheel when it comes to steering, which in the case of PTWs relies on the castering effect. Combinations (motorcycle and sidecar) and so-called Quad bikes should only be allowed to park in car bays.

Motorcycles are efficient users of road and parking space and produce less carbon dioxide and pollutant emissions than most other vehicles. Motorcycles can be a cheap and convenient means of personal transport. The design and siting of motorcycle parking facilities needs to be carefully planned, so that they are highly visible to encourage natural surveillance and minimise theft. (Brent Council Parking Policy)

An expert impact analysis of commuting by motorcycle has shown that if 10% of all private car journeys are replaced by motorcycles, the total time loss for all vehicles decreases by 40% and that total emissions costs can be reduced by 6%. The attraction of new traffic due to improved circumstances is taken into account in this case study. (Transport & Mobility Leuven 2011)

Objections

1. I object to the proposal to charge motorcycles the same as cars. You would not expect Sainsbury's to charge you the same price for a 200g can of beans as for a 400g can, twice the size. Charging a motorcycle the same as a car which is five-times the size would be equally ridiculous and could be open to a legal challenge. On average a bike takes up one-fifth of the kerbside space that a car takes up. Charging the same will not create an incentive to downsize to a congestion busting, lower emission motorcycle but just entrench car usage in the borough with the attendant higher emissions and greater congestion.
2. I also object to the charging structure, both for permits and short-stay parking, as being excessively complicated, which can only lead to confusion, possibly resulting in fines and appeals. It should be noted that parking adjudicators nearly always allow appeals where a PCN results from a confusing or inconsistent situation or ambiguous signage.
3. I object to basing charges on CO₂ emissions as that is inappropriate for PTWs. While the DVLA records these for cars, there has never been a statutory requirement to record CO₂ for PTWs, quite simply because the contribution from PTWs is miniscule compared with 4-wheel vehicles. You say that where no CO₂ emissions data is available, which is the norm, the price will be calculated on engine size, however there is no mathematical relationship between CO₂ emissions and engine capacity. As engines have developed over time, the levels of CO₂ have reduced for the same engine capacity, so you will be calculating the price on two incompatible base figures. Please would you supply the formulae on which the price is calculated using emissions and capacity as base figures.

A related point is that a parked vehicle produces no CO₂ or pollutant emissions; that all comes from moving vehicles, or vehicles that are stationary but idling, but you are not charging them for the privilege of polluting the borough.

Another anomaly is the reference to a diesel surcharge. As diesel engines produce lower levels of CO₂ than petrol engines, then the surcharge should surely be on petrol engines. Some time ago the Government encouraged the switch to diesel, which while resulting in lower CO₂ emissions, caused an increase in NO_x

and particulates. There are no diesel PTWs currently available. So why not base the proposals on NO_x emissions, which are now recorded by the DVLA? That would at least be compatible with ULEZ parameters.

It should be noted that the Air Quality Directive lists 10 pollutants with limits on their concentration. Of those only NO₂ and Particulates feature in the ULEZ, the latter applying only to diesel vehicles. These can vary in concentration over quite short distances. On the other hand, CO₂ is not a pollutant but a naturally occurring component of the earth's atmosphere, without which life on the planet could not exist, and is everywhere. The problem is when there is too much of it, but small local attempts to reduce it are unlikely to have any significant effect while China, Australia, India and the Americas continue to pump huge amounts into the atmosphere.

4. Moving on to short stay parking charges I also object to what is proposed. These are likely to be unaffordable for commuters, particularly in the middle of a cost of living crisis, especially those, often lower paid, working shifts for the NHS, other medical services, emergency services, public transport or businesses using continuous processes, who regularly have to travel outside public transport hours.

For those needing to park for a shorter period, it is not clear how the system would work for someone, who on arrival, does not know how long they will need to park. Will they have to "clock-in" on arrival and "clock-out" on departure as happens in off-road car parks?

Another question is how the short stay charges will be communicated to the rider. Consumer protection legislation requires that the consumer must be made aware of the cost of the product or service before committing themselves to it. Will there be signage at every motorcycle bay displaying the charges? Otherwise how will they be communicated to a potential parker?

The whole proposal is far too complex and cumbersome and needs to be made much simpler and much more affordable. The presentation is poor and leaves a lot of questions unanswered. I would suggest you carry out a survey of the schemes used by other boroughs, particularly those who provide free parking for PTWs in order to encourage car drivers to downsize to a PTW in order to reduce congestion and improve air quality.

However, if riders are going to be charged to park (at a reasonable rate) then they rightly expect something in return, such as a well-maintained road surface and security measures, with bays located in accordance with best practice guidance, such as contained in the Institute of Highway Engineers Guidelines for Motorcycling, Chapter 6, and the DfT Traffic Advisory Leaflet TAL 2/02. Avoid using ground anchors, they are expensive to install and maintain and have several negative issues - preference is always for a raised kerbside bar, see TAL 2/02.

It is not clear to me why any of this is necessary. I have not encountered any issues that require such a sledgehammer approach. So "if it ain't broke, why try and fix it?". The present arrangements have always seemed perfectly adequate to me.

Lastly I would point out that under Section 122 of the RTRA 1984 you have a statutory obligation for "the provision of suitable and adequate parking facilities on and off the highway". A proposal that has the potential to price people off the road, and/or out of their jobs and homes, can hardly be described as suitable and adequate, and just appears as a money-making exercise.

30th July 2023

[Redacted signature block]

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----- Forwarded message -----

From: [Redacted]
Date: Thu, 3 Aug 2023 at 19:43
Subject: Hackney Bike Charges Consultation
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir /Madam

I am emailing you to voice my deep concern about your plans to charge motorcyclists a charge the same as cars just for parking. As I understand it your council Hackney is basing their charging system on tailpipe emissions. I find this very unfair for the following reasons and more, namely the most important one that shows your plan is negligible- **my motorcycle is exempt from Ulez so how can you charge me for parking based upon what emissions are coming from my tailpipe when TFL itself has ruled that my bike is below the limits for acceptable for their charges so why should you penalise me when they do not? :-**

I also wish to make the following points :-

The charges won't help to reduce emissions or improve air quality in Hackney

- The price of daily parking for commuting is unaffordable for the majority of riders, effectively banning these people from commuting
- They are totally disproportionate to the actual impact of motorcycles
- The charges don't take account of relevant factors such as the minimal kerbside space taken up or effect on reducing congestion
- It is not reasonable to charge electric motorcycles the same amount as electric cars as they have vastly lower emissions impacts and energy use

I trust that you will take note of my objections and act accordingly.

Regards,

A black rectangular box redacting the signature of the sender.

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Fwd: OBJECTION - HACKNEY MOTORCYCLE PARKING CHARGES1 message

[REDACTED]

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[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 3 Aug 2023 at 19:19

Subject: OBJECTION - HACKNEY MOTORCYCLE PARKING CHARGES

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

To whomever it may concern,

I am writing to present my opposition, as part of your final consultation, to your proposed motorcycle parking charges. I firmly believe that all propositions do not benefit your aim for the improvement of air quality in tackling climate change for reasons I will state as I present you with alternative options that would actually work towards this aim.

It is commonly known that emissions from motorcycles and scooters are greatly reduced in comparison to any other automobiles and as such the driving of such vehicles should be encouraged by government policies, not made to be costly. Amongst the most common reasons for commuters in London to choose motorcycles and scooters as opposed to cars (which produce greater emissions, diminishing air quality and proving negative to the climate) is the convenience of these within the congested city of London which is a direct result of the ease and low cost of parking. To limit parking for motorcycles and scooters by banning this in 'car-free' developments and to raise costs both for commuter parking and permits will discourage commuters from choosing these vehicles over cars which are both more commonly driven and have elements of convenience which bikes do not, namely space and weather protection.

For those who aren't commuting via public transport already, your proposed changes will not encourage them to do so as were this the more convenient option, most would have turned to this already. Those who are driving in the borough will have considered cost of transportation and their relative needs in regards to transport when electing to drive so the limiting of the convenience in driving a bike will more likely convince people to continue travelling by car rather than using a bike for commuting; hence what you are encouraging is for emissions not to decrease but rather to remain the same or more likely rise as those with bikes are discouraged from driving them instead of their cars in the borough.

I would strongly recommend maintaining a significant gap in charges for motorcycles and scooters versus other automobiles to continue encouraging drivers to make the switch for their commuting and thus significantly reduce emissions – it is important to note of course that commuters will always have to commute no matter what policies they have to work against. While no charges remains ideal as such a motivator is unmatched for commuters, far lower charges also work well (albeit not as significantly) to this aim, a model which has been proven in the Westminster and Lewisham boroughs.

Perhaps you might consider allocating areas currently designated to car parking on road to solo motorcycle parking, forcing car users to pay expenses for parking garages, discouraging them from continuing to use these vehicles with

higher emissions or at the least limiting some congestion on the road from the obstruction caused by parked cars. In addition, there could be more space allocated within these for electric motorcycles and scooters, encouraging more bike riders conversion to fully electric vehicles as opposed to petrol engines removing any emissions and aiding the general attempt to begin converting to electric vehicles for the purposes of slowing climate change. Naturally, electric motorcycles/scooters are an easier sell than electric cars as the current capabilities of fully electric engines are significantly better suited to smaller vehicles and not yet as viable for covering significant distance in a car.

I appreciate your consideration of my objection and expect a response as mandated by law for a statutory consultation.

Regards,

[REDACTED]

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Fwd: motorcycle charge proposal1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 18:49
Subject: motorcycle charge proposal
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I write with regard to Hackney Councils proposal to implement charges for motorcycle bay parking within the Borough.

I am a Hackney resident and the owner of a moped.

I strongly object to the proposals and would like that the council consider the following points:

1. The council claims this is part of their policy to bring in cleaner air to the borough. Why does the council focus on motorcycles which have far less emissions than cars? Why not increase charges on cars/vehicles? This would encourage car owners to down size to a two wheeled mode of transport.
2. If this policy is masking the council's need to increase income why not include the congestion charge to the whole of the borough?
3. How can the council reason to charge a two wheeled vehicle the same as a four wheeled vehicle? Have you considered the size and the space a motorcycle takes compared to a car?
4. Westminster [a wealthy borough], Islington and Lewisham charge no more than £1.00 to park a motorcycle. Why is Hackney, under a Labour council, choosing to charge such astronomical charges?
5. Labour is supposed to be a political party that promotes equality and claims to support those who are of working class [earning a modest income]. How does this policy fit in with Labour's philosophy?
6. We are in a time of a cost of living crisis with massive inflation and price increases. Does Hackney Council take this into consideration and feel it appropriate to bring in this unnecessary measure, especially when it could increase income in other ways without hurting motorcyclists financially?
7. I live in a private residence with no parking/vehicles allowed. My moped is kept locked in a common court yard along with bicycles. Will I be charged for this? If so, how does the council

defend this?

Finally, Hackney Council should be wary of the bi election outcome in Uxbridge and South Ruislip. As a life long Labour supporter, I would certainly not consider voting for a Labour Council ever again should this policy be implemented.

I look forward to your reply.

Yours faithfully,



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Fwd: Objection to motorcycle parking charges

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 18:22
Subject: Objection to motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I am writing to voice my objection to the introduction of motorcycle parking charges in Hackney borough. I am a resident of Hackney and am usually a firm supporter of our Labour council, however this change will have direct negative impacts on my ability to own and use a motorbike, hence my response to this consultation.

Firstly, I want to say that I agree with the Council's commitment to improving air quality in the area and I also use many of the existing cycle routes, which are certainly safer than using the main roads. I would, however, challenge the degree to which motorcycles impact air quality due to their relatively limited number versus cars, their lower emissions and the fact they run on petrol rather than more polluting diesel. While cycling and using public transport

are clearly the most sustainable means of transport, cycling is not practical for long journeys and the nature of public transport, especially in Hackney, means that many longer journeys in London can take hours unless you are fortunate with the links, versus 20 minutes on a motorbike, meaning many people rely on motorbikes to make their commutes feasible, myself included on occasion.

In the scheme of things, having to pay an annual fee of £61 for a parking permit is unlikely to undo these benefits of riding a motorbike, but what might be including motorbikes in the same parking permit allocation as cars, especially for those living on estates who are entitled to only one permit per household. Motorbikes should be treated separately to cars in the allocation of permits, since many households may already have one car and one motorbike and would therefore be unable to apply for a new permit. They also take up much less space from a parking perspective so including them in the same allowance is not a fair comparison.

I really hope you reconsider these particular terms of the policy ahead of implementation.

Yours faithfully,

A black rectangular box redacting the signature of the sender.

Sent from my iPhone

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Fwd:1 message

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From: [REDACTED]
Date: Thu, 3 Aug 2023 at 17:24
Subject:
To: <streetscene.consultations@hackney.gov.uk>

No charges for motorcycles and scooters to encourage car drivers to downsize

Sent from my iPhone

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Fwd: Hackney Motorcycle Parking Consultation1 message

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 16:52
Subject: Hackney Motorcycle Parking Consultation
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir / Madam

I write to express my objection to the proposed measures and to ask the Council to drop these rather than go ahead.

The reasons for this are multiple:

- powered two wheelers / motorcycles are a transport solution - the average CO2 emissions of a range of commuter bikes are less on a per passenger mile basis than the level that TFL states for buses in London
- powered two wheelers do not cause congestion - hence they are exempt from the TFL congestion charge

It is not clear to me what Hackney is really trying to do with these proposals. The proposed parking costs over time (which do not seem clearly displayed on the consultation website - please forgive me if I missed it) are disproportionate - they are unaffordable and not paralleled anywhere else.

This just forces further costs and reduced mobility in Hackney for limited real benefit.

I have not seen detailed data and analysis from the council which looks at the environmental impact of all different modes of surface transport, including public transport and clearly justifies how these specific proposals are fair and proportionate in context - on average, powered two wheelers have a much smaller footprint, mass and level of fuel consumption compared with larger, heavier vehicles.

I also wonder whether additional factors are really being considered, including the fact that ULEZ is in place, current UK and international emissions standards for powered two wheelers are well inside ULEZ levels and also that under Government legislation, all new powered two wheelers are required to be electric from 2030. In the lead up to this date, there will be ongoing change in the propulsion method of the overall stock of powered two wheelers anyway as electric vehicles become more available and financially accessible.

Again, I ask the council to stop rather than forcing costs and lifestyle changes on people in Hackney under these circumstances and given the wider economic situation that people are having to deal with.

Regards



Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Motorcycle Charges

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[REDACTED]

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[REDACTED]

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----- Forwarded message -----

From [REDACTED]
Date: Thu, 3 Aug 2023 at 12:01
Subject: Motorcycle Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam

As a bike rider (125cc) who commutes in London across a number of boroughs, I am writing to object the proposal to introduce the vast new charges for motorcycle ownership and parking in Hackney.

Motorcycles are infinitely lower than cars in emissions. They also take up far less space - both in moving traffic and when parked. As such, it would make more sense to develop a parking strategy which incentivises the use of two wheels, for climate and safety and health reasons - not one which will make their use unacceptably expensive.

Why - if a parking charge is deemed essential - should it be so much higher than the example of Westminster where £1 a day is apparently adequate?

I am not a Hackney resident but I don't understand the policy to charge residents who use motorcycles the same as for a car. Surely this fails to provide any incentive to use alternative transport that would be better in terms of emissions and congestion. Given the state of the world and the climate crisis that we face, this seems outrageous.

I urge Hackney to reconsider this proposal which appears draconian and ill-conceived.

With thanks,



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Fwd: I oppose the plan to charge motorcycles to park in Hackney

1 message

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 3 Aug 2023 at 11:53

Subject: I oppose the plan to charge motorcycles to park in Hackney

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hi There

I commute in from Kent, in the Medway Valley, and I have commuted into Hackney by motorcycle for almost ten years now. I do this because it is greener than by coming by car. My motorcycle is much more efficient than my car.

The reason I commute into London by bike is because the other options for people living outside London are fairly limited. If I was to commute by train the cost would be upwards of £50 a day or a monthly travel card of around £700 a month, £8,400 a year. This with the increase in my mortgage would push me into the poverty bracket. The other option would have been a bus service, but these have been discontinued from where I live. The times the busses did run did not suit the hours that I am contracted to work anyway, so even if this came back it would not be an option.

If I had to start paying to park my motorcycle, I would have to start travelling by car, as the comfort value would be so much more, and the cost of parking the same.

I hope you make the correct decision regarding traveling by bike.

Many thanks

[REDACTED]

[REDACTED]

[REDACTED]

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Fwd: Motorcycle Charging Plans

1 message

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From: [REDACTED]
Date: Thu, 3 Aug 2023 at 11:52
Subject: Motorcycle Charging Plans
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

Your plans to charge motorcycle riders the same as cars are utterly disgraceful. It is a blatant money grab at a time when people are struggling to put food on the table.

Motorcycles are an efficient way of travelling around London, they do not cause the traffic that cars do nor do they take up the same space when parked. One could probably park 15 bikes in the space 1 car takes up.

You should be ashamed.

Kind regards,



Sent from my iPhone

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Fwd: Motorcycle Parking in Hackney

1 message

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[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 11:52
Subject: Motorcycle Parking in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Good morning,

My name is [REDACTED] and I'm the [REDACTED]. I used to live in Hackney but have since moved to Haringey due to the soaring house prices in Hackney, which have become unaffordable for young professionals.

I am opposed to the changes that Hackney Council wants to implement regarding Motorcycle parking. Charging motorbikes the same as cars seems unfair, considering the difference in space taken up by the vehicles and the congestion they produce. It's essential to consider these factors when determining parking fees. Applying identical

costs for cars and motorcycles will unlikely incentivize people to downsize from a car to a motorcycle, especially in situations where cycling or public transport is not a viable option.

I believe Hackney should adopt models similar to those in Westminster or Lewisham, where far lower charges for motorcycles have been implemented.

Best regards,

[REDACTED]

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Motorcycle Charges

1 message

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----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 11:49
Subject: Motorcycle Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam

As a motorcycle rider (50cc scooter) who commutes in London across a number of boroughs, I am writing to object to the proposal to introduce exorbitant charges for motorcycle ownership and parking in Hackney.

Motorcycles are lower than cars in emissions and occupy far less space both in moving traffic and when parked. As such, it would seem sensible to develop a parking strategy which incentivises the use of two wheels, for climate and safety and health reasons - not one which will make their use unacceptably expensive.

Why - if a parking charge is deemed essential - should it be so much higher than the example of Westminster where £1 a day is apparently adequate?

I am not a Hackney resident but I don't understand the policy to charge residents who use motorcycles the same as for a car. Surely this fails to provide any incentive to use alternative transport that would be better in terms of emissions and congestion.

I urge Hackney to reconsider this proposal which appears draconian and ill-conceived.

With thanks.

Best

A black rectangular box used to redact the signature of the sender.

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Fwd: Consultation on motorcycle parking charges in Hackney

1 message

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----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 11:47
Subject: Consultation on motorcycle parking charges in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Dear Madam / Sir,

I am writing to express my concern at the somewhat unfair parking charges Hackney is contemplating introducing for powered two-wheelers in the borough.

The proposals as they stand seem not to recognise clearly enough the far lighter burden that motorcycles place on infrastructure, emissions and congestion than do cars - indeed, they appear to

treat them more or less equally. This is not a particularly fair way to treat light, two-wheeled vehicles.

Although free parking for motorcycles is available in other London boroughs I do not necessarily advocate that Hackney should follow suit. It is fair to charge anyone to park, but the charges should be proportionate to the vehicle. £10 a day remains a relatively high cost for daily parking - particularly in proportion to the overall cost of running a motorbike and to the parking space that they take up

Three points:

1. PTWs are *all* very light - so they make far fewer demands on road surfaces than do cars. With half the number of wheels, and higher engine braking, brake dust emissions are surely vastly less than for cars. Same for tyre particles.
2. PTWs assist congestion, they do not aggravate it. I perfectly understand the desire for more use of public transport and active transport. However, there is a real need for PTWs as a complement to those modes of transport. The Borough should encourage people to move to all forms of transport that reduce congestion - and PTWs should obviously be a part of that.
3. Unlike bicycles, PTWs do not require any special infrastructure - other than fairly priced parking. Please recognise that.

Briefly, then, I hope that the Borough can more fully recognise what a different proposition PTWs are from cars and that it should refrain from lumping them together too enthusiastically with cars when it comes to proposals such as these.

With cordial good wishes and kind regards,

[Redacted signature]

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Fwd: motorbike charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 11:46
Subject: motorbike charges
To: <streetscene.consultations@hackney.gov.uk>

Hello

your intended charges are verging on ridiculous for motorbikes for parking and commuting in hackney.

How the hell can you justify these charges for a bike. its just A money maker to you and you dont care about the individual.

I hope you wont go forward with this outrageous rip off.

thx for ur time

[REDACTED]

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Fwd: Bike parking plans1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 11:42
Subject: Bike parking plans
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

[REDACTED]

[REDACTED]

[REDACTED]

Dear Sir

I was appalled when I found out about you proposed motorbike parking plans.

Your justification for this based on ridiculous claims of pollution is ridiculous. Bikes have small efficient engines which cause minimal pollution. They also create almost no congestion and as a result do not add to the general congestion created pollution. Much exacerbated by the Low traffic neighbourhoods.

This will again hit the poorer and less well off in the community. Most bike riders are young and with low incomes and this will be a substantial blow to them.

This will hit the immigrant community who work for the delivery companies the hardest.

In all this seems to be a money raising ploy aimed at hitting the young and the poor.

Yours Sincerely

[REDACTED]

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Fwd: STOP HACKNEY BIKE CHARGES1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 11:17
Subject: STOP HACKNEY BIKE CHARGES
To: <streetscene.consultations@hackney.gov.uk>

I'm against the bike charges in Hackney

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Fwd: Objection to your plans.1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 3 Aug 2023 at 11:13

Subject: Objection to your plans.

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hi... As a biker for over 39 yrs, I object to your plans for charging to park a motorcycle. Motorcycles are better for the environment & take up less space when parked. Would you rather these motorcyclists, use their cars or larger vehicles instead ?... This creates more congestion & larger amounts of pollution in the air !... Please take my opinions into your consideration please. I hope you reconsider your plans to charge motorcyclist for parking in your city.

Yours sincerely [REDACTED]

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Fwd: I am very concerned and against your parking charges for motorcycles and mopeds , my girlfriend lives in the area and I often ride my motorbike to see her which gets through the traffic not causing congestion or pollution. I am horrified to learn that I will have to pay to park my motorbike now and wonder how many people this is going to effect .

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 3 Aug 2023 at 11:08

Subject: I am very concerned and against your parking charges for motorcycles and mopeds , my girlfriend lives in the area and I often ride my motorbike to see her which gets through the traffic not causing congestion or pollution. I am horrified to learn that I will have to pay to park my motorbike now and wonder how many people this is going to effect .

To: <streetscene.consultations@hackney.gov.uk>

Please reconsider your decision as there is still time .I don't need to tell you the advantages of riding motorbikes for air quality as you must be aware that they don't produce emissions like a car so it must be for your own gain , many students ride mopeds etc , poorer people ride as its easier and cheaper so you are attacking those of us who can't afford a car which for a labour council to do such a thing disturbs me ,.

Yours faithfully

[REDACTED]

Sent from my Galaxy

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Fwd: Objection1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 11:06
Subject: Objection
To: <streetscene.consultations@hackney.gov.uk>

To Whom It May Concern

I wish to object to the plans to charge motorcycle riders to park in Hackney. It disproportionately targets motorcycles - which contribute little to congestion, and much less than cars to the borough's pollution problem. Motorcycles also take up far less space when parked.

I imagine your intention is to push people towards public transport use. I commute from Essex. It's prohibitively expensive to use the train and the Tube. It costs me around £40 a day to take public transport - and around £10 to use my motorcycle. You may shrug your shoulders and say that's TfL's and the train operator's fault, but you're the ones effectively ending my chances to work in the borough.

I hope you will reconsider.

Sincerely

[REDACTED]

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Fwd: Motorbike Parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 10:58
Subject: Motorbike Parking
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney Council,

The idea of charging motorbikes for parking is absurd.

Local air pollution is a very serious issue, and one of the main contributors to it is traffic.

The issue is too many cars, vans and lorries.

It's great to encourage people to use public transport, bicycles or walk, but it isn't always feasible, due to distance, disability or location. Motorbikes provide fantastic personal transport that do not increase congestion. You should be encouraging people to make the switch to two wheels, and one of the benefits of motorbikes is that parking in the capital is affordable. The idea to discourage people from switching from cars is ridiculous and only likely to continue the issue of congestion in the area.

Regards,

[REDACTED]

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Fwd: outrageous motorcycle charges in Hackney

1 message

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[REDACTED]

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----- Forwarded message -----

From: [REDACTED]

Date: Thu, 3 Aug 2023 at 10:51

Subject: outrageous motorcycle charges in Hackney

To: <streetscene.consultations@hackney.gov.uk>

I am appalled by the draconian and entirely unfair parking charges proposed by HBC for motorcycles in the borough. It makes no sense whatsoever to be charging small footprint vehicles the same as cars, including large modern SUVs, which take the same amount of space as several or even the largest motorcycles. In addition to this, large vehicles are vastly more polluting than any motorcycle or scooter, especially when low occupancy vehicles are considered, ie, cars with only one or 2 people in a vehicle with capacity for 4 or 5. For all your talk of low emissions and green thinking this makes no sense at all. finally, it seems that this is an attack on the people in the borough which can least afford it, particularly gig workers and delivery drivers who are already on very thin margins and will be pushed to the edge of an already very precarious living by these charges, and are least able to do anything about it.

Please reconsider your position on this, London is safer and cleaner and less dangerous with fewer cars, trucks and SUVs on its roads, and this means making things easier for less polluting, less dangerous, lower impact modes of transport, and that does include motorcycles and scooters!

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Fwd: Motorcycle parking scheme

1 message

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[REDACTED]

[REDACTED]

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----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 10:51
Subject: Motorcycle parking scheme
To: <streetscene.consultations@hackney.gov.uk>

Dear sir or madam

I am writing to this department to STRONGLY object about the new motorcycle parking charges and register my extreme disgust at the proposal.

This is a corrupt, money-grabbing scheme which is punishing those user who are already fighting the increase in traffic.

To charge these motorcycles like residents cars is asinine! They take up 1/4 the space of a car. So at the most it should be 1/4 the cost of a car per day.

Many of us who are struggling with the Cost of Living crisis have adopted the use of motorcycles for commuting, because they create less emissions than cars, are cheaper to run and maintain than cars, and do not create traffic like cars!

I cannot use a bicycle as my commutes are too far. Motorcycles are my only option.

This is another example of the senseless greed of councils. This is a fundraiser pure and simple and you should all be completely ashamed of yourselves.



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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Hackney Motorcycle Parking

1 message

[Redacted content]

----- Forwarded message -----

From: [Redacted]
Date: Thu, 3 Aug 2023 at 10:49
Subject: Hackney Motorcycle Parking
To: <streetscene.consultations@hackney.gov.uk>

Hello,

As a long term worker in and previous resident in the Hackney borough, I don't think it's a wise idea to be charging motorcycles the same as cars to park in your current consultations. Motorcycles take up 1/6th of the space of a car, so it would be reasonable to amend parking charges to a 1/6th of the cost.

£10 for all day commuter parking in solo motorcycle bays is far too expensive, and should be more in line with Westminster at £1 a day.

Motorised two wheel transport eases congestion, is lower polluting, and people should be encouraged to use it as a form of transport, opposed to penalised.

Thank you,

[Redacted signature]

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Fwd: Parking charges.1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 3 Aug 2023 at 10:41

Subject: Parking charges.

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Free for bikers

Sent from [Outlook for Android](#)Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Fwd: Hackney Motorcycle Parking Charges

1 message

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 3 Aug 2023 at 10:39

Subject: Hackney Motorcycle Parking Charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hello,

I wanted to take a minute to express my disappointment and horror that you are considering charging motorcycles to park in your borough.

I have a number of clients in your borough and use my motorcycle for convenience as well as the parking costs. If this is enforced then I shall be looking for other clients and dropping by support for the ones in Hackney.

We motorcyclists are not heavy polluters and generally ease congestion! In my view you should be doing more to

encourage us rather than driving us away.

Kind regards

[REDACTED]

Sent from my iPhone

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Fwd: Motorcycle parking charges.

1 message

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 3 Aug 2023 at 10:38

Subject: Motorcycle parking charges.

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I am 100% against the proposed changes for motorcycle parking in hackney.

The justifications I have heard all are flawed, and appear to be motivated by ignorance, hypocrisy and worse, greed.

To my mind, the only thing it will achieve is to stop a huge percentage of bikers using it for shopping, dining and socialising.

Myself, and I imagine many others will be avoiding the area from now on.

[REDACTED]

Sent from Yahoo Mail on Android

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Fwd: Motorcycle parking

1 message

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]
Date: Thu, 3 Aug 2023 at 10:18
Subject: Motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

Hi
I would like some more information on the prooosed change to Motorcycle Parking in Hackney.
As a rider and a resident I wholly object to the proposed charges and would like to know how such charges are justified.
If someone could provide the information as soon as possible that would be great.
Yours
[Redacted]

Sent from my iPhone

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Motorcycle parking charges consultation

1 message

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[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 3 Aug 2023 at 10:08
Subject: Motorcycle parking charges consultation
To: <streetscene.consultations@hackney.gov.uk>

Dear Sirs

Thank you for the opportunity to comment on your consultation on the proposed changes to solo motorcycle parking charges ('THE HACKNEY (WAITING, LOADING AND STOPPING RESTRICTIONS) (MAP BASED) (CONSOLIDATION) (AMENDMENT No. **) ORDER 2023', and 'THE HACKNEY (PARKING PLACES) (MAP BASED) (CONSOLIDATION) (AMENDMENT No. **) ORDER 2023'

I would first like to let you know of my interest in this consultation, and my general view of the proposed changes;

I am the owner of a fully electric motorcycle which will be classed as 0g emissions under your proposed emissions based pricing structure. I travel through Hackney regularly, and occasionally park the motorcycle in Hackney for short periods. I am strongly supportive of initiatives to improve air quality in London. I feel there are good reasons to change these proposed charging structures to exclude some categories of motorcycle, based on air quality impacts, and wider impacts on society in general, and motorcyclists in particular. I am not resident in Hackney.

I would like to divide my comments into;

General comments on the layout and convenience of the consultation itself;
the impact of these proposals on air quality, the impact on motorcyclists in general, and wider consequences;
the potential for future changes to emissions from motorcycles;
the impact of these proposals on zero tailpipe emissions motorcycles, including your rationale to levy parking charges in future, and the impact on access to lower power electrical charging facilities.

General comments on the layout and convenience of the consultation itself

I was unable to find a link to a webform on the Hackney Council website, and therefore I have had to send this response in by email. It wasn't easy to find the email address from your web pages. The form of this consultation may have excluded responses from significant numbers of people that will be directly affected, and therefore you should consider re-doing the consultation to ensure responses from a wide as possible section of the community.

The impact of these proposals on air quality, congestion, motorcyclists in general, including equalities impacts, and wider consequences

Air Quality:

Motorcycles are mainly lighter weight vehicles with low fuel consumption compared to other vehicles, and therefore produce lower emissions. Almost all motorcycles are exempt from the Ultra Low Emission Zone charges. Because they are lighter, the non-tail pipe emissions are also tiny when compared to other road vehicles. Motorcycles make up around 1% of road journeys in London. In my view, there is little advantage to introducing emissions based parking charges for most motorcycles. Not even removing all motorcycles from the road would make a measurable difference to air quality as the proportion of this class of vehicle is lower than the percentage accuracy of MCERTS air quality measuring equipment. It would be better to target air quality action against larger vehicles e.g. coaches.

Alternative proposal for emission based motorcycle parking charges 1

I would ask you to consider not introducing charges at all for motorcycles under 600cc engine capacity (those that require an A2 driving licence to ride them on the roads), and 3 wheeled motorcycles with an axle width greater than 420mm, and 4 wheeled tilting motorcycles (that may be ridden on a car drivers licence). These last type of vehicle (e.g. Piaggio LT3, Yamaha Tricity, Qooder QV3 and Qooder Quadro) should be allowed to use any space that can be used by a solo motorcycle, subject to charging at the upper price band, and subject to a set maximum overall dimensions. Non-tilting trikes, rigid motorcycle and sidecar combinations, and non-tilting quad bikes (e.g. Can-Am Spyder) should continue not to be treated as motorcycles for the purposes of parking.

Alternative proposal for emission based motorcycle parking charges 2

If there are valid reasons not to change the proposals in accordance with the above suggestion, in the alternative I would ask you to consider excluding from parking charges any light motorcycle of 125cc capacity (or equivalent in the case of electric and hybrid motorcycles). This will mean the smallest, lightest, least polluting motorcycles will be excluded from the charges, and avoiding many of the wider impacts set out below.

Congestion

There are wider benefits to motorcycles on congestion; they take up less road space than most other road vehicles, and are more manoeuvrable, meaning they can filter more easily at junctions. If only 15% of single occupancy car journeys in London were changed to motorcycle journeys, then, setting aside the current unmet demand for road space, the congestion problems in London would be solved.

Motorcycles do not add to parking stress when parked in accordance with the guidance on your website (to park on the boundary between bays so as to not block occupancy of bays by other vehicles, and at right angles to the kerb or at as close a right angle as the length of the motorcycle permits).

Impact of changes on motorcyclists in general including equalities impacts

A high proportion of light motorcycles are used as delivery vehicles.

Just anecdotally, from seeing what pulls up next to me at the lights in London over the last 18 months, I would estimate around 85 - 90% of motorcycle traffic is light A1 motorcycles (mainly 125 cc), with a delivery box. Around three quarters of these are delivering ready to eat food, while some carry car spares, motorcycle spares, electrical components, documents, or other goods or equipment, e.g. I have seen a few that deliver spares for white goods (light washing machine parts etc). Most of these are being ridden on a provisional licence, e.g. L plates and CBT certificate. A much smaller number of motorcycles are used by commuters and police riders, and for delivery of urgent medical supplies and blood. These tend to be larger A2 or full A machines, ridden on a full licence.

Light motorcycles create access to employment opportunities and mobility independence for young people;

Many delivery riders are younger people at the early part of their working lives. While the numbers are low, I am also aware of a small number of young female riders who can access late working shifts at restaurants and bars further from where they live, than they would be comfortable travelling home from by night bus.

Restricting this group of people from using motorcycles by introducing parking charges will therefore have disproportionate impacts on economically relatively disadvantaged people, young people and a small group of young women, and this issue should have been examined and the impacts assessed more fully in an equalities impact assessment.

Wider impacts

These parking charges will affect the viability of this mode of employment and self employment for some, mainly young people. This will reduce the wider economic benefit and convenience to the wider population. The extremely marginal benefits to air quality brought about by the proposed changes could be negated FOR EXAMPLE by people finding that reduced supply of delivery riders means it takes longer on average to receive their deliveries, and instead getting in cars and driving to collect their take away food (or other goods) in person.

Potential for future changes to emissions from motorcycles

The shift from internal combustion to electric vehicles has been far slower for motorcycles than for cars, and there are reasons for this. This should be taken into account as a reason not to introduce emissions based parking charges for motorcycles at present, or in the foreseeable future, at least until the uptake of electric motorcycles matches the take up of electric cars from a suitable base year when electric vehicle take up showed its first marked increase.

The main reason for low take up of electric motorcycles is that new electric motorcycles are currently around 3-4 times the cost of new petrol engine motorcycles of equivalent power. The additional cost of electric motorcycles is due mainly to the battery pack. It is likely that in the future there will be downward pressure on sale price, with entry level models having smaller battery packs. This will create further demand for on street top up charging facilities.

One motorcycle delivery fleet is currently all electric. Getir, the Turkish food and grocery delivery company, uses exclusively Super Soco electric light motorcycles and e-mopeds in its delivery fleet. They claim to have covered 3.4 million miles on e-bikes and e-mopeds across 9 major UK cities (mostly in London), and estimate this has taken over 2 million miles of petrol and diesel trips off UK city roads. However Getir has premises where they can charge their vehicles, and this will not be the case for the vast majority of self employed motorcycle delivery couriers.

On-street charging facilities for electric motorcycles are either non-existent, or difficult to access; Light electric motorcycles are mostly not adapted to use the Type 2 chargers, and instead are designed to be charged from an IEC 'kettle lead' 13 Amp

outlet. Public charging facilities offering this type of outlet are rare (only 2 points in London, both in Westminster, and neither currently working), and there is no standard that allows the plug to be locked to the outlet as for Type 2 outlets. Some electric motorcycles only have the inlet socket on the outside of the motorcycle, and this creates a safety risk of a live kettle lead getting detached from the bike inlet socket during charging, and trailing in a puddle.

There are converter plugs and leads available to allow electric motorcycles to access Type 2 on street charging facilities, however these include switches on the plug to simulate the handshaking operation, and could be switched off and unplugged by any passer-by. Converter leads have CE approval, but not UKCA marking.

A second potential to reduce emissions from motorcycles may come if one of the major motorcycle manufacturers or third party supplier offers a reasonably priced hybrid conversion kit. Hybrid conversions are currently expensive and specialised. You may wish to refer for background information to the Northampton Police Service procurement of a fleet of hybrid motorcycle conversions based on the 3 wheel Yamaha Tricity. However, a reasonably priced kit offered at scale for one of the popular types of 125 light motorcycles may have a sudden impact on demand in future, and this will lead to high demand for suitable on street charging facilities.

Hackney should not introduce emissions based parking charges for motorcycles unless and until they are doing what they can to facilitate and encourage a fuel type shift from internal combustion motorcycles to electric.

Hackney should make plans so that in the event of a future sharp increase in demand for on street electrical and hybrid motorcycle charging facilities, this potential increased demand can be met within a reasonable period of time.

This should include a survey of motorcycle bays to assess suitability for electric charging facilities provision (i.e. 'where is the nearest lamp post?'), and plans for integration of motorcycles into the existing electric charging infrastructure e.g. in permit bays. For example, lines between standard vehicle parking bays that are within reach of an existing lamp post electric vehicle charging outlet, could be marked as a sufficiently wide area to allow a motorcycle to be parked where this can be done without reducing the capacity of parking bays. Hackney and other local authorities that are concerned about air pollution from road vehicles should also be urging the government to specify charging standards for new and converted electric and hybrid motorcycles sold in the UK, and for charge leads.

The impact of these proposals on zero tailpipe emissions motorcycles, including your rationale to levy parking charges in future, and the impact on access to lower power electrical charging facilities.

Alternative proposal for emission based motorcycle parking charges 3

In order to not further disincentivise take up of electric motorcycles, the proposals to extend charges for 0g emissions motorcycles should be removed, and *either* these

vehicles should be exempt, or there should be a zero charge for these motorcycles for the foreseeable future (effectively the same thing for now, but would allow you to vary the charge in the future when circumstances - i.e. increased take up of electric motorcycles - justifies charging). Even if the wider reasons for excluding some categories of petrol engined motorcycles or light motorcycles suggested in my alternative proposals 1 and 2 above is not supported, there is no justification for levying an emissions based parking charge against a zero emissions motorcycle (unless the charge is also zero).

Alternative proposal for emission based motorcycle parking charges 4

Just occasionally, following an unexpected diversion I may find myself low on battery charge in Hackney, and needing to access a public charge socket. This 4th proposal is to avoid a negative impact that the proposals as set out would have on me personally in these circumstances.

Where charging facilities are available and accessible by motorcycles, e.g. lamp post outlets in permit bays, then electric motorcycle parking should be free **while actually charging** in any permit bay where a motorcycle can park without blocking a vehicle space. I don't know Hackney's arrangements with on-street charging providers, but some local authorities can receive a surcharge on the cost of the electricity paid for, in lieu of a parking charge. For example Merton permits motorcycles to park for free in all their permit bays, and gets a financial benefit when char.gy sockets are used during the daytime (residents can charge their vehicles overnight at a cheaper rate).

Please would you kindly consider all the above points, including re-doing the consultation after a more thorough equalities impact assessment, and after having considered my 4 proposed alternatives in a sequential manner (i.e. consider alternative 1 first, and only if it is rejected consider alternative 2, and so on).

If you choose to reject any alternative proposal that I have suggested, please would you kindly also let me have a reasoned view on why the alternative should be rejected, including your assessment of the actual impact on air quality. Where the impact on air quality of adopting my alternative proposal would be insignificant, please would you specifically state this. If you believe that adopting any of my alternative proposals would have a significant negative impact on air quality, please would you also specifically state this, and quantify by as close an estimate as possible, the air quality impact that adopting the alternative proposal would have, and provide access to the traffic count and emissions data used to make the underlying assumptions.

Happy to discuss further, including after the close of the consultation period.

Kind regards, and I look forward with interest to hearing how you have considered my response to this consultation

[Redacted signature]

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Fwd: Hackney Motorcycle Parking Charges

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From: [REDACTED]
Date: Thu, 3 Aug 2023 at 08:54
Subject: Hackney Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Good morning,

I'm a woman, business owner and motorbike driver. I used to live in Hackney and now moved to Haringey due to the house prices in Hackney making it unaffordable for young professionals.

I was in Hackney a few days ago and noticed that there is no other option than paying for parking your motorbike.

Motorbikes shouldn't be charged as much as cars, they pollute less and they take less space on the road and when parked.

In particular I would suggest to reduce the price of parking after school opening time, in the afternoon, to thrive business in Hackney and allow customers to visit the borough.

Regards,



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Fwd: New parking charges

1 message

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From: [REDACTED]

Date: Thu, 3 Aug 2023 at 07:46

Subject: New parking charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I would like to object to the new motorcycle parking charges that have been proposed as I think motorcycles are part of the solution to good traffic management and should be encouraged not discouraged

[REDACTED]

Sent from my iPhone

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Fwd: Motorcycle statutory consultation Traffic Order TT1654

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From: [REDACTED]
Date: Thu, 3 Aug 2023 at 06:41
Subject: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Hi.

I want to object to the proposed motorcyclce parkign charges because

They are totally disproportionate to the actual impact of motorcycles - the charges are high but the impact minimal.

The charges don't take account of relevant factors such as the minimal kerbside space taken up or effect on reducing congestion and pollution

The charges won't help to reduce emissions or improve air quality in Hackney, but are just to increase revenue

The price of daily parking for commuting is unaffordable for the majority of riders, effectively banning low income people from commuting and improving their lives.

It is not reasonable to charge electric motorcycles the same amount as electric cars as they have vastly lower emissions impacts and energy use

All day parking will be allowed only in solo motorcycle bays, almost all of which are just in the small area around Old Street - this will be charged at an extortionate £10 a day for most bikes this will discourage people from working in other areas of Hackney - even if these are not mainly work areas ad hoc workers will be needed for projects and buildings

Everywhere else motorcycles will pay the same as cars, up to £5 an hour, with a maximum stay limit to prevent commuting - whihc is totally disporportionate and unfair.

You should be adopting no charges for motorcycles to encourage people to use them and downsize.



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Fwd: Charge 10.00 for motorcycle

1 message

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[REDACTED]

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From: [REDACTED]
Date: Thu, 3 Aug 2023 at 02:47
Subject: Charge 10.00 for motorcycle
To: <streetscene.consultations@hackney.gov.uk>

Dear sir/madam
How can you charge 10.00 for motorcycle? When they are less than 1/3rd the size of a car and are 80/90% less polluting than a car and at least 85% than their petrol vehicles bit unfair I think especially for motorcyclists who have to ride on UK roads which in some cases are bad enough to cause accidents due to bad surface due to lack of support from the authorities as it is

Sent from my iPhone

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Fwd: Objection new parking scheme for motorcycle in hackney

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----- Forwarded message -----

From: [REDACTED]

Date: Thu, 3 Aug 2023 at 00:24

Subject: Objection new parking scheme for motorcycle in hackney

To: <streetscene.consultations@hackney.gov.uk>

Hi There,

I am writing this mail to expression my objection to to the new parking scheme that still charges motorcycle a lot for parking because:

1. For a reasonably green motorcycle that meets euro 5 standard, Hackney council is still gonna charge around 8 pounds ($0.33 * 24 = 7.92$) per day for parking, that is 8 times more than westminster. What's your reason for charging 8 times more than Westminster? Are you saying Westminster is not "green" enough? I don't think so and I don't think being a small council in London Hackney has the reason to do so. This only shows that the hackney council is trying to be greedy.

2. Hackney explains the changes were to push people to use greener transport, but then why is the council still charging zero emissions PTW 3.12 pounds per day for parking? they don't emit any fumes at all! This is totally unacceptable! This shows the council is truly making it up for earning money from people.

3. The new parking scheme doesn't take commuters into consideration, with the crisis now the commuters can easily shell out thousand pounds per year just for commuting to work. Assuming they use a reasonable green motorcycle to commute to work in the high demand areas, they stay there for at least 10 hours (including overtime and time for lunch) per day, working 24 days a month, 12 months a year, you will end up charging the commuter: $0.33 * 10 * 24 * 12 = 950$ pounds a year!, With all cost went up council still charging so much for commuters is just astonishing!

I think labour lead hackney needs to take a second look at who are the people that were supporting the party. There are people who say the labour party taxes the working people the most. I think they've got a point!

Cheers,



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Fwd: Response to the consultation on motorcycle parking charges

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From: [Redacted]

Date: Wed, 2 Aug 2023 at 20:59

Subject: Response to the consultation on motorcycle parking charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I am writing in response to the consultation on parking charges. I specifically **object to the proposal to charge motorcycles to park in the borough of Hackney**. Motorcycles (PTWs) reduce congestion and pollution and should not be charged to park.

Motorcycles (PTWs) are a low impact active transport mode which is economical and used by low paid workers because they are money poor and time poor, and cannot afford to own a car, or to use very slow and prohibitively expensive public transport (London's is the most expensive in the world and buses in London are currently at their slowest in 10 years), and do not have time

to spend many hours cycling to and from work as many earn a minimum wage or less and work very long and unsocialable hours. Wasting 3 or 4 hours each day cycling to and from work during which time they could be earning is simply not an option for a care worker or cleaner resident in Hackney. For many Hackney residents their low impact economical PTW is the only option. Delivery workers use their PTWs to earn a living, and Hackney Council depriving them of their means of earning by rendering them unable to use their only form of transport will mean they can no longer afford to live and to support their dependants.

It has been demonstrated time and again that PTWs do not contribute to emissions beyond less than 1% of the total, and their net benefits are considerably higher because they reduce congestion and pollution and provide the only affordable alternative to a car which is practical.

I also object to the proposal that there will be no price difference between motorcycles and cars. This will be an own goal for Hackney Council as it will remove the incentive for car owners to downsize to a motorcycle, and will entrench car use in Hackney, leading to higher emissions due to an increase congestion.

Your proposal to apply parking charges to motorcycles at the same rate as cars doesn't take into account the minimal kerbside space used up by motorcycles (up to 8 times less than a car), or the fact that they reduce congestion and pollution.

Furthermore, Hackney Council's proposal to charge some of the poorest workers hundreds or thousands of pounds to travel using the only practical transport mode affordable to them will result in extreme hardship and poverty for some of the most vulnerable Hackney residents. It will disproportionately affect BAME workers.

The proposal to charge electric motorcycles the same amount as electric cars to park is not reasonable, as electric motorcycles have significantly lower emissions impacts and energy use than electric and hybrid cars.

The proposal put forward by Hackney Council also mentions "diesel motorcycles". These do not exist. This indicates that the officer who has put forward this proposal has done no research, so as to propose charging non-existent vehicles. The fact that this glaring and embarrassing error went unchecked, and was not only included but actually put to statutory consultation invalidates the entire proposal. A new proposal should be put forward, consulting on vehicles which actually exist.

To improve the lives of Hackney's low paid workers and address climate change, Hackney Council should research, consider in detail, and present to members and residents the following alternative proposals instead of charging motorcycles for parking. Please respond in detail to each proposal, outlining which research has been undertaken into it, and what data has been gathered.

1. Add More Dedicated Free Motorcycle Parking Spaces: Urgently create at least 500 more free designated parking spaces for motorcycles, ensuring they are easily accessible and conveniently located throughout the borough.

2. Expand Motorcycle Parking Capacity Annually: Increase the number of motorcycle parking spaces to accommodate the growing number of riders by 5% annually. All motorcycle parking spaces to remain free.

3. Motorcycle Corridors/Lanes: Establish designated lanes or corridors for motorcycles during peak traffic hours to promote efficient commuting. This can be achieved by ensuring PTWs have access to Hackney Council bus lanes at all times.

- 4. Priority Traffic Signals:** Install traffic lights with sensors that detect motorcycles, giving them priority at intersections.
- 5. Council Tax Incentives:** Offer incentives such as reduced council tax to residents who switch from cars to motorcycles to encourage riders to use their bikes.
- 6. Motorcycle-Only Zones:** Designate specific areas in the borough exclusively for motorcycles, where they can park and travel freely.
- 7. Secure Motorcycle Parking:** Ensure all motorcycle parking spaces are equipped with CCTV cameras and suitable lockers to deter theft and vandalism.
- 8. Motorcycle-Share Programs:** Introduce and fund motorcycle-sharing schemes to provide even more affordable and flexible transportation options.
- 9. Electric Motorcycle Incentives:** Offer council tax discounts or benefits to electric motorcycle owners to promote electric alternatives.
- 10. Integration with Public Transport:** Increase free motorcycle parking spaces near public transport hubs to facilitate combined commuting.
- 11. Motorcycle-Friendly Infrastructure:** Improve road conditions and infrastructure to make riding safer and more attractive. Eliminate potholes and ensure motorcycles have access to all bicycle lanes and are able to pass LTN filters freely.
- 12. Motorcycle Education and Awareness Campaigns:** Launch and fund educational programmes to raise awareness of the benefits of motorcycling and safe riding practices.
- 13. To combat climate change, publish a list of all flights taken by each individual councillor:** opening councillors' emissions to public scrutiny may discourage them from taking multiple flights which cause untold climate harm, and which are many thousands of times higher than the emissions produced by a low paid worker travelling to work in Hackney by motorcycle.
- 14. To combat climate change, introduce financial penalties for councillors whose annual carbon emissions exceed 2 tonnes:** the penalties can come from their allowance. If any councillor exceeds a globally sustainable level of emissions by more than 100%, their allowance should be reduced commensurably until it reaches zero.
- 15. Motorcycle Commuting Tax Incentives:** Provide tax incentives for businesses whose workers choose to commute via motorcycles, and thereby reduce congestion and pollution.
- 16. Promote Motorcycle Clubs and Community Events:** Encourage the formation of motorcycle clubs and host events that celebrate the motorcycle community. Co-fund such events.
- 17. Subsidised Motorcycle Rental Programmes:** Set up and subsidise rental programmes that allow individuals to try out motorcycles for short periods without committing to ownership.
- 18. Motorcycle-Friendly Business Recognition:** Recognize businesses that actively support motorcycle commuting with special incentives, certifications and awards.
- 19. Collaboration with Motorcycle Manufacturers:** Partner with motorcycle manufacturers to promote their products and encourage the use of environmentally friendly and efficient models.

20. Consider and implement the Melbourne model for motorcycle parking:

Melbourne is widely regarded as the most liveable global city in the world, and the most motorcycle friendly. The Melbourne model focuses on providing plentiful free designated motorcycle parking areas close to key destinations like shopping centres, public buildings, and business districts. It ensures convenient access for riders and encourages motorcycle use in urban areas.

21. Consider and implement the Barcelona model for motorcycle parking:

Barcelona is widely regarded as one of the most progressive and liveable cities in Europe. It has implemented a system of "blue zones" where motorcycles can park for free in designated spaces of which there are 84,000 throughout the city. This initiative promotes motorcycle use, has eliminated congestion, and supports sustainable transportation.

22. Consider and implement the Hanoi model for motorcycle parking:

Hanoi, a highly liveable global city, has no congestion and is an economic success story. It has a population of 12 million, and there are 14 million registered motorcycles. It allows motorcycles to park on pavements and certain areas designated for powered two-wheelers only, encouraging the use of motorcycles as a practical means of transportation.

23. Take into account such factors as kerbside space and congestion when applying parking charges:

Charge motorcycles nothing as they do not contribute to congestion and take up 800% less room than a car, and apply a commensurate fee to larger vehicles such as cars and vans.

As per your duty, please consider in detail and research the 23 proposals above. Please reply to each one in detail, outlining the research which you have undertaken into each one, the data which you have considered, and how you intend to take each one forward.

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Fwd: Motorcycle Parking Charges Objection

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From: [REDACTED]
Date: Wed, 2 Aug 2023 at 20:44
Subject: Motorcycle Parking Charges Objection
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

I would like to raise objections to your proposal to charge motorcycle rider £10/day to park.

This would only serve to persecute a minority group that does minimal environmental damage and contributes a whole to Hackney as a whole.

This type of tax is fast making London an unattractive unaffordable place to live and not really the type of place I wish to continue raising my family.

Regards



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Fwd: Motorcycle charges

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From: [REDACTED]
Date: Wed, 2 Aug 2023 at 20:03
Subject: Motorcycle charges
To: <streetscene.consultations@hackney.gov.uk>

Hi there,

I'd like to voice my opposition to the proposed new motorcycle charges.

Motorcycles are a great way of travelling within the city as they produce less emissions than cars and ease traffic.

I believe the proposed charges will lead to increased car usage, worsened emissions, and increased traffic.

I also believe the proposed charges are too expensive and out of proportion. The charges will make commuting unaffordable for the majority of riders, essentially banning these people from commuting.

I believe that much more research needs to take place before imposing such charges to substantiate and verify the actual impact motorcycles have on the area. In summary, I think the changes will do substantially more harm than good.

Regards,

[REDACTED]

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Fwd: Streetscene-Networks Team: Objection to proposed `motorcycle parking charges.

1 message

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From: [Redacted]

Date: Wed, 2 Aug 2023 at 18:15

Subject: Streetscene-Networks Team: Objection to proposed `motorcycle parking charges.

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Steetscene-Networks Team,

I would like to object to your proposed increase in parking charges to Motorcycle and Scooter/Moped users in Hackney.

I use my Moped to pick up heavy groceries in the Hackney zone that I cannot carry due to a back problem and I cannot use a trolley. Deliveries to my flat have been broken open so I cannot accept

deliveries and there is a real problem with neighbours opening my parcels.

Unfortunately these changes will force me to buy a car which I cannot afford the expense of - I am on a low income.

I think it would be better to charge a nominal amount like Westminster Council it would generate the council some income. But who would pay these charges that are on a par with car ownership to drive on a moped in all weathers?

I am asking you to reconsider this proposal as it will force many other people (not just myself) into car ownership that they cannot afford nor is it good for air quality and the environment just so that they may buy heavier items and increasingly many items are sold in bulk now.

If you go ahead people will be reluctant to buy any goods from the markets in Hackney or the shops and I think many people will feel the same as it will definately downgrade the public image of Hackney making it look draconian and out of touch with ordinary people and I don't think that is the case at the moment it is seen as more open minded and once these perceptions change it can be very difficult to reverse them but these new changes seem to positively encourage car ownership and surely that is a step backwards.

Your Sincerely



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Fwd: Motorcycle parking consultation

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From: [REDACTED]
Date: Wed, 2 Aug 2023 at 18:00
Subject: Motorcycle parking consultation
To: <streetscene.consultations@hackney.gov.uk>

Please acknowledge receipt of this email.

I have been a member of the London Cycling Campaign since its foundation in 1978. I lived in Hackney for many years and cycled all over London. I have never ridden a motorcycle but I know many motorcyclists, almost all of whom are also cyclists.

One thing I can tell you from my experience cycling in London is that there are too many cars. There is too much congestion, caused by cars. There is too much pollution, caused by cars. Street space is too dominated by parked cars, reducing lines of sight and creating danger for pedestrians. There are too many careless drivers in massive metal boxes hurtling around the streets. Never in all my years have I felt like the number of motorcycles and

scooters is a problem.

And yet I hear that Hackney now wants to reduce the number of motorcycle visitors by 70%, while only reducing cars by 30%. That Hackney feels the need to charge motorcyclists so much more than anywhere else in London, whilst their car parking charges are barely different to any other London Borough. And that to reach this strange position they will be disregarding the size of vehicles when it comes to parking, so that a massive electric car and a tiny electric moped will pay the same. I believe you could park 8 motorcycles in the space occupied by one Porsche Cayenne.

In fact, reading your consultation report carefully, it seems that this policy is aimed at appeasing car drivers. You talk about these charges freeing up the kerbside space which motorcycles use for residents' parking - perhaps forgetting that some motorcyclists are also residents? It seems what you intend in fact is freeing up space for residents' cars parking.

I see that the only demographic who responded positively to the consultation were car owners, who felt that motorcycles take up space. This presumably from the owners of 2 tonne SUVs struggling to fit their monstrous vehicles into a standard parking space. Perhaps if the Council encouraged a few of these drivers to get a motorcycle then everyone would have a lot more space?

If Hackney want to make walking and cycling easier, they need to reduce the number of cars on the road. It largely doesn't matter what people switch to, walking, cycling, buses, scooters or motorcycles, anything would be better than a car.

Perhaps the Council could instead encourage a few car drivers who're not able to do their journeys by walking or cycling to instead choose a motorcycle. Even a relatively small proportion could dramatically reduce the congestion and parking pressure in the Borough. The total amount of on-street parking could be reduced, making roads safer for everyone, and the Council could use this space for widened pavements or segregated cycle lanes.

I can see no purpose whatsoever in the Council's proposed approach of targeting motorcyclists with charges which have been designed for cars. If you must charge, then look at examples of other London Boroughs which charge for examples of charges suitable for motorcyclists. Better yet, the Council could scrap these plans and raise the same revenue by instead increasing all car parking charges, which I estimate would require an increase of around 2%.

You propose these charges seemingly on the basis that it is a vital part of reaching net zero, but if that were really the case, why would you be charging electric motorbikes at all? Why can I find no reference in the consultation documents to how much of Hackney's emissions come from motorcycles? These charges are evidently making motorcyclists extremely angry, and it is irresponsible in the extreme to tack the justification of climate change onto an unreasonable policy like this. This risks turning more people against the whole concept of fighting climate change, and I strongly suspect has already done damage in that regard.

Climate policies can and should be proportionate, measurable, and most importantly evidenced. These proposals have none of these features.

I look forward to the Council's response on my objections and suggestions, and to a change of track from the Council away from these ludicrous proposals.

[REDACTED]

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Fwd: Parking charges for motorcycles

1 message

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[Redacted]

----- Forwarded message -----

From: [Redacted]

Date: Wed, 2 Aug 2023 at 17:19

Subject: Parking charges for motorcycles

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I object to above [Redacted]

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Fwd: Objection to the plan of introducing parking charges for motorcycles

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----- Forwarded message -----

From: [REDACTED]
Date: Wed, 2 Aug 2023 at 17:13
Subject: Objection to the plan of introducing parking charges for motorcycles
To: <streetscene.consultations@hackney.gov.uk>

re: <https://consultation.hackney.gov.uk/parking-markets/motorcycles/>

Good afternoon,

I understand that you are insisting on introduction of the parking permits for all motorcycles in the whole of the Borough.

The reasons provided, however, all sound empty and untrue to me.

- the charges won't help to reduce emissions or improve air quality in Hackney -- despite the claim you encourage the motorcyclists to switch to the less polluting motorcycles, you plan on charging the commuters on the electric

bikes (already insanely expensive) £1.120 per year. So much for encouragement.

- you claim you want to limit theft, yet rampant theft and hijacking is caused primarily by police legalising motorcycle theft (by not trying to interrupt crimes in progress, by not attending crime scenes, by not following up with thefts or robberies). You won't fix something MET doesn't want to be fixed. This is a false non-argument. Additionally unless you explicitly, in advance and permanently tie money from the permits to the programmes counteracting thefts I am forced to treat it as a... well, a lie. It will never happen because motorcycle theft will never be prioritised.

- the charges don't take account of relevant factors such as the minimal kerbside space taken up or effect on reducing congestion. If you wanted me to switch from the motorcycle to the alternative commute mode I would switch..... to the private car. The public transport options for me are so atrocious, I'd rather sit in the traffic for 30-50 minutes more polluting infinitely more, and park in one of the paid parking paying LESS for the secure and safe place, than I would have to pay for the wet spot on the curb that is exposed to thieves.

- the price of daily parking for commuting is unaffordable for the majority of riders, effectively banning these people from commuting. The public transport option from my town (north of M25) is exceeding £4000 per year, because public transport is insanely expensive in the UK (not my fault). It's also.... slower than a car making my only two options either a motorcycle (that is not stuck in the traffic further polluting the air) or a car (that will be stuck in the traffic needlessly burning the petrol). Commuting by motorcycle is far cheaper (several times cheaper in fact) on top of being much faster.

- It is not reasonable to charge electric motorcycles the same amount as electric cars as they have vastly lower emissions, energy use, impact on the roads and congestion, finally - footprint on the parking (a bike takes SIXTH of the car parking space). It is unreasonable and unfair, further strengthening my opinion that it's just a cash cows milking exercise and that the real arguments are nil.

An attempt to charge about 20 times more than other councils in London is a clear message that you're not trying to work with anyone, just treating them with contempt.

And what's in it for me? Since I learned about the plans I have started searching for work outside Hackney and will make sure not to visit Hackney unless I'm forced to.

Thank you for taking the time to read this email.

--

With regards,



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Fwd: Motorcycle parking charges

1 message

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----- Forwarded message -----

From [REDACTED]

Date: Wed, 2 Aug 2023 at 16:45

Subject: Motorcycle parking charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

To Whom It May Concern

I am writing as a former resident of London Borough of Hackney and a frequent visitor and road user in said Borough.

I would like to voice my strong opposition to the planned parking charges for motorcycles.

Charging motorcyclists the same amount as car users is in my opinion disproportionate to the amount of space taken and congestion caused by solo motor cycles of any kind. Moreover, the proposed prices may prove unaffordable for many commuters, making it much harder for many to continue working and/ or shopping in Hackney, thus working to the detriment of many local businesses.

The charges may cause some long term commuters to switch to cars, making congestion worse and further reducing air quality in the borough. Alternatively, some may switch to illegal electric scooters or bicycles, making streets of Hackney less safe for road users.

I urge the authorities of London Borough of Hackney to reconsider their plans regarding drastic changes to the Borough's motorcycle parking rules.

Yours

A black rectangular box used to redact the signature of the sender.

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Fwd: Parking charges for motorcycles

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From: [REDACTED]
Date: Wed, 2 Aug 2023 at 16:22
Subject: Parking charges for motorcycles
To: <streetscene.consultations@hackney.gov.uk>

I am writing to strongly object to this proposal as motorcycles are an essential form of transport for a lot of people. They help in reducing congestion and most motorcycles are ULEZ compliant.
PLEASE NOTE THAT MOTORISED 2 WHEEL TRANSPORT IS AN ESSENTIAL PART FOR NEARLY ALL CITIES IN THE WORLD.

Yours

[REDACTED]

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Fwd: A formal Objection to Hackney Council Proposal toMotorcycle Parking Charges

1 message

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[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]
Date: Wed, 2 Aug 2023 at 16:03
Subject: A formal Objection to Hackney Council Proposal toMotorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

I am making a formal written objection to the above to Hackney Council.
I think it's absurd what you are trying to do here.
Targeting motorcycles and scooters is completely nonsensical when they are far less responsible for emissions and congestion in your borough. You should instead target cars.

You should instead scrap charges for motorcycles and scooters to encourage more people to use them in your borough instead of cars.

Why dont you increase charges for cars, who are the real culprits instead of vying for scooters and motorcycles.

The charges are ludicrous if you dont account for space and congestion into the equation, how can you justify charging a scooter/motorcycle that much on a day when cars go charge free more or less.

Boroughs such as Westminster and Lewisham have models which work with far far lower charges for motorcycles and scooters.

Your proposal on any level just doesn't make sense nor is it doing any social justice. A low income family who may have a motorcycle/scooter (who can't afford a car) and use it for extra income such as deliveries would get hurt by what you are proposing. Where does Hackney stand in making reforms/changes with social justice in mind. This is certainly not in that vein.



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Fwd: Motorcycles in Hackney Consultation

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----- Forwarded message -----

From: [REDACTED]
Date: Wed, 2 Aug 2023 at 16:00
Subject: Motorcycles in Hackney Consultation
To: <streetscene.consultations@hackney.gov.uk>

Dear Streetscene,

Please reconsider your plans for motorcycles.
I set out some objections below:

- The charges won't help to reduce emissions or improve air quality in Hackney
- They are totally disproportionate to the actual impact of motorcycles
- The charges don't take account of relevant factors such as the minimal kerbside space taken up or effect on reducing congestion

- The price of daily parking for commuting is unaffordable for the majority of riders, effectively banning these people from commuting
- It is not reasonable to charge electric motorcycles the same amount as electric cars as they have vastly lower emissions impacts and energy use

Kind Regards

[Redacted Signature]

e&oe excepted!

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Fwd: Hackney motorcycle parking charges

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----- Forwarded message -----

From: [REDACTED]
Date: Wed, 2 Aug 2023 at 14:56
Subject: Hackney motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

In a perfect world everyone would use public transport on a daily basis. However, for some public transport is not an ideal form of transport for a daily commute or just to get around Hackney. The lack of tube lines and stations within the Hackney area and the buses stuck in the **traffic*** jams all contributed to my decision to use a motorcycle for my preferred form of commuting and general get-around.

I understand that motorcycles will also give off emissions but what I don't understand is how Hackney council have come to their figures in what they are suggesting to charge – residential and business permits. A motorcycle is not a car and the suggested charges should reflect this. The DVLA is able to tax vehicles based on emissions/size etc.

Why are Hackney Council not using this or a similar model to work out parking charges rather than just a blanket charge? I also commute into central London (Westminster Council) on various days and pay £1.50 to park within one of their motorcycle parking bays for the whole day (8:30am till 11pm or thereabouts). Why are Hackney Council suggesting a rather over inflated daily (way more less hours than Westminster Council) parking fee for commuters? What is it that Hackney Council offers for that inflation of charge and reduced parking time versus what Westminster Council offers?

I'm not happy that I have to pay for parking within various councils but I understand that sometimes taxes/costs are involved. Fine. But what really annoys me and is my biggest reason for opposing Hackney Councils suggested charges is how much more the charges are when compared to other councils for a daily/weekly commute – £10 (Hackney Council - suggested) Vs £1.50 (Westminster Council) Vs FREE (Camden Council) - and for residential parking treating cars and motorcycles the same.

I'm sure if Hackney Council didn't come in with such a heavy handed fee structure they would have received a more positive response from some people. But now, motorcyclists are feeling slightly peeved by this and will continue to oppose the suggested fees.

Please reconsider the motorcycle parking charges.

I look forward to your response.

Many thanks,

[REDACTED]

****Thanks to our London Mayor and various London councils for introducing no/low traffic zones and forcing all motor vehicles onto the main roads – usually on to the bus routes – creating concentrated areas of pollution.***

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Fwd: Hackney Motorcycle parking objection1 message

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From: [REDACTED]
Date: Wed, 2 Aug 2023 at 14:23
Subject: Hackney Motorcycle parking objection
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>
Cc: mayor@hackney.gov.uk <mayor@hackney.gov.uk>, mete.coban@hackney.gov.uk <mete.coban@hackney.gov.uk>

Dear Sir/Madam

I write to voice my objection to the introduction of Motorcycle parking charges in Hackney on the following grounds:

- 1) It impacts the poorest members of society
 - a. Those who cannot afford a car

- b. Those for which public transport is too expensive (A low cc scooter can cost as little as 50pence per day for commuting)
 - c. Gig economy workers - deliveroo riders for example, who may deliver to a hundred residents a day - all of whom will bare the extra cost
- 2) It hurts the local economy
- a. The charge on food delivery riders will ultimately be passed onto families in the borough.
 - b. If the additional fee is too high, the food delivery service will see demand plummet and potentially disappear, risking a huge number of small restaurants to go out of business.
 - c. Those who rely on a motorbike for transport will avoid Hackney businesses where others are available
- 3) It prevents social mobility
- a. Given the inequality of transport across London, motorbikes/cars remain the only realistic route for people to take to certain places. Whether it be finding new jobs, seeing family or simply hanging out with friends
- 4) It encourages illegal e-scooters and e-cycles
- a. An illegally modified electric scooter or bicycle is likely to become the standard for anyone who would otherwise use a motorbike,
 - b. Deliveroo riders in particular are likely to resort to breaking the law in order to carry out business
 - c. These can often go up to 30mp, with no licence, registration or form of identification. The proliferation of these needs to be clamped down upon given the danger to residents
- 5) It is not proportional
- a. The car Vs Motorbike debate is clear, cars take up substantial parking space, cause significant congestion and create substantially higher pollution.
 - b. Motorbikes, particularly lower cc engines are incredibly fuel efficient, often around 145mpg! Additionally, it has negligible impact on congestion or parking. It is not uncommon to see tens of motorbikes parked in the space which could only otherwise be occupied by 1 or 2 cars.
- 6) Motorbike use should be encouraged over cars on the benefits of:
- a. Lowering congestion
 - b. lowering emissions
 - c. most accessible transport for low-income households

I have no doubt the proposals are well intentioned, the proposals appear to be drafted with no understanding of how motorcycles are used, the types of people using them, or the socio-economic impacts.

Although i understand the council is keen to improve it's financial position and raise revenue via this scheme, this will have a devastating impact on exactly the people the council should be looking to help at this incredibly difficult time

For comparison, Westminster charge £100 a year (or £1 per day) and provide a significant and widespread number of motorbike specific parking bays. A similar £1 per day charge accompanied by a substantial number of well spread-out bays would be much more appropriate and ensures the council can raise revenue, but ultimately the charge is used to the benefit of motorcyclists.

Kind regards



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Fwd: Motorcycle parking objection to final statutory consultation

1 message

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From: [Redacted]

Date: Wed, 2 Aug 2023 at 13:26

Subject: Motorcycle parking objection to final statutory consultation

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Hello

I'm writing to say that I'm against the new motorcycle parking consultation.

Firstly, I would like to say that I work for Hackney Council and am shocked regarding the prices that you are proposing to charge, especially with the current situation of the country. Everything is already so expensive and I'm deeply disappointed at these ridiculous charges you are proposing.

I really hope this doesn't come through, but if it does, I want to inform you that I won't be coming to this Borough anymore, apart from work and I will be looking to leave Hackney Council asap as I will no longer agree with this council policy.

Honestly, it just looks like the policy is to steal honest people's money. And from people that are already struggling.

The price of the daily parking for commuting is unaffordable, taking into account the average running costs of a PTW the charges will nearly triple the cost of commuting by PTW.

The borough will be losing with this, as living in Haringey, I often come to Hackney to do shopping and for entertainment. I'm sure I won't be the only one doing this.

I would like to ask for the council to consider not to charge for motorcycles and scooters to encourage car drivers to downsize.

Motorcycles don't occupy not even half of the size, yet you want to charge the same price as a car, this is unacceptable.

No price differential between PTWs and cars for residents and business passes means that there is no incentive to down size to a PTW, this will entrench car usage in Hackney and increase emissions due to increased congestion

Please do not attack bikers, we are not the problem. We can even be a solution. We occupy a lot less space and produce a lot less pollution and congestion than a car. Motorcycles and scooters are not nearly as polluting, not as dangerous to pedestrians and cyclists, take up less physical space, and are essential to the economy.

The charges don't take account of relevant factors such as the minimal kerbside space taken up or effect on reducing congestion.

The council should think about other options which could achieve this aim.

Please follow the models of our next door boroughs, where you have free motorbike bays.

Another option, would be to follow the Westminster or Lewisham models with far lower charges for motorcycles

Delivery riders are also essential we can't function without them and they aren't paid well. Please don't keep them from working in Hackney..

It is not reasonable to charge electric PTWs the same amount as electric cars as they have vastly lower emissions impacts and energy use

I really hope that Hackney Council will take the right decision and have free parking bays for motorbikes within the borough.

Best regards



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Fwd: Response to Motorcycle Parking Charges

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From: [REDACTED]
Date: Wed, 2 Aug 2023 at 13:18
Subject: Response to Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

As a visitor to Hackney I object to the proposals for the following reasons

1. Why is a motorcycle charged the same as a car to park. We reduce congestion because we are smaller and take up less space. Why can't you charge me £1 to park as per Westminster? At £6 I will bring the car and create congestion
2. I would consider taking alternative public transport, so where are the park and rides located so as a visitor to the Borough I can use public transport

3. What is the financial impact to businesses when visitors like me will go to another Borough to use a hotel and restaurant rather than visit Hackney.

4. I am a [REDACTED]. Sometimes we do deliveries to London hospitals because the local [REDACTED] group [REDACTED] offers a very limited service. If one of our bikes is delivering to a hospital in the Borough will we incur charges? Riders often use their own bikes to do deliveries and will then have to stop to have a rest as its a 2hr journey from QA Hospital Portsmouth. Is the rider now going to have to pay to park because we are helping the NHS?

5. Does the charge apply to electric motorcycles?

I understand your goals but targeting vehicles which reduce congestion is not the way to go.

[REDACTED] [REDACTED] [REDACTED]

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Fwd: Against motorcycles charge

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From: [Redacted]
Date: Wed, 2 Aug 2023 at 13:13
Subject: Against motorcycles charge
To: <streetscene.consultations@hackney.gov.uk>

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Fwd: motorcycle parking charges

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From: [REDACTED]
Date: Wed, 2 Aug 2023 at 11:09
Subject: motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

[REDACTED]

[REDACTED]
to streetscene consultations

11 05 AM (2 minutes ago)

I object to Hackney councils proposed motorcycle parking charges. These are my grounds.

Firstly, these charges are prohibitive and therefore discriminate against lower earner motorcycle and scooter owners, who would see a tripling of their commuting costs. Most London boroughs do not charge and those like Islington are far more reasonable.

It is unjustifiable and non-sensical of Hackney council to aim to tackle climate change and pollution by charging cars and motorcycles the same when they are evidently not equivalent contributions to pollution, congestion and space occupancy on the streets of Hackney. Motorcycles and scooters are positive solutions to these issues and move to restrict their use is environmentally regressive.

Clearly motorcycles and scooters are flexible and efficient in movement compared with cars whose spatial congestion and attendant stoppages produce the deleterious impact on air quality notably through idling also air pollution in the form of particulates will increase with the use of heavier electric cars and their tyres impacting on roads. This is not the case with electric motorcycles; another positive environmental development.

Instead I suggest you increase incentives against entrenched car usage by increasing car parking charges to reflect their negative environmental and spatial impacts. Also drop parking for motorbikes or at least consider the more reasonable Islington model.

[REDACTED]

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Fwd: motorcycle parking charges

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From: [REDACTED]

Date: Wed, 2 Aug 2023 at 09:55

Subject: motorcycle parking charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I would like to object to the parking charges and restrictions Hackney Council is proposing to introduce for motorbikes in the borough of Hackney.

My fundamental objection is that you propose to treat motorbikes the same as cars whereas in reality motorbikes are often THE solution to many of the problems that car ownership causes whether through congestion or taking up parking spaces in our crowded cities. This is especially true for those that cannot cycle to work for various reasons. Motorbikes are more fuel efficient and because of their ability to pass queuing traffic contribute considerably less to the overall greenhouse gas emissions and pollution.

It also seems to be that charging motorcycles the same to park as a car , which can take up to 6-8 times more road space, is discriminatory as you are effectively charging motorcycles up to 7 times more per road space.

I do not understand why you are making these proposals when most London Boroughs do not charge even though they have similar problems and those that do for example Islington, the charges are no where near as expensive as your proposals.

Yours

[REDACTED]

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Fwd: Hackney motorcycle charging

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From: [REDACTED]
Date: Wed, 2 Aug 2023 at 09:24
Subject: Hackney motorcycle charging
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

Your plans to introduce a daily charge of £10 a day to park in Hackney will only impact on the small person who has to use a bike to avoid the costs of commuting by public transport into the Borough to work and socialise. This charge will not effect the affluent just the poor.

Regards,

[REDACTED]

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Fwd: Objection to proposed charges for motorcycle parking in Hackney

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From: [REDACTED]

Date: Sat, 29 Jul 2023 at 15:12

Subject: Objection to proposed charges for motorcycle parking in Hackney

To: <streetscene.consultations@hackney.gov.uk>

I am writing to register my objections to Hackney's proposed charges for motorcycle parking in Hackney.

Motorcycles are part of the solution to urban traffic congestion and air quality concerns, not part of the problem.

Taking up far less space on the road, and in parking bays, than cars or vans, Hackney should be actively seeking to encourage those travelling into or through Hackney, whether for work, leisure or shopping, to use motorcycles.

The ability to filter past queues of traffic enables motorcyclists to make more steady progress than drivers of 4 wheeled vehicles and buses, rather than sitting stationary causing emissions and slowing traffic flows

Public transport is not a universal solution to urban mobility needs, particularly for those who work irregular hours, who may need to carry more equipment/tools to do their job, or who come into Hackney or other urban areas from further afield where there may be no regular bus routes or convenient train or tube lines. Given the multiple rail strikes over the last few months/years the train is not an affordable or reliable means of transport even if in theory there is a train service.

It is not realistic to expect those making longer journeys to simply switch to a bicycle.

It is wholly disproportionate to charge motorcycles the same as cars for residents or business parking permits, when several motorcycles could fit into the parking space occupied by one car or van.

Motorcycles being much lighter in weight than cars (especially given the trend towards bloated SUVs, whether petrol, diesel or electric, and the much heavier weight of electric vehicles compared with ICE equivalents due to the battery weight) cause less damage to the road surface.

Having only 2 wheels with smaller contact patches than a 4 wheel vehicle) motorcycles will create less particulate emissions from tyre wear and brake dust (if concern about particulate air pollution lies behind Hackney's desire to discourage independent personal mobility by imposing swingeing parking charges).

The proposals to increase the cost of residents permits and business permits up to £1560 and £1800 per year by 2027 are disproportionate to the point of being punitive, compared with the costs of running (or even purchasing) a motorcycle, which may be the only practical affordable means of transport for lower income residents and workers in Hackney, especially those whose working hours or workplace locations mean public transport is not a viable option.

If these charges are introduced they may have the effect of discouraging people from living, working or spending money in Hackney, to the detriment of Hackney's local economy.

I urge you to drop the proposals to charge motorcyclists for parking in Hackney.

Kind regards



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Fwd: Proposed motorcycle changes in Hackney

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----- Forwarded message -----

From: [REDACTED]
Date: Sat, 29 Jul 2023 at 14:55
Subject: Proposed motorcycle changes in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Good afternoon,

I'm writing to protest against the above proposed changes to charge motorcyclists in Hackney. The charges won't help to reduce emissions or improve air quality in Hackney. They are totally disproportionate to the actual impact of motorcycles. The charges don't take account of relevant factors, such as the minimal kerbside space taken up or effect on reducing congestion.

The price of daily parking for commuting is unaffordable for the majority of riders, effectively banning these people from commuting. It is not reasonable to charge electric motorcycles the same amount as electric cars as they have vastly lower emissions impacts and energy use.

Please reconsider these exorbitant charges.

Best,

19/12/2023, 11:12

London Borough of Hackney Mail - Fwd: Proposed motorcycle changes in Hackney

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Fwd: Motorcycle Parking Charges

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From: [Redacted]
Date: Sat, 29 Jul 2023 at 14:54
Subject: Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir / Madam,

As a London motorcyclist I object strongly to your proposed parking charges on a sustainable form of transport for the following reasons.

- The charges won't help to reduce emissions or improve air quality in Hackney
- They are totally disproportionate to the actual impact of motorcycles
- The charges don't take account of relevant factors such as the minimal kerbside space taken up or effect on reducing congestion

- The price of daily parking for commuting is unaffordable for the majority of riders, effectively banning these people from commuting
- It is not reasonable to charge electric motorcycles the same amount as electric cars as they have vastly lower emissions impacts and energy use.

Yours sincerely,

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Fwd: Motorcycle charges

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From: [REDACTED]
Date: Sat, 29 Jul 2023 at 14:41
Subject: Motorcycle charges
To: <streetscene.consultations@hackney.gov.uk>

This is ridiculous. You say you want to keep the air clean and then charge motorcyclists. Hypocrisy at it's finest. The air pollution in the tube trains is more damaging than anything up above in the fresh air. Perhaps you should focus on that rather than looking for yet another way to tax the motorist. After all this is all this is about isn't it, getting more money in the coffers of Hackney council.

Best regards

[REDACTED]

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Fwd: Motorbike Parking Charges

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----- Forwarded message -----

From: [Redacted]

Date: Sat, 29 Jul 2023 at 14:32

Subject: Motorbike Parking Charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sirs

I am totally opposed to the introduction of the excessive motorbike parking charges that Hackney Council are proposing.

At a time when people are really struggling to make ends due to the cost of living crisis and crazy, crazy prices you are proposing to introduce extremely high parking charges for a section of the community

who are already struggling - a lot of motorbike users do so either because they can't afford or car or because they need the bike to make a living.

You're making Hackney a "no go" area for motor cyclists. How does this help Hackney and it's residents?

Dress it up how you like but these charges are just a revenue generator for the council.

Shameful

Yours sincerely

[REDACTED]

[REDACTED]

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Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Fwd: Motorcycle charges contestation

1 message

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 29 Jul 2023 at 14:21
Subject: Motorcycle charges contestation
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir, Madam

I do object to the introduction of the new charge scheme for the below reasons

- The charges won't help to reduce emissions or improve air quality in Hackney
- They are totally disproportionate to the actual impact of motorcycles
- The charges don't take account of relevant factors such as the minimal kerbside space taken up or effect on reducing congestion

- The price of daily parking for commuting is unaffordable for the majority of riders, effectively banning these people from commuting
- It is not reasonable to charge electric motorcycles the same amount as electric cars as they have vastly lower emissions impacts and energy use

Best regards



Sent from Yahoo Mail for iPhone

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Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Fwd: Motorcycle Parking

1 message

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sat, 29 Jul 2023 at 11:50
Subject: Motorcycle Parking
To: <streetscene.consultations@hackney.gov.uk>

This is a response to the statutory consultation regarding changes to motorcycle parking in Hackney.

I am not a Hackney resident, but do regularly ride my motorcycle in London, and sometimes park in Hackney. I object to the proposals because, whilst in general I support efforts to improve air quality and reduce CO2 emissions, These proposed charges are disproportionate and fail to take account of the positive contribution powered two wheelers can make to the transport mix. Powered two wheelers:

- reduce congestion, in comparison to cars, and to a degree similar to cycles
- require a fraction of the parking space that cars require
- are, like cars, moving to engines with ever lower emissions, including eventually electric motors

- enable some people to get about who do not have the fitness or mobility to cycle, or need to carry things that cannot be carried on a bicycle.


Consequently, to charge on a par with cars for parking is inappropriate.

I would ask Hackney to consider other options, for example:

Do not charge at all for powered two wheelers, in order to encourage car drivers to downsize to them
Increase charges for cars to target the far more significant source of transport emissions and congestion in Hackney
Make far lower charges for motorcycles and scooters, in the way that Westminster and Lewisham have done
Ensure that proper account is taken for factors such as space and congestion in any charges
Increase the number of secure parking bays for PTWs, and charge a nominal fee for the security provided
In due course, begin to charge differentially for electric PTWs as compared with ICE ones.

I understand that a statutory consultation means that you must reply to individual points made. I therefore look forward to your response.

Sincerely,

A black rectangular redaction box covering the signature of the sender.

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: No to anti m/cycle legislation

1 message

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]
Date: Sat, 29 Jul 2023 at 11:30
Subject: No to anti m/cycle legislation
To: <streetscene.consultations@hackney.gov.uk>

Sent from my iPhone

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 12:50
Subject: Motorcycle parking charges
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

All,

Levying motorcycling parking charges is ridiculous. Motorcycling should be encouraged not discouraged as these charges will do.

I am firmly against these charges!

Regards

[REDACTED]

[Sent from Yahoo Mail on Android](#)

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 11:04
Subject: Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Good morning.

I wish to register my opposition to motorcycle parking charges in Hackney. Although I do not live in the capital I'm aware that legislation passed there will spread across the country. Why do you wish to discourage a mode of transport which actually reduces congestion and emissions? I understand the need to reduce emissions but this will not happen overnight so why make life difficult for this congestion busting form of transport in the here and now?

In time bikes will be electric, so why not encourage riders of the future with safe and secure bike parking areas to reduce the risk of theft? Normally these discussions are held with 'safety' as an overarching theme. As a motorcyclist I know I'm at risk in towns from the actions of inattentive drivers who seem more interested in posting on social media then looking where they're going. I'm sure tackling that problem is a government level thing, but what about more local enforcement of legal driving requirements?

I urge you to not to introduce parking charges for motorcycles.

Yours sincerely

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorbike Parking Charges!1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From [REDACTED]
Date: Tue, 1 Aug 2023 at 12:00
Subject: Motorbike Parking Charges!
To: <streetscene.consultations@hackney.gov.uk>

Dear Hackney,

I strenuously object to your exorbitant parking charges for motorbikes proposal. Motorbikes take far less space, are in use for less time due to their ability to avoid congestion and use far less fuel and therefore emit less pollution.

Please be like other boroughs and leave motorbikes alone. There should be NO parking charges at all for them and people should be encouraged to change to a powered two wheeler from their cars.

Yours very concernedly,

[REDACTED]
London worker

--
Regards,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney - Motorcycle / Powered Two Wheeler Parking Charge Consultation1 message

----- Forwarded message -----

From: [REDACTED]

Date: Tue, 1 Aug 2023 at 12:07

Subject: Hackney - Motorcycle / Powered Two Wheeler Parking Charge Consultation

To: <streetscene.consultations@hackney.gov.uk>

Dear Sir / Madam

I write to strongly oppose the council's proposals.

The proposals do not seem to have any objective merit either in terms of recognising motorcycles and powered two wheelers as congestion solutions (as acknowledged by TFL, with these vehicles exempt from the Congestion Charge) and also in terms of their much lower environmental impact than other forms of powered private transport, given the average much smaller engine size and significantly lower level of PM emissions relating to the lack of mass.

If you look at whole lifecycle emissions information for powered two wheelers, you will see that in the majority of scenarios, PTW's have significantly lower lifecycle CO2 emissions than cars including electric cars given the significantly lower mass and much lower materials requirement for construction.

PTW's also take significantly less parking space.

Cycling and walking do not provide distance travel solutions for many people.

The proposals are the wrong policy for Hackney in the middle of a cost of living crisis. They significantly detract from the attractions of Hackney as a place to live and visit.

I very much hope that the council abandon the given proposals.

Regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle Parking consultation1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 09:07
Subject: Motorcycle Parking consultation
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Response to Hackney Council's Motorcycle Charges Consultationstreetscene.consultations@hackney.gov.uk

(Text and Attachment are the same).

1. I have been a resident of Hackney Borough and a motorcycle owner since 1990. I am currently long-term but not chronically disabled (from foot surgery, so no blue badge). I am unable to bicycle. My motorcycle enables me to travel around the borough which I could not do on public transport as, even with our excellent public transport, the amount of walking often remains more than I can accomplish (15 minutes to get from the bus stop to my physiotherapist for example). Without the motorcycle I would be increasingly socially isolated.
2. In keeping with the Council's consultation and publicity I have used the term "motorcycle" to cover motorcycles, scooters and mopeds.
3. I was involved in the earlier decision by Hackney Council not to charge for Motorcycle parking as I was at the time the British Motorcycle Federation representative for the area and a recognised "stakeholder".
4. The last time the whole of Motorcycle parking was considered by the Council they began with the principle that any charge levied should be fair.
5. They considered the matter in two stages:

6. The Council first looked at the effect of motorcycles on the borough and the environment more widely compared to the use of cars. It took into account:

- That motorcycles had smaller engines and were less polluting than cars.(Note 1) and that they caused less wear to road surfaces.
- That motorcycles did not cause congestion, whereas cars, including electric vehicles did. Increase in motorcycle use vis-a-vis cars, lessens congestion.
- That motorcycles make better use of limited road space when moving and better use of limited kerb space when parked.
- The effects of congestion include these: that the fumes and noise pollution caused by motor vehicles increase when vehicles are stationary or slow moving and that essential buses and commercial services are held up and slowed, becoming less efficient and attractive to users.
- That the higher use of motorcycles thus contributes to better public transport and lessening pollution not only in themselves but also by reducing congestion. These are established as high priorities for the Council.

Since that time the use of small motorcycles to deliver food and goods has expanded not only making life easier for residents but allowing more people to work from home with the consequent reduction in travel, commuting and the consequent pollution. In addition, motorcycles provide a cheap transport option for young and lower waged people to travel to employment both inside and outside the borough. This is especially true of night-time and unsocial hours work which can be impossible and unsafe (especially for women) to access by the necessarily less intensive public transport available at these hours. Motorcyclists are also less vulnerable to ambush, assault and theft which unfortunately sometimes happen to bicyclists at night and in isolated areas.

7. At the second stage, the Council at that time took into account that approximately five motorcycles would fit into the same length of kerbside as one car and that therefore, if there was to be a parking charge, it should be one fifth of that of a car.

8. The Council then decided that collecting that small amount of money constituted a small increase in revenue for a lot of administrative expense. Modern methods make collecting such a charge easier, but this is still generally true.

9. It is argued that:

A. To charge motorcycles at all for parking taking into account their positive effects on the environment and their economical use of road and kerb space is unfair to

motorcyclists and counterproductive to users of public transport, other road users and residents.

B. If motorcycles are to be charged, the charge should be one fifth of that of a car. It is unfair to charge the same for occupying grossly different lengths of kerbside.

10. The Council before introducing any charge and especially a charge as high as that for a car, should explain why it is disregarding these two arguments which convinced the previously constituted council. What has changed?

11. The Council should also state how it can provide a safe and convenient transport option for those working at difficult to access locations and working unsocial hours.

12. Nothing in these arguments affects the Council's efforts to promote and encourage pedestrians and bicycle use. Motorcycles are not a threat to bicycles and are statistically very unlikely to be involved in a KSI incident with one. Bicycles are not caught under motorcyclist's wheels and dragged along the road as often happens with cars and lorries with terrible results. Most motorcyclists are also bicyclists and increased use of motorcycles is likely to encourage all two-wheel use. Motorcycles are likewise less dangerous to pedestrians in the event of a collision.

13. Thank you for considering these points and I look forward to receiving your response. Please acknowledge receipt.

Yours sincerely

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Note (1) The lesser effects of motorcycles are available in many UK studies. It is noteworthy that when Councillor Jon Burke who initiated this debate set out to criticise motorcycles he had to go to California to find any study that supported him. The pattern of motorcycle use in that state, dominated by long distance air cooled and large bore machines, bears no resemblance to urban usage in London.

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Motorcycle Consultation Response.docx

19K

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2. In keeping with the Council's consultation and publicity I have used the term "motorcycle" to cover motorcycles, scooters and mopeds.
3. I was involved in the earlier decision by Hackney Council not to charge for Motorcycle parking as I was at the time the British Motorcycle Federation representative for the area and a recognised "stakeholder".
4. The last time the whole of Motorcycle parking was considered by the Council they began with the principle that any charge levied should be fair.
5. They considered the matter in two stages:
6. The Council first looked at the effect of motorcycles on the borough and the environment more widely compared to the use of cars. It took into account:
 - That motorcycles had smaller engines and were less polluting than cars.(Note 1) and that they caused less wear to road surfaces.
 - That motorcycles did not cause congestion, whereas cars, including electric vehicles did. Increase in motorcycle use vis-a-vis cars, lessens congestion.
 - That motorcycles make better use of limited road space when moving and better use of limited kerb space when parked.
 - The effects of congestion include these: that the fumes and noise pollution caused by motor vehicles increase when vehicles are stationary or slow moving and that essential buses and commercial services are held up and slowed, becoming less efficient and attractive to users.
 - That the higher use of motorcycles thus contributes to better public transport and lessening pollution not only in themselves but also by reducing congestion. These are established as high priorities for the Council.

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7. At the second stage, the Council at that time took into account that approximately five motorcycles would fit into the same length of kerbside as one car and that therefore, if there was to be a parking charge, it should be one fifth of that of a car.
8. The Council then decided that collecting that small amount of money constituted a small increase in revenue for a lot of administrative expense. Modern methods make collecting such a charge easier, but this is still generally true.
9. It is argued that:
 - A. To charge motorcycles at all for parking taking into account their positive effects on the environment and their economical use of road and kerb space is unfair to motorcyclists and counterproductive to users of public transport, other road users and residents.
 - B. If motorcycles are to be charged, the charge should be one fifth of that of a car. It is unfair to charge the same for occupying grossly different lengths of kerbside.
10. The Council before introducing any charge and especially a charge as high as that for a car, should explain why it is disregarding these two arguments which convinced the previously constituted council. What has changed?
11. The Council should also state how it can provide a safe and convenient transport option for those working at difficult to access locations and working unsocial hours.
12. Nothing in these arguments affects the Council's efforts to promote and encourage pedestrians and bicycle use. Motorcycles are not a threat to bicycles and are statistically very unlikely to be involved in a KSI incident with one. Bicycles are not caught under motorcyclist's wheels and dragged along the road as often happens with cars and lorries with terrible results. Most motorcyclists are also bicyclists and increased use of motorcycles is likely to encourage all two-wheel use. Motorcycles are likewise less dangerous to pedestrians in the event of a collision.
13. Thank you for considering these points and I look forward to receiving your response. Please acknowledge receipt.

Yours sincerely

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Note (1) The lesser effects of motorcycles are available in many UK studies. It is noteworthy that when Councillor Jon Burke who initiated this debate set out to criticise motorcycles he had to go to California to find any study that supported him. The pattern of motorcycle use in that state, dominated by long distance air cooled and large bore machines, bears no resemblance to urban usage in London.

Fwd: OBJECT1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 09:24
Subject: OBJECT
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I object to the pending Hackney solo motorcycle parking permits. I use my moped for commuting and £10 per day would be unacceptable for me to incur per week.

I hope Hackney reconsider putting these rules inplace.

All the best,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Havkney Motorcycle parking1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 10:00
Subject: Havkney Motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

Hi all,

I live on kingsland road and I use my motorcycle to commute to work every day. I use the motorcycle because I start working quite early in the morning in west london and using the overground/tube will take me 50minute while I manage to be at work in just under 30 min with the motorcycle.

Since I start pre 7am this is a massive time saved for me.

The proposed parking rules will affect me greatly as I have seen my cost might go up by 300£ per year. Given the current economic scenario this will add additional burden on my family.

I have used the motorcycle in hackney over the last 5 years and I do not own a car. I have been living in hackney for 10 years and I never had issues with parking or in general with other motorcycle since.

This rule is highly affecting me and I would like to propose my concern about this.

Best

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Opposition to Proposed Motorcycle Parking Charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 23:44
Subject: Opposition to Proposed Motorcycle Parking Charges
To: <streetscene.consultations@hackney.gov.uk>

Subject: Opposition to Proposed Motorcycle Parking Charges

Dear Hackney Council,

I am writing to express my strong opposition to the recently released final statutory consultation on the proposed motorcycle parking charges. While I understand the need to manage parking in the area, implementing charges for motorcycle parking is not the right solution. Instead, I urge the council to consider alternative options that promote sustainable transportation and alleviate congestion.

- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Create Motorcycle-Only Zones: Designate specific areas for motorcycle parking to maximize space and accommodate riders' needs without the burden of charges.
- Encourage Shared Parking: Allow motorcyclists to park in designated car spaces during off-peak hours to optimize parking resources.
- Implement Incentives for Electric Motorcycles: Offer reduced or free parking for electric motorcycles to promote environmentally friendly transportation choices.
- Optimize Existing Parking Spaces: Conduct a thorough review of current parking spots to ensure efficient utilization and identify areas where additional spaces can be created.
- Follow the Westminster or Lewisham models with far lower charges for motorcycles

By adopting these alternative approaches, the council can strike a balance between managing parking and supporting sustainable transportation choices for its residents.

Sincerely,

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 07:43
Subject: Motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

I write regarding your plans to charge motorcycles for parking in the borough

I am a resident of Islington, I travel to Hackney very regularly for work and social occasions

While I do not object to parking charges per se (as in Westminster, Lewisham and Islington) the amount you are planning to charge is unreasonably punitive - motorcycles are a solution to congestion and pollution, not the cause of it

The vast majority of ptws used for commuting are of 125cc or less and achieve fuel consumption in excess of 100 miles per gallon, even the Green Party agree that trying to force people off these vehicles is going in the wrong direction

Additionally a lot of commuters using these vehicles are on relatively low wages, and live too far away to cycle, and cannot afford the cost of public transport

A further issue is that, considering the relatively small amount of kerbside space a parked motorcycle occupies the charges are disproportionate

I work in television as a freelance sound engineer and recordist, I take approximately £30k worth of sound equipment to work with me every day. This equipment is too bulky (and valuable) to comfortably carry on public transport or on a bicycle and I typically use a motorcycle for work in London. If the council introduces the planned charges I will have no choice but to switch to using a car, so these plans are totally counter productive in my case.

Thank you for considering my opinion

[REDACTED]

[REDACTED]

Sent from my Galaxy

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection: Motorcycle statutory consultation Traffic Order TT16541 message

[Redacted]

[Redacted]

[Redacted]

----- Forwarded message -----

From [Redacted]
Date: Tue, 1 Aug 2023 at 08:39
Subject: Objection: Motorcycle statutory consultation Traffic Order TT1654
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam

I am writing to object to the introduction of the motorcycle parking bay charging in Hackney

Motorcycle and scooters are far less polluting than cars, take up less space and cause less congestion and are frequently used for short trips when visiting multiple locations; as I understand (in the absence of an annual permit) I would have to pay separately each time I used a different bay?

Have you considered giving motorcycles a say 4 hour "free" window so that they do not have to worry about charges if they are stopping for a short period; the amount of money raised seems relatively trivial for the extra bureaucracy involved in its management and inconvenience for the rider for these short term parking

With regard to the annual permits, these seems very expensive compared with cars given the far less pollution and space that motorcycles take up - a motorcycle takes up about 1/5 of the space!

Finally, from a strategic perspective have you considered the benefits of continuing not to charge for motorcycles and scooters to encourage car drivers to downsize, as cars are the real source of transport emissions and congestion in Hackney.

I look forward to your response

Kind Regards

[REDACTED]

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objections to the implementation of new fees for motorcycle parking in Hackney

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Mon, 31 Jul 2023 at 20:30

Subject: Objections to the implementation of new fees for motorcycle parking in Hackney

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sir or Madam,

I am writing to you to state that I oppose to your plans to implement high fees for motorcycle parking in Hackney. Currently motorcycles can park for free in resident bays and that should remain the same.

I also would like to request that, under the freedom of information act, you supply me document or copies of documents where the points below are clearly addressed:

- The Business Case approved by your senior leadership with all figures of current charges, including the proposed new charges and particularly the projected income that is to be generated by this new scheme. I'd like to see figures for a 5-year projection.
- The comprehensive impact analysis executed by Hackney Council to analyse the impact of new scheme implementation, including the methodology for data gathering and analysis, detailed findings on the various business units and functional areas e.g., parking, road and highway maintenance, wards/neighbourhoods, Revenue and Benefits, etc., charts and diagrams to illustrate potential gain and/or losses.
- How the new charges will be implemented. A list of the systems and partners/vendors involved, including third party suppliers/vendors and their respective annual costs.
- The programme of training proposed for any monitoring devices, parking enforcement officers, any new devices or devices upgrades that are planned. This includes any new and existing equipment.
- Any documentation that was submitted to CABINET in relation to this scheme or proposal.
- Dates and minutes of the meetings when discussing the change of current operations and the proposals for introducing new charges for motorcycle parking in Hackney were discussed.
- The figures for the annual income currently generated by motorcycle permits and the project annual income for when the proposed new scheme is implemented if approved.
- The data related to the positive, negative or neutral **environmental** impact of the proposed implementation.

I look forward to receiving the above information.

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Motorcycle use in Hackney1 message

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 21:55
Subject: Motorcycle use in Hackney
To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam,

I have recently heard of the Hackney Council scheme to charge motorcycles the same parking charges as cars and other large vehicles.

I would like to express my opposition to this, hence this email. Motorcycles are far more efficient than petrol or diesel driven cars and this is one of the reasons why I have up my car in favour of a motorcycle.

This simple change has, not only had a significant impact on my petrol costs, but has also saved me at least 30 minutes commute time. Needless to say this has also meant an environmental benefit due to lower emissions as 1) I'm not stuck in traffic with the engine idling unnecessarily, 2) even heavy traffic doesn't make a difference to my commute, and 3) I average 40 miles per gallon compared to less than 25 miles per gallon in the car.

Motorcycles also take considerably less roadside parking space with a ratio of about 4 motorcycles to one car parking space. Charging motorcycles the same price for parking as a car is therefore wholly unfair and not befitting the nature of how a council should operate.

I think the council should encourage car users to downsize to motorcycles and encourage it's use rather than penalise and punish motorcyclists, as many cars are being driven with single occupancy - something which is inherent in motorcycle use.

If I was incentivised to downsize my own motorcycle to a 125cc, I could easily achieve over 100 miles per gallon thereby further reducing the environmental impact of my motorcycle significantly. Hackney Council should focus their attention and resources in this area and not try to 'make a quick buck' through penalising motorcyclists when they are actually helping to reduce the impact to the environment anyway.

I hope you take on board my comments and cancel your unfair motorcycle penalty scheme.

Kind regards

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection to proposed motorcycle parking charges1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 22:13
Subject: Objection to proposed motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

I am writing to register my opposition to Hackney council proposed charges for motorbike parking within the borough.

Motorcycles produce less harmful emissions than all other combustion engined vehicles due to their power to weight ratio and are available as Euro 6 compliant.

Motorcycles also produce less atmospheric rubber particle pollution than all other combustion engined vehicles and all electric powered vehicles due to their weight. Heavy all electric vehicles being the worst polluters in this rubber particle category!

In this time of ULEZ expansion we should encourage vehicles that are less harmful to the environment and provide SAFE FREE PARKING for motorbikes.

Support motorcyclists, we are not the demon polluters.

I hope you can reconsider the council proposal and make motorcycle parking free.

[REDACTED]

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Hackney Motorcycle Parking Charges - Consultation1 message

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 17:08
Subject: Hackney Motorcycle Parking Charges - Consultation
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

I am writing a response to your consultation regarding the introduction of motorcycle charges for LB Hackney. I am writing because I wanted to stress my opposition to the proposal in its current form.

For context, I live just on the border of Hackney and Tower Hamlets on the TH side. However I was born in Hackney and have lived in Hackney all my life. My opposition is founded on the factors below:

- The charges would greatly restrict me from visiting friends and family, running errands, and shopping in LB Hackney. My moped currently fulfils my need of getting me into work (in Westminster) which is too far to cycle and much cheaper to run than the equivalent TFL costs and helps me to run errands more quickly (often taking the bus would take up to 3x as long). For example, attending a haircut appointment or visiting my local swimming pool can take up to 45 minutes per bus, but via moped it takes just 10 minutes.
- I think the charges suggested for visitors are disproportionate. Compare this to Westminster where I work, or Islington where I often spend time, and the charge is a more reasonable and affordable £1 per day. At some point in the future I will decommission my moped and invest in an electric bike or moped as a greener alternative, however in the current cost of living situation, I am not in a position to do this within the next few years.
- My 49cc moped has a max speed of 27mph, takes up almost no more space than a bicycle to park, has incredibly low emissions, and contributes no more to congestion than a bicycle.

I firmly believe in your aim of reducing congestion, increasing road safety and improving air quality, but I equally firmly believe that the suggested charges are disproportionate compared to any other London Borough. The beauty of London is that we are a fluid community, and one city. I think this would make Hackney an outlier and too greatly restrict the lives of people in and near Hackney in its current position. Finally, I believe changes like this need to be made more gradually, enabling time for people to make long-term decisions, especially in this financial environment.

I thank you for taking the time to read my concerns and look forward to your response in due course.

Best Wishes,

[REDACTED]

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Fwd: Proposed Motorcycle Parking Charges in Hackney1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Wed, 2 Aug 2023 at 08:28
Subject: Proposed Motorcycle Parking Charges in Hackney
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Councillor Coban and the Mayor of Hackney,

I am writing to express my strong objection to the proposed motorcycle parking charges in Hackney. As a resident and motorcycle owner in the area, I believe these charges are unjustified and raise several critical concerns about their impact on the local community and environment.

Firstly, how does the council justify imposing expensive daily parking charges on motorcycles, when these vehicles have been shown to contribute significantly less to emissions and air pollution compared to cars? Hackney's commitment to promoting sustainable transportation options and improving air quality seems to be at odds with the proposed charges.

Secondly, could you provide transparent insights into the methodology used to determine the proposed charges during the consultation process? It is essential for the community to understand the data and research supporting these charges, particularly regarding motorcycles' actual impact on congestion and kerbside space.

Thirdly, given motorcycles' smaller footprint and lower congestion contribution, how does the council justify applying charges comparable to cars? This disproportionate approach appears to unfairly penalise motorcycle owners and does not consider the benefits that motorcycles bring to the overall traffic flow.

Furthermore, considering the potential financial burden the daily parking fees may impose on motorcycle commuters, how does the council plan to address this issue? Many riders may find these charges unaffordable, leading to potential changes in transportation choices that could exacerbate traffic congestion.

Additionally, why are electric motorcycles subject to the same charges as electric cars, despite their significantly lower emissions impacts and energy use? Shouldn't environmentally friendly transportation options be encouraged and incentivised instead of being charged at the same rate as higher-emission vehicles?

Finally, can the council provide a detailed breakdown of how the generated revenue from the proposed motorcycle parking charges will be allocated and utilised for the benefit of the local community and motorcycle riders in Hackney?

The current proposals, despite some concessions, seem to ignore the unique needs of motorcycle owners and fail to consider motorcycles' positive attributes, including reduced emissions and traffic decongestion. As a community, we urge the council to reevaluate these charges and explore alternative measures that align with Hackney's environmental goals while promoting fairness for motorcycle riders.

I appreciate your attention to these pressing concerns. Please consider this response, along with others from the community, as an opportunity to shape a fair and equitable solution that works for all stakeholders.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.

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Fwd: Targeting motorcyclists

1 message

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----- Forwarded message -----

From: [REDACTED]
Date: Sat, 29 Jul 2023 at 01:51
Subject: Targeting motorcyclists
To: <streetscene.consultations@hackney.gov.uk>

To whome it may concern

I'm discusted to learn than motorcycle rider are no being targeted for parking fees.
How can you honestly rationalise this when motorcycle riders are doing far less harm to the environment due to smaller engines causing less polution,don't sit for hours in traffic causing more polution. Take up less space on the road and for parking yet you want to charge for parking at the same rate as cars. This is just pure greed of the local councils and if government let's this pass then it just proves that the government don't care about congestion, pollution or people you just want to rob people of their hard earned money.

I tell you now as a biker myself if you do this you will end up with a riot on your hands as british bikers will not stand by and be penalised by a corrupted,greedy and selfish government any more.

ENOUGH IS ENOUGH.

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Fwd: Motorcycle Parking

1 message

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----- Forwarded message -----

From: [Redacted]
Date: Tue, 1 Aug 2023 at 22:54
Subject: Motorcycle Parking
To: <streetscene.consultations@hackney.gov.uk>

Dear Representative,

I'm writing you to express my disappointment. By introducing parking fee for motorcycles you're planning to take away the only affordable transportation method from low income commuters. With the new charges working in Hackney (restaurant or office) is going to cost a £200-£220 extra for those who are in the bad position having to use the motorcycle all year around. Motorcycle commuters aren't doing it for fun. They're doing it because riding to London is now less than £10 return where train ticket prices would make the trip 3x-4x more expensive.

These proposals were not thought through and are unfairly punishing those who can't afford train tickets. With properly planned motorcycle bays the bikes barely take up space. 4-5 small bikes can easily fit in one cars footprint.

Please reconsider the effects of the proposals on people who deliver your foods and goods, who work in restaurants or do all sorts of valuable work and are forced to use motorcycles for its economy that you're about to destroy for barely any gain.

Kind regards



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Fwd: Motorcycle parking. I would like to add my voice in protest at the upcoming £10 charge per day for parking. Surely common sense should prevail whereby powered two wheelers are the solution, not the problem to reduce congestion.

1 message

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----- Forwarded message -----

From: [Redacted]

Date: Tue, 1 Aug 2023 at 23:29

Subject: Motorcycle parking. I would like to add my voice in protest at the upcoming £10 charge per day for parking. Surely common sense should prevail whereby powered two wheelers are the solution, not the problem to reduce congestion.

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

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Fwd: Motorcycle parking

1 message

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[REDACTED]

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----- Forwarded message -----

From: [REDACTED]
Date: Wed, 2 Aug 2023 at 06:30
Subject: Motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,
It is with alarm, That I discover you are planning to charge motorcyclists £10 per day to park within your borough. I sometimes work in your borough and commute from Chiswick on my motorcycle. I am fairly low paid and unable to be afford such an high charge. This would mean I would have to seriously rethink accepting work in the film industry in your area. Part of the solution to congestion and pollution is to ride a motorbike. I ask that you seriously reconsider your proposals with regard to 2 wheeled transport.

Yours faithfully

[REDACTED]

Sent from my iphone13

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Fwd: Objection to proposed motorcycle parking charges

1 message

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----- Forwarded message -----

From: [REDACTED]
Date: Sun, 30 Jul 2023 at 11:19
Subject: Objection to proposed motorcycle parking charges
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

I am writing to express my objection to the proposed motorcycle parking charges planned in Hackney.

Have you considered that these charges will ultimately not make people downsize to a motorbike, as there is no financial benefit over a car, ultimately undoing the good of the ULEZ zone?

Would you consider lower charges for bikes than cars?

Are you aware of the taxation models used in Japan, whereby cars and vehicles are taxed on their physical size and therefore the direct impact they have on congestion?

I look forward to hearing your response.

Regards,

[REDACTED]

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Motorcycle parking charges: objection

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----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 20:55
Subject: Motorcycle parking charges: objection
To: <streetscene.consultations@hackney.gov.uk>

I am writing to object to the proposals for motorcycle parking charges. I would like to object to these in the strongest possible terms.

In terms of residents permits, i understand that you are charging motorcycles the same amount as cars.

I just don't understand how you can justify charging motorcycles the same as cars. It's crazy, they take up so much less space than cars! You are effectively charging motorcycles more than cars for the space they take up. Why don't you take into account space taken up when parked? It doesn't make any sense.

The idea that someone on a little electric moped might be charged the same amount as someone with a massive electric car the size of a truck is obviously mental. If the charges are to do with emissions then why would an electric moped be charged the same amount as an electric car when they obviously will have different levels of emissions from break and tyre wear. Again it makes no sense!

Also the charges for short stay are absolutely insane! Westminster only charges £1 a day, Islington have just bought in charges at £1 a day, how can you possibly justify charging £1 an hour! They're right next door to you! Most boroughs don't even charge!

Most people can't afford £8 a day parking, have you thought about the impact this will have on low paid workers? Shift workers? What if they have to give up their jobs? You are forcing people out of work, how can a Labour council justify this? motorcycles are used by working class people. This is social cleansing.

Motorcycles are not the problem cars are! We don't cause congestion we don't take up any space, and we pollute less. Electric motorcycles are getting more popular and they don't even have tailpipes. Not everyone can take the bus or is capable of cycling. You should be trying to get your residents to give up their cars for a motorcycle not randomly punishing riders.

Instead of putting in these crazy punitive charges you should be trying to drive cars off the street or get people to downsize. You could do this by putting in place higher prices for cars, you could charge people with massive SUVs more based on the size/weight of their vehicle. You could even give council tax breaks to people to get them to downsize. Have you considered any of these options?

If you've got a problem with people parking all over the place, why not roll out free motorcycle bays across the borough and tell people if they want to park outside of them they have to pay? This is what many other boroughs already do.

What other options have you actually considered?

What proof do you even have that this will make a difference? . No one is going to pay these ludicrous charges. You are just going to get lots of off-street parking, what will you do then? Whats the point of putting in a charge people just won't pay.

This is a totally poorly thought out, counterproductive and unnecessary. Bikers are people too, why are you trying to punish for something that isn't our fault?!

I am lucky enough to chose whether or not i can visit Hackney so i will simply not do so any more. I will not travel to Hackney by other means as it is clear that you don't want me there. I currently do a lot of shopping in Hackney at several different businesses, i simply will no longer do that. Have you thought of the impact of the charges on local businesses due to people changing their behaviour in this way?

Best wishes,



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Fwd: Motorcycle parking

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----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 20:58
Subject: Motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern

I'm writing to object to hackney councils proposed motorcycle parking charges.

Motorcycles save space and time on the road and so emit far less than the car equivalent. They also move people away from car use.

Think about tyre particulates for example, and how much less a motorcycle has contact with the ground than a car.

Think about time saved in journeys. Motorcycle journeys are much shorter due to the bike being able to filter through traffic.

Think about engine size and emissions, most motorcycles in London are 125cc, a tenth of a very small car.

Think about the space a motorcycle takes up compared to a car, a fraction of the footprint.

Think about the fact that the only difference with a motorbike and electric bicycle is power output and power source, when motorcycles become electrified more commonly as will happen then the difference is even less, just power output but look at the difference between the way they are treated in your proposals. It makes no sense at all.

Look around at streets across hackney and do you see motorcycles clogging up parking space, no you hardly see any. You see cars and delivery vans clogging the streets.

When I asked one of your councillors in a previous Q and A what proportion of London emissions were due to motorcycles he answered less than 1%. So what the disproportionate treatment of motorcycles?

As and when electric motorcycles become more viable due to increasing battery density and lower costs, internal combustion engines will naturally fade out because they will be expensive to run and maintain and will have less performance. There will be people who need bigger bikes but they will be a minority as they are now compared to smaller moped engines of 125cc and below (the majority of motorbike size in London)

Please do not enact these proposals, it is just a diversion from the real issue, cars, vans and lorries.

Spend the money on more electric charging points.

Raise the permit cost closer to that on business permits for residential cars to make it less attractive to people to use.

Increase car club points to make that more attractive for people.

Speak with your colleagues in parliament about the time bomb that is car financing, another factor in increasing traffic and emissions.

Also speak with your colleagues in parliament about taxing deliveries more so people are less inclined to have everything delivered when sourcing locally can be an option.

Thanks

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Fwd: HACKNEY PROPOSED MOTORCYCLE PARKING CHARGES CONSULTATION

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From: [REDACTED]

Date: Tue, 1 Aug 2023 at 20:07

Subject: HACKNEY PROPOSED MOTORCYCLE PARKING CHARGES CONSULTATION

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sir or Madam,

I most certainly disapprove of the whole issue of charging motorcycles to park in your Borough. If these charges are implemented, it will be a disaster for many lower earners (who rely on motorbikes for accessibility to their jobs, among other things, and will actually increase congestion. This, like the ULEZ, feels just like another cash-grabbing rip-off.

I have a lot of reasons to say this, though the main ones are that:

- Motorcycles are among the cleanest, least polluting by means of particulates, most practical, most congestion-busting, and fuel efficient vehicles in the whole of London.
- For any journey over about a mile, motorcycles are the only way to travel avoiding traffic congestion, and consequent sitting for ages with engines running.
- The proposed charges are completely disproportionate to the impact of
- motorcycles in Hackney and unaffordable for the majority of riders, and the consequence of this action would be to either push them out of Hackney altogether, or cause them to request a pay rise to pay your outrageous charges just to live where they already live.
- The proposed charges, if implemented, will simply drive visitors, such as myself, to other places to shop or be entertained. You lose.
- There is no price differential between motorcycles and cars in this proposal for residents and business passes, which means that there is no incentive to downsize to a motorcycle, this will entrench car usage in Hackney and increase emissions due to increased congestion. You lose.
- The proposed charges take no account of relevant factors such as the minimal kerbside space taken up or effect on reducing congestion, both of which are far superior to any other vehicle except the pushbike.
- The proposed charges seem to bikers such as myself, who have a wealth of experience, and know a cash-grab when we see one, as though propounded for implementation by someone who has no experience of traffic at all - and who probably doesn't even live in London. However much these consultants cost you, you were done! You lose!

If you implement these ridiculous charges, you will be hitting the people least able to afford them, and drive them somewhere else. These charges are totally unfair, will driver motorcycle users out of your borough (and with the Mayor's ULEZ, who could blame them). They are highly likely to take their wealth creation, jobs, and business out of Hackney. Parking charges driving bikers out, you will fill your borough with yet more cars. You lose!

Yours,

expecting to be ignored as usual as an inconvenience until you need us by local authorities everywhere,



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Fwd: Motorcycle parking

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From: [REDACTED]
Date: Tue, 1 Aug 2023 at 20:25
Subject: Motorcycle parking
To: <streetscene.consultations@hackney.gov.uk>

I highly object to the proposed plans for increases in motorcycle parking throughout this Borough. Having a motorbike shouldn't be penalised in this way as they are already contributing to fewer carbon emissions, less congestion and they can park in between cars and not take up space.

You should be encouraging people to ride moped around the capital as this is much more environmentally friendly.

Please rethink your proposal

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Fwd: HACKNEY COUNCIL CHARGES FOR MOTOR CYCLES

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From: [REDACTED]
Date: Tue, 1 Aug 2023 at 20:45
Subject: HACKNEY COUNCIL CHARGES FOR MOTOR CYCLES
To: <streetscene.consultations@hackney.gov.uk>

Hello Hackney Council

A quick word just in case you have overlooked the benefits of motor cycle travel and commutes. Motor cycles should not be charged or charged a minimal amount compared to car drivers as they use less space on the road and parking hence reducing congestion. If everyone travelled by bike, moped or motor cycle traffic jams and congestion would be minimum. The difference between motor cycle and cars along with emissions is substantial especially when a car is sat for minutes in traffic. You are encouraging people to stop motor cycle travel and use the car as there is no real saving. Look forward to hearing from you.

Regards



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From: [REDACTED]
Date: Tue, 1 Aug 2023 at 17:54
Subject:
To: <streetscene.consultations@hackney.gov.uk>

I am writing to object to Motorcycle parking restrictions proposed. I bought my moped to not use a car. Mopeds and Motorcycles take up very little space are mostly used for deliveries and short trips. It is the last bastion of travel that is affordable and relatively green in comparison to cars. It is purely a revenue driven decision that does not reflect any logic. Will you next charge cyclist or decide that no one is allowed to leave their borough. Please do not make our life any harder and more expensive than it already is in a cost of living crisis.

Thank you

[REDACTED]

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Fwd: Proposed motorcycle charging

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----- Forwarded message -----

From: [Redacted]

Date: Tue, 1 Aug 2023 at 19:37

Subject: Proposed motorcycle charging

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madam

I must object most strongly about the proposed motorbike charges for the lovely area of Hackney. It is ridiculous as motorbikes solve the congestion problem give out hardly any CO2 and take up almost no road space. Roads are never going to wear out!

Also not everyone lives within 15-20 minutes of Hackney so this is a more affordable way of getting around.

Regards



Sent from [Outlook for Android](#)

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Fwd: Parking charges for Powered two wheelers.

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----- Forwarded message -----

From: [REDACTED]

Date: Tue, 1 Aug 2023 at 19:58

Subject: Parking charges for Powered two wheelers.

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

To whom it may concern,

I am writing to object to the proposed charges Hackney Council is making to the use of Powered two wheeled vehicles.

I am a motorcycle instructor and I have found over some considerable time that many of our students have been switching over to mopeds and motorcycles.

For many the sheer cost of owning a car, small van, transit type van is becoming so cost prohibitive, many have actually sold their cars and found that riding a motorcycle or moped an extremely efficient way to travel.

Reasons are varied from, cheap on petrol, less emissions, easier to park. The biggest factor is how easy it is to get around.

Therefore, less time in traffic, less congestion, less pollution, seeing clients, patients, customers much quicker.

To charge a motorcycle the same as a car just seems wholly unfair.

Many of the customers we teach include, teachers, musicians, construction workers, rail workers, doctors, police officers, several have been ambulance drivers, blood couriers, delivery riders to name but a few of the occupations we come across.

The cost of living is getting harder for all please do not add an even bigger increase in charges to what can only be seen as a very positive and viable means of transport for many.

I urge you to reconsider.

Kind regards,



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Fwd: objection

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----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 17:10
Subject: objection
To: <streetscene.consultations@hackney.gov.uk>

Hello

I object to proposed parking charges for motorbikes because of the following reasons:

I use motorbike for work, proposed charges will significantly reduce my income,

- No price differential between motorcycles and cars for residents and business passes means that there is no incentive to down size to a motorcycle, this will entrench car usage in Hackney and increase emissions due to increased congestion
- The charges don't take account of relevant factors such as the minimal kerbside space taken up or effect on reducing congestion

- The price of the daily parking for commuting is unaffordable, taking into account the average running costs of a motorcycle the charges will nearly triple the cost of commuting by motorcycle
- It is not reasonable to charge electric motorcycles the same amount as electric cars as they have vastly lower emissions impacts and energy use

We all want to tackle climate change and air quality, there is a couple of ideas that could potentially help :

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney
- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

Kind Regards



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Fwd: Objection

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----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 17:29
Subject: Objection
To: <streetscene.consultations@hackney.gov.uk>

Dear sir Madame

I am writing to strongly object to your motorcycling proposals


As an artist that comes to the hackney empire a rich artistic place in your borough

I find that your unreasonable proposals will make Hackney Empire a place I will decide not to work at if this goes through

As an musician I have neither the resources or the will to pay unreasonable charges

Motorcycles by nature do not cause anything like as much congestion or pollution and should at least for now be part of the solution not the problem

When other four wheeled vehicles have been properly sorted then would be a more appropriate time to look at 2 wheels

We are pretty poorly paid and work late hours so for me to get home to where I live is not possible on public transport
So sadly if this is pushed through you will have one artist less at least bringing culture to your Theatre
This saddens me and I am very serious about climate change
But there are other places I can bring culture to where it is less angst and more understanding about motorcycling
and antisocial work hours travel expense
Many thanks


Sent from my iPhone

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Fwd: Motorcycle Parking

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----- Forwarded message -----

From: [REDACTED]

Date: Tue, 1 Aug 2023 at 17:47

Subject: Motorcycle Parking

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Good Afternoon,

I wish to point out an advantage of motorcycling that perhaps has not been considered.

I suffer from arthritis in both legs, this makes standing still for more than a couple of minutes or walking any distance very difficult.

Catching a bus is difficult because standing at a bus stop waiting for a bus to arrive causes a great deal of pain. At the other end I invariably need to walk some distance to obtain shopping then carry this back to the bus, causing even more pain.

I would cycle, but arthritis makes this a painful exercise full stop.

If I take a car I still end up having to walk some distance from a car park and back again to obtain shopping. Also, one more car simply adds to the congestion on our roads.

However, my motorcycle maintains my independence, it takes me from my door to the shops and back again. I can usually park very close to or even at the shop I need, I do not need to carry heavy loads over a distance. I do not cause congestion, in fact I zip through whatever congestion there may be. Because I have a smaller engine and I'm not stuck in a jam, I don't cause anything like the pollution of any other type of motor vehicle.

In these times of worry over pollution and congestion we should be encouraging the use of smaller, lighter vehicles; not simply regarding them as something else to make more money from. If you go ahead with the plan to charge for motorcycle parking it will clearly show that Hackney Council is not interested in encouraging people to get out of their cars, but is just out to make as much money from the public as it possibly can.

Yours Sincerely

[Redacted signature]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

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Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>



Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd:

1 message

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]

Date: Tue, 1 Aug 2023 at 16:35

Subject:

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Dear sir/madam.

I am sending this email to object to the close the motorcycle club.

Thanks Caroline

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Objections

1 message

[REDACTED]

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[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 1 Aug 2023 at 16:44
Subject: Objections
To: <streetscene.consultations@hackney.gov.uk>

To whom it may concern,
I have to add my voice to this petition regarding the absurd parking charge being considered in Hackney for motorbikes and scooters. This is purely a money making scheme with no thought to the public who have to travel Within the borough. Where will this money go? Not towards improvements!!! A total scam and a sham. You will lose the heartbeat by essentially adding ANOTHER TAX to riders who work throughout the borough as delivery drivers or have chosen to help With pollution etc by using a NON congesting vehicle Of choice. Greed over practicality!!!

[REDACTED]

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Fwd: motorcycle charges

1 message

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Sun, 30 Jul 2023 at 11:17

Subject: motorcycle charges

To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

To whom this concerns,

I work in Hackney and feel that the proposed new charges would be a grave mistake and big expense for riders who need that mode of transportation to commute to work.

Please find below some alternative options to the proposed motorcycle charges

- No charges for motorcycles and scooters to encourage car drivers to downsize
- Increase charges for cars to target the real source of transport emissions and congestion in Hackney

- Follow the Westminster or Lewisham models with far lower charges for motorcycles
- Account for factors such as space and congestion in any charges

Some of the reasons I oppose the charges

- No price differential between motorcycles and cars for residents and business passes means that there is no incentive to down size to a motorcycle, this will entrench car usage in Hackney and increase emissions due to increased congestion
- The charges don't take account of relevant factors such as the minimal kerbside space taken up or effect on reducing congestion
- The price of the daily parking for commuting is unaffordable, taking into account the average running costs of a motorcycle the charges will nearly triple the cost of commuting by motorcycle
- It is not reasonable to charge electric motorcycles the same amount as electric cars as they have vastly lower emissions impacts and energy use

I do hope the council will reconsider before making any changes as this would affect so many people

Regards



Sent from [Outlook for Android](#)

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Hackney Motorcycle Parking Charges - Consultation on the 4th of August

1 message

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]

Date: Mon, 31 Jul 2023 at 19:12

Subject: Hackney Motorcycle Parking Charges - Consultation on the 4th of August

To: <streetscene.consultations@hackney.gov.uk>

Dear Sir/Madame,

I oppose to the new Motorcycle Parking Charges in Hackney because I don't think they tackle the real issue here.

I propose as an alternative to charge more for cars and do not charge for motorbikes to increase the number of bikes on the road effectively reducing emission and traffic.

I also propose to have more vehicle sharing options in the borough to reduce car ownership and therefore pollution.

Finally I propose to incentivise electric scooters to also reduce emission.

I am looking forward to hear back from you about the above proposals.

Many thanks.



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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Motorcycle Parkin Plan -VERY SERIOUS CONCERNS

1 message

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Sat, 29 Jul 2023 at 11:04

Subject: Motorcycle Parkin Plan -VERY SERIOUS CONCERNS

To: Streetscene Consultations (Shared Mailbox) <streetscene.consultations@hackney.gov.uk>

Dear Mayor and councilors,

I am a doctor working with the Learning Disability service (only for a few more days as moving to another borough). I have very serious concerns about the proposed plan to disincentivize the use of motorbikes in Hackney by unfair and unprecedented charges.

About 10-15 years ago, I worked for the Public Health Agency of Tuscany (Italy), including on road traffic accidents.

I oppose the plan because if implemented it is likely to cause the following:

-Indirect Huge and Disproportional Tax on Low wage workers such as delivery drivers (with increased social inequalities).

-Likely increase in fatal motor traffic accidents, particularly among pedestrians and cyclists. If the plan is implemented, a proportion of current motorbike users will swap to cars (as they will no longer have any incentive in using motorbikes), therefore there will be more fatal motor accidents. Motorbikes are less likely to cause deaths of pedestrians and cyclists as less likely to cause an impact (smaller, easier to drive around) and even when hitting cyclist and pedestrians cause a less powerful impact.

-Likely increase in pollution. On average, a car user pollute 10-20 more than a motorbike user for the same route

In my opinion, use of motorbikes should be incentivized as they represent a significant "reduction of risk" of fatal motor traffic accidents and pollution. If every one was riding a motorbike (instead of driving a car), there would be no traffic jam, no parking problems, ?10-20 times less pollution. Motorbikes should not be blamed by problems caused by cars.

thanks for your attention,

[REDACTED]

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Parking Policy (Shared Mailbox) <parking.policy@hackney.gov.uk>

Fwd: Hackney Motorcycle Parking Charges

1 message

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Sat, 29 Jul 2023 at 11:13

Subject: Hackney Motorcycle Parking Charges

To: <streetscene.consultations@hackney.gov.uk>

Dear Sir or Madam

I strongly object to the proposals.

Motorcycles should be encouraged as they pollute less than cars, vans and trucks. There should be no charges for motorcycles and scooters to encourage car drivers to downsize.

Look at other areas and countries and see how they tackle the issue.

Making life difficult for motorcyclists will have a disproportionately negative impact on climate change and on less well off citizens.

Yours faithfully

A black rectangular box redacting the signature of the sender.

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Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

Fwd: Objection to the plan1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 28 Jul 2023 at 20:51
Subject: Objection to the plan
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

I absolutely object this plan.

Crazy motorcycle parking charges!

A very bad idea. Scrap it please.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Fwd: Discrimination...1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 31 Jul 2023 at 01:23
Subject: Discrimination...
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

These days official bodies aren't supposed to discriminate any particular group, however it has come to my notice Hackney Council are putting in place conditions and charges that discriminate against the poorest in society and although I live elsewhere it is of great concern to me because history proves, if London catches a cold it isn't long before the contagion spreads north and the rest of the country begins to sneeze and life gets worse for everyone...

I am a state pensioner and I have just paid for my resident's parking permit, which at £60 took some affording. The state pension isn't generous to begin with and every time something goes up by £1 it in reality is a £1 reduction in the pension and in the last 12 months many things have risen in price so only those that own their housing outright and don't drive, basically don't have much of a life, can consider themselves fairly secure (just now) and able to budget for the essentials - for many millions of people across the country personal transport is an essential. Budgeting is difficult enough but when the goalposts are moved by those we pay to look after our interests it can at best make life difficult and at worst bloody impossible.

Councils have a duty of care to the poorest in society, partly by ensuring costs are kept to a minimum for them and they aren't used as a profit opportunity. Among the poorest in society, apart from pensioners, are the working poor, a great many do not qualify for aid from the state benefits system and yet many require a personal vehicle in order to continue to work and to pile injury on to insult, not qualifying for state aid means not qualifying for social tariffs, free prescriptions and so forth because lazy utility providers don't carry out their own means test but rely on the presence of state aid...

Motorcycling isn't all frustrated overpaid middle aged men on shiny powerful machines, some of the poorest in society opt for motorcycling which if approached sensibly still represents basic travel on a modest budget and should continue to do so. I recently learned of your plan to treat motorcycles as if they were cars is completely unreasonable - considering it takes four stationary motorcycles to occupy the space a single average sized car would occupy, it would be reasonable to expect any and all charges relating to motorcycles to be at most a quarter of the costs of four wheeled vehicles.

My question is, what steps are you taking to ensure you discharge your duty of care to protect the poorest people in society, especially those who are also motorists and motorcyclists, and ensure they aren't taken advantage of by treating them as just another profit opportunity??

Sincerely,
[REDACTED]

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Fwd: Fw: Failure Notice1 message

[Redacted]

[Redacted]

[Redacted]

----- Forwarded message -----

From: [Redacted]
Date: Sun, 30 Jul 2023 at 22:01
Subject: Fw: Failure Notice
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

Sent from Yahoo Mail on Android

----- Forwarded message -----

From: [Redacted]
To: [Redacted]
Cc: [Redacted]
Sent: Sun, 30 Jul 2023 at 21:59
Subject: Failure Notice

Sorry, we were unable to deliver your message to the following address.

<streetscene.consultations@hackney.gov.uk>:
No mx record found for domain=hackney.gov.uk

----- Forwarded message -----

Dear Hackney Council,

I am writing to express my concern about the proposed introduction of motorcycle parking charges. I believe that this is a misguided policy that will have negative consequences for both motorcyclists and the wider community.

Firstly, charging for motorcycle parking can be seen as a way of making money rather than reducing pollution. This is because it is likely that the charges will be used to generate revenue rather than to encourage people to use more environmentally friendly modes of transport.

Secondly, charging for motorcycle parking is an unfair charge on motorcyclists who are already paying for road tax and insurance. This is because motorcyclists are already contributing to the cost of maintaining the roads through these taxes and charges.

Finally, charging for motorcycle parking can discourage people from using motorcycles as a mode of transportation. This is because it adds an additional cost to an already expensive form of transport.

In light of these concerns, I urge you to reconsider the proposed introduction of motorcycle parking charges.

Thank you for your attention to this matter.

Sincerely yours

[REDACTED]

Sent from Yahoo Mail on Android

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Fwd: Vehicl2 Charging plans for Hackney1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 4 Aug 2023 at 21:16
Subject: Vehicl2 Charging plans for Hackney
To: streetscene.consultations@hackney.gov.uk <streetscene.consultations@hackney.gov.uk>

To whom it may concern

Based upon the current plans for vehicle charging including Powered two and three wheeled vehicles I am writing to request a reconsidered plan that still improves air quality but delays matters in this cost of living crisis to allow for a more considered approach.

The lack of electric charging infrastructure for both standard BEVs and Powered Two and Three Wheelers Is deeply concerning. If the desire to reduce emissions is serious then the charging fees for PTTWs also needs reconsideration.

This is especially true of situation for individuals coming to the Borough for work from elsewhere especially when work hours are not conducive to alternative transport solutions such as train or bus.

Likewise food delivery riders are not all residents and often need to use rest facilities that mean incredibly increased expenses.

Whilst a pedestrian and cycle based plan is laudable the reality is one size does not fit all including for those with disabilities

I suspect that limited impact assessments have been made in this respect.

Both Westminster Hillingdon and Lewisham councils either have negligible or no charges of PTTWs and a brown badge scheme is in place in Hillingdon for motorists over retirement ages who may be more limited in mobility.

Please reexamine the charging structure to a more equitable system.

Wishing you and yours good health.

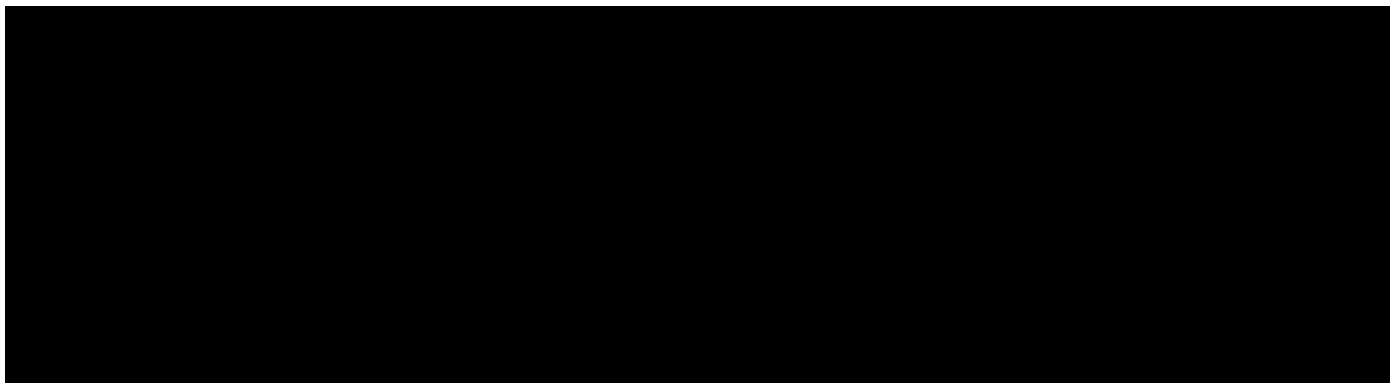
Solidarity,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



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Fwd: Objection to parking charges for motorcycles1 message

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 27 Jul 2023 at 16:04
Subject: Objection to parking charges for motorcycles
To: <streetscene.consultations@hackney.gov.uk>

Hi as a motorcyclist i would like to object to the plans you have to reduce carbon and for the climate.
This unfairly targets motorcyclists who contribute less to emissions.
I should like you to consider the following -
No charges for motorcycles and scooters to encourage car drivers to downsize

Increase charges for cars to target the real source of transport emissions and congestion in Hackney

Follow the Westminster or Lewisham models with far lower charges for motorcycles

Account for factors such as space and congestion in any charges

Thanks [REDACTED]

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APPENDIX 2:

Tables detailing those objecting to various points identified in the report

Table 1: Objection 1 - Pollution

[illegible]

[illegible]

[illegible]

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Table 4: Objection 4 - Encourage

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Table 5: Objection 5 - General Against

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Table 6: Objection 6 - Fee

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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#cycling>

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 - you can report areas where idling is an issue to 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 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

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 cars, 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.

LONDON BOROUGH OF HACKNEY

THE HACKNEY (WAITING, LOADING AND STOPPING RESTRICTIONS) (MAP BASED) (CONSOLIDATION) (AMENDMENT No. **) ORDER 2023

THE HACKNEY (PARKING PLACES) (MAP BASED) (CONSOLIDATION) (AMENDMENT No. **) ORDER 2023

TT1654

1. **NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Hackney proposes to make the above-mentioned orders under the Road Traffic Regulation Act 1984 as amended.

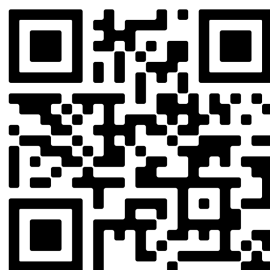
2. The general effect of the orders will be as follows;

Changes to the on-street (s.6) parking places order

(a) Revoke Paragraph 7 (k) from the Hackney (Parking Places) (Map Based) (Consolidation No. 2) Order 2018 effectively removing the exemption allowing solo motorcycles to park without a valid permit, visitor voucher or paid for parking session.

(b) Introduce a permit pricing structure for solo motorcycles and other powered two wheelers, allowing vehicles to park in resident, permit, shared use and business bays within their parking zones.

Please see our website <https://hackney.gov.uk/motorcycleparking> or scan the QR code below for the full list of prices.

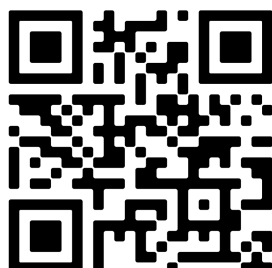


(c) Include the requirement of having a valid permit, visitor voucher or paid for parking session during the operational hours of the surrounding parking zone to the existing “at any time” solo motorcycle bays on the roads listed below:

Baches Street, Blackstock Road, Buttesland Street, Clere Street, Clifton Street, Downham Road, Drysdale Street, Dysart Street, Eagle Wharf Road, Evelyn Walk, Garden Walk, Glyn Road, Haberdasher Street, Hoxton Square, Hoxton Street, Kingsland Passage, Kingsland Road, Marlborough Avenue, Micawber Street, Paul Street, Provost Street, Redchurch Street, Scrutton Street, Somerfield Road, St Marks Rise, Stamford Road, Tottenham Road, Westland Place, Willow Street and Wilson Street.

(d) Introduce a parking payment structure on all shared use dedicated motorcycle bays, requiring solo motorcycles and powered two wheelers to park with a valid paid parking session during the operational hours of the zone:

Please see our website <https://hackney.gov.uk/motorcycleparking> or scan the QR code below for the full list of prices.



(e) Replace existing solo motorcycle bays with shared use solo motorcycle bays on the following estates:

Broadway Estate, Burma Court Estate, Colville Estate, Sherry's Wharf Estate, Warburton Estate and Wrens Park Estate.

3. Plans of the proposed locations can be viewed here - <https://hackney.traffweb.app/traffweb/2/PublicConsultation> Documents giving more detailed particulars are available for inspection by email request to streetscene.consultations@hackney.gov.uk. Alternatively Such documents can be inspected during normal office hours on Mondays to Fridays, in the visitor's reception area, London Borough of Hackney, Hackney Service Centre, 1 Hillman Street, London, E8 1DY by **appointment only**.
4. Any objections or other representations about either of the orders should be sent in writing to Streetscene – Networks Team at the address specified in paragraph 3 above or emailed to streetscene.consultations@hackney.gov.uk within 21 days from the date on which this Notice is published. All objections must specify the grounds on which they are made.

Dated this 14th day of July 2023



Tyler Linton
Head of Streetscene
(The officer appointed for this purpose)



London Borough of Hackney Equality Impact Assessment Form

Title and purpose of this Equality Impact Assessment:

Motorcycle parking review - summary and recommendations report, March 2023

Purpose of this Equality Impact Assessment:

The purpose of this exercise is to evaluate the equality impact concerning the proposed introduction of e-permits and e-vouchers for motorcycle parking as well as the requirement to pay by mobile.

The recommendations also encompass the installation of lockable stands in solo motorcycle bays. This assessment examines their effects on residents, businesses and visitors with protected characteristics.

The goal is to identify any potential negative impacts and outline necessary actions to mitigate them.

Officer Responsible: *(to be completed by the report author)*

Name: Michael Benn

Ext: 3469

Directorate:
Climate, Homes and Economy

Department/Division:
Parking and Markets/Street Trading Service

Director: Rickardo Hyatt **Date:** 30/01/24

Signature:

A handwritten signature in black ink, appearing to read 'R Hyatt', written over a horizontal line.

Comments :

Hackney Council has conducted a consultation on the implementation of parking permits for motorcycles, aligning it with other vehicles that have emissions-based permits.

Additionally, the council plans to introduce lockable stands in motorcycle bays. The key reasons behind these proposed changes are:

- Reducing CO2 Emissions: The aim is to decrease CO2 emissions from road transport.
- Improving Local Air Quality: The initiative is geared towards enhancing local air quality.
- Enhancing Security: The goal is to improve security for individuals who rely on motorcycles for transportation.

The introduction of emissions-based parking permits for motorcycles is intended to incentivise people to switch to less polluting vehicles or adopt more sustainable modes of transport, such as walking, cycling, or public transit. The plan also includes the installation of lockable solo motorcycle bays (where practicable) upon request from residents and businesses, that aims to improve security for motorcycle riders.

Recommendations:

1. Emissions-Based Parking Permits: Motorcycles will need a valid permit to park in permit holder bays. They will adhere to the same rules and pricing structure as other vehicle types, with a few exceptions:
 - a. *On-Street Residents*: Each on-street resident can apply for one resident motorcycle permit, independent of whether they already hold a resident parking permit for another vehicle.
 - b. *Estate Residents*: Each household in an estate can apply for one estate resident motorcycle permit, regardless of whether they have an estate resident parking permit for another vehicle. This is subject to the availability of parking space on the estate. Estate residents also have the option to apply for on-street resident permits.
 - c. *Businesses*: Each business can apply for up to five business motorcycle permits per business premise, irrespective of whether they already possess business parking permits for other vehicles.
2. *Visitors*: Visiting motorcycles must obtain an e-voucher at current visitor parking permit prices to park in any permit holder bay.
3. Conversion of Solo Motorcycle Bays: Existing solo motorcycle bays will be converted into permit bays, shared use spaces, or pay and display bays for short-stay parking. These conversions will be based on local needs, and the fees for motorcycle parking in these spaces will be discounted compared to charges for other vehicles.

4. Lockable Solo Motorcycle Bays: Upon request from residents and businesses, lockable solo motorcycle bays, as well as permit, shared use, or pay and display options, will be installed on a case-by-case basis to cater to specific needs.

Table one: 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 session.
Permit, pay and display or shared use solo motorcycle bays	Yes, if you have a valid e-permit or paid for session.
General-use disabled bays	Yes, if you have and display a valid blue badge and 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 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 a valid blue badge and time clock

The initial consultation period, which began on 24 February and was scheduled to end on 18 May 2020, was extended for an additional 12 weeks until 10 August 2020 due to the lockdown imposed during the coronavirus pandemic. During this period, a total of 4,333 responses were received, providing valuable input.

The Council has approached its public sector equality duty as an ongoing responsibility, ensuring due regard to the proposed implementation of parking charges for motorcycles and scooters at every stage of the decision-making process. This Equality Impact Assessment has been systematically integrated throughout the review and consultation process, demonstrating how considerations of equality impacts have been actively incorporated and taken into account.

2. Who are the main people that will be affected?

All motorcyclists

At present, all motorcyclists are allowed to park for free in any permit parking bay within the borough, except for pay and display bays or within zone B, where they are required to use designated solo motorcycle bays. This includes the following groups: residents (both estate and non-estate), businesses, council staff, commuters, workers, and visitors to the borough.

If the recommendations are approved, all these groups will need to obtain a valid e-permit, visitor e-voucher, or pay for a parking session to park their motorcycle in any permit parking bay.

Electric motorcycles will be subject to the lowest rates for all permit types, with charges set at £50 for a 12-month resident permit and £50 for a 12-month business permit.

Motorcyclists who are also blue badge holders will receive an additional benefit in the form of a free companion e-badge for their home parking zone, aligning with the expiry date of their blue badge (up to 3 years).

Presently, Parking Services is in the process of implementing a revised CO2 emissions-based charging structure across all permit types, expanding the number of bands from 5 to 13. This initiative aims to incentivise motorists to adopt sustainable travel practices and acknowledges positive changes in CO2 emissions. It allows smaller and cleaner vehicles, including motorcycles, to pay in proportion to the emissions they emit. Additionally, Parking Services is introducing charges for short-stay parking bays based on vehicle fuel type and age. This move is designed to discourage the use of polluting vehicles for non-essential journeys, promoting a greener and cleaner environment.

Residents

That live in car-free properties

At present, residents living in car-free properties who own motorcycles can park their bikes in parking bays without needing a permit. Residents of car-free properties are not eligible to obtain parking permits due to the car-free restriction imposed at the time of planning permission. Consequently, they cannot acquire a permit for on-street motorcycle parking. Individuals who own or rent properties affected by car-free covenants are informed of this restriction at the time of renting, leasing, or purchasing the property.

The Council promotes sustainable transportation methods, including walking, cycling, public transport usage, and car-sharing initiatives. Areas surrounding properties governed by car-free covenants generally have well-established local bus services, complemented by strong public transport connections and car-sharing programs. Parking Services actively encourages motorcyclists residing in car-free properties to consider these alternatives for their commuting needs.

Blue badge holders residing in car-free properties are exempt from the car-free covenants. As a result, motorcyclists who also possess a blue badge are eligible to apply for a complimentary companion e-badge, which remains valid for up to three years or until the badge's expiry date.

That have both a vehicle and a motorcycle

In the current system, residents residing in on-street properties are eligible for one parking permit per person. The proposed changes will allow residents to acquire one parking permit for a vehicle and/or one parking permit for a motorcycle per person. This adjustment ensures that individuals owning both a car and a motorcycle will not face the dilemma of selecting which vehicle to park on the street.

Estate residents

Currently, estate residents are allotted one estate parking permit per household. The proposed recommendation suggests expanding estate parking permit limits, contingent upon availability, to accommodate one vehicle per household and/or one motorcycle per household. Additionally, estate residents will retain the choice to apply for on-street resident permits.

Motorcycle blue badge holders

Motorcyclists who hold blue badges will be required to apply for a parking permit for their motorcycle. The Council provides a complimentary companion e-badge per person to all blue badge holders, allowing them to park free of charge in residents' and shared use bays within their designated home parking zone. When parking outside of their home zone, motorcycle blue badge holders must visibly display their blue badge. It is important to note that the blue badge scheme is regulated by central government and the ability to securely display a blue badge on a motorcycle is a concern. Additionally, motorcycle blue badge holders have the option to purchase secure locks to attach and display their blue badge on their motorcycle.

Businesses

Currently, businesses are permitted to acquire up to five business parking permits per establishment. Each business permit can be assigned to up to three vehicles, with only one vehicle allowed to use the permit at any given time. The proposed changes recommend allowing each business premise to purchase up to five permits for a vehicle and/or up to five permits for a motorcycle per premise. This additional allowance for motorcycles is intended to support businesses that rely on both vehicles and motorcycles as essential components of their daily operations.

The Council's Parking Service will conduct a periodic review of business permit allocation for business owners who conduct compulsory basic training (CBT) within the five-year timeframe of the upcoming Parking and Enforcement Plan.

Commuters

Currently, motorcyclists commuting into the borough can park for free. However, proposed recommendations state that commuters will be required to pay for parking their motorcycles. This change aims to encourage motorcycle commuters to opt for sustainable travel options whenever feasible.

During the consultation, concerns were raised about the affordability of these proposed charges by riders.

Visitors

Currently, motorcyclists visiting the borough may park for free. If the recommendations are approved, visitors will need to buy a paid parking session or use a visitor e-voucher for permit bays to park their motorcycles. Presently, residents (including estates) holding a blue badge and/or individuals aged 60 and over can purchase up to 24 visitor voucher books/e-books annually with a 50% discount. This policy will continue to be in effect.

Protected characteristics

The table below outlines the impact of the proposed requirement to apply for and purchase an e-permit, visitor e-voucher, and/or a paid parking session on individuals with different protected characteristics:

Protected characteristics	How motorcycle permit review would impact them
Age	<p>The implementation of motorcycle parking charges will only impact individuals aged 16 and over. Older individuals might face difficulties in purchasing e-permits, visitor e-vouchers, or paid parking sessions online. To address this concern, the Council provides postal application forms for all its products. Residents, businesses, or applicants can request application packs, which they can complete and return.</p> <p>Furthermore, short-stay parking sessions can be purchased through various methods, including pay and display machines, Paypoint terminals in local shops, or over the phone via RingGo. Parking policy staff are available to assist applicants over the phone or via email, ensuring support throughout the application process.</p> <p>Additionally, adults in the 18-34 age category, who are predominantly gig workers constituting 56% of the gig sector,</p>

	<p>may be differentially impacted. Gig workers, such as couriers and delivery riders, often have low wages, and concerns were raised in the motorcycle consultation regarding the financial burden of parking fees on this group¹.</p> <p>However, it's important to note that these charges will not affect gig workers while they are working, as loading and unloading exemptions exist for riders undertaking deliveries. Moreover, the introduction of extended time loading bays, as successfully implemented on Ashwin Street in Dalston, caters to riders awaiting food orders from local restaurants. Similar flexible solutions will be applied in other areas of Hackney where necessary, ensuring that gig workers can operate efficiently without undue financial strain.</p>
Disability	<p>The implementation of the requirement for Powered Two Wheelers (PTWs) to be covered by a valid parking permission may have a differential impact on any riders who are blue badge holders, who are currently able to park for free, due to the need to display a blue badge in order to park.</p> <p>The blue badge scheme is led and controlled by the central government. Issues of displaying a physical badge on a motorcycle are nationwide.</p> <p>To mitigate this potential impact on residents, the Council provides a solution: a free companion e-badge and a free estate permit for blue badge holders living on estates. The companion e-badge, which complements the blue badge, enables the holder to park for free within their home parking zone. Unlike physical badges, companion e-badges are virtual, eliminating the need for display on the motorcycle.</p> <p>Additionally, motorcycle blue badge holders have the option to purchase secure locks to attach and display their blue badge on the motorcycle, ensuring compliance with the regulations. These locks are available from organisations like the National Association of Disabled Bikers, providing a practical solution for blue badge holders using motorcycles.</p>

¹ The characteristics of those in the Gig Economy- Final Report February 2018
[The National Travel Survey 2021](#)

Gender reassignment	The implementation of parking charges for motorcycles and other forms of PTWs are not anticipated to have a differential impact on this protected characteristic.
Marriage and civil partnership	The implementation of parking charges for motorcycles and other forms of PTWs are not anticipated to have a differential impact on this protected characteristic.
Pregnancy and maternity	The implementation of parking charges for motorcycles and other forms of PTWs are not anticipated to have a differential impact on this protected characteristic. Discouraging motorcycle use through parking charges can contribute to improved air quality, benefitting the health of pregnant women as well as creating a safer environment through a reduction in traffic congestion.
Race	<p>The implementation of parking charges for motorcycles and other forms of PTWs may have a differential impact on gig economy workers, who are disproportionately from black and global majority backgrounds.</p> <p>To mitigate this risk, loading and unloading exemptions exist for riders undertaking deliveries.</p> <p>In addition, Hackney Council has introduced extended time loading restrictions for PTW riders where there is need for them, as implemented on Ashwin Street in Dalston, and we intend to apply a similar approach in other areas where riders need longer to await the preparation of food orders.</p>
Religion/belief (including non-belief)	<p>The Council's census data indicates that motorcycle, scooter, and moped usage for commuting are more prevalent among residents belonging to the Christian and Muslim faiths, which are two of the largest faith groups in Hackney. Approximately 0.08% of Christians and 0.04% of Muslims in the area opt for this mode of travel.</p> <p>To mitigate potential impacts on Muslim and Christian commuters, the Council plans to implement dedicated shared-use motorcycle bays and shared-use parking bays, accommodating commuters from these religious groups. Additionally, solo motorcycle bays will be installed where there is clear demand, ensuring that the needs of riders are</p>

	met effectively. It's important to note that the policy is not aimed at specific religious groups but focuses on promoting sustainable transportation options and accommodating individual choices regarding methods of transport.
Sex	<p>Data clearly shows that the majority of motorcycle users are men. According to the National Travel Survey 2021, 86% of motorcycle users were men, with women comprising only 14%. Similar data was collected during Hackney's motorcycle consultation, where 79% of respondents were men and 21% were women.</p> <p>As a result, the introduction of motorcycle fees and charges may have a differential impact on male motorcycle users. The impact will vary depending on the purposes for which male riders use their Powered Two Wheelers (PTWs), which can include gig workers, commuters, and potentially low-income workers. This Equality Impact Assessment outlines numerous mitigation measures that will be implemented to ensure that these impacts are effectively addressed and managed.</p>
Sexual orientation	The implementation of parking charges for motorcycles and other forms of PTWs are not anticipated to have a differential impact on this protected characteristic.

3. What research or consultation(s) have been carried out?

Consultation

Parking Services conducted consultations with essential internal and external stakeholders over a 24-week period, starting from 24 February and extended until 10 August 2020. This extension was necessary due to the lockdown imposed during the coronavirus pandemic.

Internal stakeholders

This included:

- Hackney's Streetscene Service on 1 April 2020.

- APCOA (Contractors who provide Civil Enforcement Officers) and the Parking and Markets/Street Trading Service on 5 March 2020.
- Hackney's Housing Service on 17 April 2020.

Additional online internal drop-in sessions were arranged on 16, 21 and 29 July during the 12-week extension period. In total, we received 4,333 responses.

External stakeholders

On 13 March 2020, an email was sent to 1,000 Hackney permit holders, providing information about the consultation and instructions on how to provide feedback online. Out of the 1,000 emails sent, 989 were successfully delivered, while eight email addresses were invalid, and three inboxes were not accepting messages at that time.

Subsequently, on 16 March 2020, the same email was sent to an additional 5,000 Hackney permit holders. Of these, 4,960 emails were successfully delivered, 27 email addresses were invalid, and 13 inboxes were not accepting messages.

Again, on 18 March 2020, the same email was sent to another 5,000 Hackney permit holders. Out of these, 4,961 emails were delivered, 31 email addresses were invalid, and eight inboxes were not accepting messages.

Additionally, a final batch of 4,432 emails was sent on 18 March 2020, with no recorded delivery report. Consequently, these emails were resent on 23 April 2020, along with the 13 and eight emails that were unsuccessful on 16 and 18 March 2020, respectively. In total, 4,456 emails were resent. Out of these, 4,400 emails were successfully delivered, 30 email addresses were invalid, and 26 inboxes were not accepting messages at that time.

Moreover, the public was given the option to translate the consultation pack, and translation request forms were attached to the back of the questionnaire and booklet for their convenience.

Posters were placed around the borough and also placed in solo motorcycle bays. Details of the consultation were also advertised in Hackney today, Hackney life, Hackney Gazette, London Gazette, Jewish Tribune as set out below:

Newspaper advertisement dates:

- Hackney life on 24 February 2020 (half page)
- Hackney today on 15 March 2020 (half page)
- Londra Gazette on 16 April 2020 (full page)

- Jewish Tribune on 22 April 2020 (full page)
- Hackney Gazette on 9 and 30 April 2020 (full page) **two advertisement in total**

Online advertisement dates:

- Hackney Gazette web (leaderboard), this was advertised every two weeks, six times in total on the following dates:
 - Monday 16 March
 - Monday 30 March
 - Monday 6 April
 - Monday 13 April
 - Monday 27 April
 - Monday 11 May

Details of the consultation were also advertised on JCDecaux signs across the borough. They were initially advertised at the following six locations from 25 February until 20 April and then all 60 locations across the borough from 21 April until 4 May 2020.

Six locations:

- Stoke Newington Road
- Old Street
- Mare Street
- Chatsworth Street
- Great Eastern Street
- Shoreditch High Street

The consultation was also made available online through the Council's customer monitoring tool Citizen Space.

Originally, 12 drop-in sessions were planned and advertised on the website consultation.hackney.gov.uk/parking-services/motorcycles, covering various locations across the borough on different days and times to allow people to provide in-person feedback. Unfortunately, only three of these sessions took place due to the COVID-19 pandemic and subsequent lockdown in the United Kingdom.

In response to the challenges posed by the pandemic, a decision was made to extend the consultation period by an additional 12 weeks until 10 August 2020. During this extension, the drop-in sessions were rescheduled, and several public engagement events were organised. These events were conducted remotely in July and August 2020, taking place online and over the phone. This format enabled the public to engage

with Parking Policy Officers, discussing the proposals and providing their input despite the constraints imposed by the pandemic and social distancing measures.

Online dates:

- **Drop-in session 1:** Thursday, 9 July 2020 from 16:00-17:30
- **Drop-in session 2:** Friday, 17 July 2020 from 11:00-12:30
- **Drop-in session 3:** Thursday, 23 July 2020 from 18:00-19:30
- **Drop-in session 4:** Wednesday, 5 August 2020 from 16:00-17:30
- **Question and answer session 1:** Monday, 13 July 2020
- **Question and answer session 2:** Monday, 27 July 2020
- **Question and answer session 3:** Monday, 3 August 2020

Call-in dates:

- **Call-in session 1:** Monday, 6 July 14:00-18:00
- **Call-in session 2:** Wednesday, 22 July 16:00-20:00

Public engagement sessions were advertised via:

- Hackney today and Hackney Gazette newspapers
- Consultation packs and emails were sent to permit holders
- Hackney social media accounts
- Citizen Space website

A Hackney matters focus group was held after the consultation period ended to review the recommendations:

- Took place on Wednesday 9 December 2020 between 15.30 - 17.00 with Council Officers.
- There were seven participants 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.

The proposed motorcycle parking review recommendation and summary report was presented to Cabinet for a final decision in February 2021.

Following this decision, motorcycle campaigners discussed their concerns with officers, and raised a deputation and petition, the latter of which was heard at Full Council in November 2022. At this meeting, it was determined that the original decision should be referred back to Cabinet.

Further discussions with campaigners were held on 16 January 2023, and 24 February, to listen to their ongoing concerns, and to take these onboard ahead of revised proposals being tabled before Cabinet on 27th March 2023.

4. Equality impacts

4 (a) What positive impact could there be overall, on different equality groups, and on cohesion and good relations?

The proposals are designed to have three main beneficial impacts, as outlined below:

1. To reduce CO2 emissions from transport in Hackney:

CO2 emissions significantly contribute to global warming, and there is a global consensus on the need to reduce these emissions to mitigate the severe impacts associated with climate change. The proposed measures will aid in decreasing CO2 emissions in Hackney. While the contribution may be relatively small, it is crucial in the broader context of Hackney's efforts to address the climate emergency.

2. To improve air quality in Hackney:

Enhancements in air quality will directly benefit residents, workers, and visitors in Hackney by lowering their exposure to harmful emissions, including particulate matter and nitrous dioxide. Improving air quality is essential for public health and well-being.

3. To enhance security measures for PTW riders' parking in Hackney, reducing the risk of theft:

By improving security measures, the proposals aim to create a safer environment for Powered Two Wheeler (PTW) riders, reducing the likelihood of theft and enhancing overall security.

Regarding groups with protected characteristics, the recommendations in the motorcycle parking review are anticipated to have positive impacts on various equality groups in the following ways:

Protected characteristics	How motorcycle permit review would impact them
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Age	<p>The proposed changes aim to enhance air quality and reduce CO2 emissions by encouraging motorcyclists to opt for more sustainable modes of transportation, such as walking, cycling, or public transport. For those who require motorcycles, the goal is to encourage the transition to less polluting and zero-emission motorcycle options.</p> <p>The positive impact of improved air quality will be particularly significant for vulnerable groups, including children, whose development can be adversely affected by poor air quality, and older individuals with pre-existing conditions, which can be exacerbated by polluted air. Addressing air quality concerns is crucial, especially considering research conducted by Imperial College London. In 2019, it was estimated that between 3,600 to 4,100 deaths (resulting in 61,800 to 70,200 life years lost) in Greater London could be attributed to human-made PM2.5 and NO2 pollution. These findings highlight the importance of mitigating health risks associated with poor air quality, even at very low pollutant levels.</p>
Disability	<p>The implementation of parking charges for motorcycles and other forms of Powered Two Wheelers (PTWs) is not expected to have a positive differential impact on this protected characteristic. However, it is essential to recognise the individuals living in and visiting the borough who have respiratory conditions affecting their quality of life.</p> <p>Organisations like Asthma and Lung UK identify clean air and air pollution as significant environmental threats to health, with vehicle emissions being a major contributor. Implementing parking charges for motorcycles and PTWs is intended to have a positive impact on individuals within these protected characteristics, especially those with hidden disabilities related to respiratory conditions and those suffering from existing cardiovascular or lung diseases.</p> <p>The motorcycle policy aims to reduce emissions from vehicles, promote sustainable transport choices, and combat air pollution. These efforts contribute to improved air quality for all residents and visitors within the borough, thereby benefiting individuals with respiratory conditions and other health concerns associated with air pollution.</p>
Gender reassignment	<p>The implementation of parking charges for motorcycles and other forms of PTWs are not anticipated to have a positively differential impact on this protected characteristic.</p>

Marriage and civil partnership	The implementation of parking charges for motorcycles and other forms of PTWs are not anticipated to have a positively differential impact on this protected characteristic.
Pregnancy and maternity	<p>Research conducted by the Greater London Authority (GLA) has shown that nitrogen dioxide (NO₂) and particulate matter (PM), two major pollutants in London, are associated with various adverse health effects. Air pollution affects all individuals living, working, or visiting London, but it disproportionately impacts certain groups who are more vulnerable to the harms of air pollution, including pregnant women.</p> <p>To mitigate this risk, the implementation of parking charges for motorcycles can have a positive impact on this protected characteristic, by discouraging the use of motorcycles and other vehicles and transport, which emit NO₂ and PM. This will encourage sustainable transport choices and tackle air pollution which will work towards improving air quality within the borough particularly for vulnerable groups, including pregnant women.</p>
Race	The implementation of the proposals will have a positive impact on gig economy workers, a significant portion of whom are from black and global majority backgrounds. Hackney Council's commitment to introducing extended time loading restrictions for Powered Two Wheeler (PTW) riders, similar to those implemented on Ashwin Street in Dalston, will facilitate a more convenient waiting experience for riders while they await orders. These measures aim to support gig economy workers, particularly those from diverse ethnic backgrounds, by reducing the likelihood of incurring penalties in specific locations.
Religion/belief (including non-belief)	The implementation of parking charges for motorcycles and other forms of PTWs are not anticipated to have a positively differential impact on this protected characteristic.
Sex	The implementation of parking charges for motorcycles and other forms of PTWs are not anticipated to have a positively differential impact on this protected characteristic.
Sexual orientation	The implementation of parking charges for motorcycles and other forms of PTWs are not anticipated to have a positively differential impact on this protected characteristic.

4 (b) What negative impact could there be overall, on different equality groups, and on cohesion and good relations?

All motorcyclists

Presently, all motorcyclists in Hackney can park for free in any permit parking bay within the borough, except for pay and display bays or zone B where they are required to use solo motorcycle bays. This opportunity extends to various groups, including residents (including estate residents), businesses, council staff, commuters, workers, and visitors to the borough.

If the recommendations are approved, all these groups will be mandated to possess a valid e-permit, visitor e-voucher, or pay for a parking session to park their motorcycles in any permit parking bay.

The proposed implementation of motorcycle parking charges will be phased over three years for Hackney residents, estate residents, and business owners. In the first year, there will be no change; 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 obligated to pay the full price.

Electric motorcycles will enjoy the lowest rates for all permit types, with charges of £50 for a 12-month resident permit and £50 for a 12-month business permit.

Additionally, blue badge holders who also own motorcycles will receive a free companion e-badge for their home parking zone, valid for up to 3 years and aligned with the expiry date of their blue badge.

Parking Services is in the process of implementing a revised CO2 emissions-based charging structure across all permit types, expanding the number of bands from 5 to 13. This initiative aims to incentivise sustainable travel and account for positive changes in CO2 emissions, allowing smaller and cleaner vehicles, including motorcycles, to pay proportionally based on their emissions. Furthermore, charges for short-stay parking bays are being introduced, varying based on vehicle fuel type and age, to discourage the use of polluting vehicles for non-essential journeys.

Residents

That live in car-free properties

Residents residing in car-free properties and owning motorcycles currently have the privilege of parking their bikes in parking bays without the need for a permit. These residents are exempt from purchasing permits due to the car-free restriction established

at the time of planning permission. Property owners or renters affected by car-free covenants are informed of this restriction when renting or buying the property.

The Council actively promotes sustainable transportation modes, including walking, cycling, public transport, and car club initiatives. Areas surrounding properties covered by car-free covenants typically have excellent local bus services, supported by robust public transport links and car-sharing schemes. Parking Services encourages motorcyclists residing in car-free properties to explore these alternative transportation options.

However, blue badge holders residing in car-free properties are exempt from these restrictions. Motorcyclists with blue badges can apply for a free companion e-badge, valid for up to three years or until the blue badge's expiry date. This exemption provides flexibility to blue badge holders, allowing them to park their motorcycles conveniently within their home parking zone.

That have both a vehicle and a motorcycle

Currently, residents living in on-street properties are eligible for one parking permit per person. However, the proposed changes will allow residents to purchase one parking permit for a vehicle and/or one parking permit for a motorcycle per person. This adjustment ensures that residents who own both a car and a motorcycle won't be forced to choose between the two; they can secure permits for both their vehicles, providing them with the flexibility to park both their car and motorcycle on the street without any inconvenience.

Estate residents

Currently, estate residents are granted one estate parking permit per household. However, the proposed changes suggest an increase in estate parking permit limits, subject to availability, allowing each household to obtain permits for one vehicle and/or one motorcycle. This modification provides estate residents with the flexibility to secure permits for both their car and motorcycle if they own both. Additionally, estate residents will have the option to apply for on-street resident permits, offering them more choices regarding their parking permits.

Motorcycle blue badge holders

Motorcyclists who hold blue badges will be required to apply for a parking permit for their motorcycles. The Council provides a complimentary companion e-badge per person to all blue badge holders. This e-badge allows them to park for free in residents' and shared use bays within their home parking zone. However, outside of their designated home parking zone, motorcycle blue badge holders must display their physical blue badge.

Managing and controlling the blue badge scheme falls under the jurisdiction of central government, and displaying a blue badge on a motorcycle is a concern nationwide. To

address this issue, motorcycle blue badge holders have the option to purchase secure locks, allowing them to attach and display their blue badge securely on their motorcycles.

Businesses

Currently, businesses are permitted to acquire up to five business parking permits for their premises. Each business permit can accommodate up to three vehicles but only one vehicle can use the permit at any given time. However, the proposed changes recommend that each business premise should have the option to obtain up to five permits for vehicles and/or up to five permits for motorcycles. This increased allowance for motorcycles is intended to support businesses that rely on both vehicles and motorcycles as essential components of their day-to-day operations.

The Council's Parking Service will also conduct a review of business permit allocation for business owners who conduct compulsory basic training (CBT) during the five-year duration of the next Parking and Enforcement Plan. This review aims to ensure that businesses engaged in CBT can receive the necessary permits to accommodate their operational needs.

Commuters and workers in the borough

Currently, motorcyclists commuting into the borough are allowed to park for free. However, proposed changes recommend implementing charges for motorcycle commuters, with the aim of encouraging sustainable travel choices and reducing CO2 emissions and improving air quality. During the consultation, concerns were raised about the affordability and proportionality of these charges, as well as the introduction of maximum stay restrictions, which could pose challenges for motorcycle commuters.

In response to these concerns, Parking Services acknowledges the need to strike a balance between environmental goals and riders' individual circumstances. To address these concerns, the initial proposal for maximum stay restrictions has been replaced with an hourly charge in solo motorcycle bays. This approach allows riders to continue commuting while incentivising the use of public transport for shorter journeys. Additionally, a phased implementation plan spanning three years has been proposed. This gradual transition period will give riders time to evaluate their options and adjust to the new system.

Furthermore, the charges for Powered Two Wheelers (PTWs) in solo motorcycle bays are recommended to be significantly lower than the equivalent hourly price for cars, with an 80% reduction in charges for PTWs compared to cars. Electric bikes would benefit from an even greater reduction, with charges set at 90% lower than the equivalent car rates at the end of the three-year phased transition. These measures are designed to provide a fair and balanced approach, taking into account the concerns of motorcycle commuters while promoting sustainable transport choices in the long run.

Visitors

Presently, visitors to the borough are allowed to park their motorcycles for free. However, if the proposed recommendations are approved, visitors will need to purchase a paid parking session or utilise a visitor e-voucher in permit bays to park their motorcycles. Residents, including estates, who hold a blue badge and/or are aged 60 and over can continue to purchase up to 24 visitor voucher books/e-books a year with a 50% discount, as per the existing policy, which will remain in place.

Protected characteristics

The table below shows the protected characteristics and how the proposed requirement to either apply for and purchase an e-permit, visitor e-voucher and/or paid for parking session may impact them:

Protected characteristics	How motorcycle permit review would impact them
Age	<p>The implementation of the motorcycle parking policies will primarily impact motorcyclists who are 16 years and older. However, older individuals may face challenges in purchasing e-permits, visitor e-vouchers, or paid parking sessions online due to technological barriers.</p> <p>To address this issue, the Council provides postal application forms for all its products. Residents, businesses, and applicants can request application packs, which will be sent to their address. Additionally, short-stay parking sessions can be obtained through pay and display machines, Paypoint terminals in local shops, or over the phone via RingGo. Parking policy staff are available to assist applicants through the process over the phone or via email.</p> <p>Adults in the 18-34 age category, particularly gig workers constituting 56% of this group, may be differentially impacted. Gig workers, including couriers and delivery riders, often have low wages, and concerns were raised about the introduction of parking fees during the motorcycle consultation.</p> <p>To address these concerns, the policy exempts gig workers from parking fees while they are working. Loading and unloading exemptions exist for riders undertaking deliveries,</p>

	<p>and extended time loading bays, similar to those implemented on Ashwin Street in Dalston, will be introduced in other areas of Hackney. This flexibility allows delivery riders to wait for the preparation of food orders by local restaurants, ensuring their ability to continue their work effectively.</p>
Disability	<p>The requirement for Powered Two Wheelers (PTWs) to have a valid parking permission might impact riders who are blue badge holders, as they are currently allowed to park for free by displaying a physical blue badge, which can be challenging to display on a motorcycle.</p> <p>To address this issue, the Council provides a solution by offering a free companion e-badge and a free estate permit for blue badge holders residing on estates. These virtual e-badges complement the blue badge and allow holders to park for free in their home parking zone without the need for physical display on the motorcycle. Additionally, motorcycle blue badge holders have the option to purchase secure locks that can be attached to display their blue badge on the motorcycle. These measures aim to make parking accessible and convenient for blue badge holders, ensuring they can continue to park for free without facing unnecessary challenges.</p>
Gender reassignment	<p>The implementation of parking charges for motorcycles and other forms of PTWs are not anticipated to have a differential impact on this protected characteristic.</p>
Marriage and civil partnership	<p>The implementation of parking charges for motorcycles and other forms of PTWs are not anticipated to have a differential impact on this protected characteristic.</p>
Pregnancy and maternity	<p>The implementation of parking charges for motorcycles and other forms of PTWs are not anticipated to have a differential impact on this protected characteristic.</p> <p>By discouraging motorcycles and other vehicles, which emit pollutants, the implementation of parking charges may contribute to a reduction in local air pollution levels and benefit vulnerable groups including pregnant women.</p>

Race	<p>The implementation of parking charges for motorcycles and other forms of PTWs may have a differential impact on gig economy workers, who are disproportionately from black and global majority backgrounds.</p> <p>To mitigate this risk, loading and unloading exemptions exist for riders undertaking deliveries.</p> <p>In addition, Hackney Council has introduced extended time loading restrictions for PTW riders where there is need for them, as implemented on Ashwin Street in Dalston, and we intend to apply a similar approach in other areas where riders need longer to await the preparation of food orders.</p>
Religion/belief (including non-belief)	<p>The implementation of parking charges for motorcycles and other forms of PTWs may have a differential impact on this protected characteristic. The Council's census data suggests two of the largest faith groups (Christian & Muslim) in Hackney are more likely to use motorcycle, scooter and mopeds for commuting.</p> <p>It is important to note that the policy is not designed to target specific religious groups but rather addresses the methods of transport chosen by individuals while promoting more sustainable options. To mitigate any potential impact on these commuter groups, dedicated shared-use motorcycle bays and shared-use parking bays can be utilised during commutes.</p> <p>Additionally, residents in Hackney can apply for a parking permit for their motorcycles, and various concessions will be put in place for those who qualify for a permit. During the transition period, residents will receive discounts of 100% in the first year and 50% in the second year, easing the financial impact and providing support to affected individuals within these communities. These measures aim to balance the implementation of parking charges while considering the needs and circumstances of specific groups of commuters.</p>
Sex	<p>The data shows that men constitute the majority of motorcycle users, with statistics indicating that 86% of motorcycle users are men, as reported in the National Travel</p>

	<p>Survey 2021. Similar trends were observed in Hackney's motorcycle consultation, where 79% of respondents were men, and 21% were women.</p> <p>Introducing motorcycle fees and charges might differentially impact male motorcycle users. However, the implementation includes several mitigation measures to address this impact. One key measure is replacing the earlier proposal for maximum stay restrictions with an hourly charge in solo motorcycle bays. This approach allows riders to continue commuting if there are no alternatives, but the pricing structure encourages more cost-efficient options for shorter journeys, such as using public transport.</p> <p>Furthermore, charges for Powered Two Wheelers (PTWs) in solo motorcycle bays are recommended to be significantly lower than the equivalent hourly price for cars, with a reduction of 80%. Electric bikes would see an even larger reduction, with charges set to be 90% lower, providing a more affordable option for users of electric PTWs. These measures aim to balance the impact on male motorcycle users while promoting sustainable transportation choices.</p>
Sexual orientation	<p>The implementation of parking charges for motorcycles and other forms of PTWs are not anticipated to have a differential impact on this protected characteristic.</p>

Equality and Cohesion Action Planning

No	Objective	Actions	Outcomes highlighting how these will be monitored	Time-scales/ mile-stones	Lead Officer
1	Address potential challenges for older riders of using digital tools to purchase parking sessions	<p>Postal application routes available and advertised for all permit types</p> <p>Cash payment options available for short stay parking via pay and display machines, or Paypoint in local shops.</p> <p>Telephone booking of RingGo sessions available.</p> <p>Parking policy staff are also on hand to assist applicants through the application process over the phone or via email.</p>	Continuous review of feedback from riders using different services.	Ongoing	Michael Benn
2	Address concerns around affordability of permits for riders, particularly for those from poorer backgrounds	<p>3 year phased implementation of charges, to give riders time to adapt.</p> <p>Emissions based charges will ensure that riders of most PTWs will be charged 7 to 10 times less than drivers of the most polluting vehicles.</p> <p>Communications campaign to notify riders of forthcoming charges, to raise awareness, and provide time for riders to make the right choice for them based on their personal circumstances, such as what they use their PTW for, and how often they use it.</p>	<p>Continuous review of feedback from riders using different services.</p> <p>Monitoring of permit purchasing volumes, and how they change over time, to track trends.</p>	2023-2025	Michael Benn
3	Address concerns around affordability of commuter parking	<p>Charges set at a reduced rate (90% lower for electric PTWs vs cars, and 80% lower for ICE PTWs vs cars)</p> <p>3 year phased implementation of charges, to give riders time to</p>	<p>Continuous review of feedback from riders using different services.</p> <p>Monitoring of short stay parking</p>	2023-2025	Michael Benn

	parking for riders	<p>adapt.</p> <p>No introduction of maximum stay restrictions in solo motorcycle bays.</p> <p>Communications campaign to notify riders of forthcoming charges, to raise awareness.</p> <p>Installation of new solo motorcycle bays where there is demonstrable need for them.</p>	session volumes and frequencies in solo motorcycle bays, to track trends.		
4	Address concerns of riders that they will need to choose between a motorbike and car if they presently own both.	Proposals put forward intend to duplicate the existing permit allowances for residents, estate residents and businesses, to enable them to own and operate a car and PTW, without having to choose between the two.	To be introduced following approval of proposals.	2023	Michael Benn
5	Address concerns of disabled riders that will be required to display their blue badge	<p>Resident blue badge motorcyclists will be able to apply for a free companion e-badge for their home parking zone, which is aligned to the expiry date of their blue badge (up to 3 years).</p> <p>Estate residents will be able to apply for a free estate permit.</p> <p>Outside of their home parking zone, motorcycle blue badge holders will be required to display their blue badge, in line with national guidelines.</p> <p>Riders will be advised to purchase secure Motorcycle blue badge holders to attach and display their blue badge to their motorcycle.</p> <p>Communications campaign to notify riders of forthcoming charges, to raise awareness.</p>	<p>Monitor volume of companion badge / free estate permit applications from blue badge holders for PTWs</p> <p>Continuous review of feedback from riders using different services.</p>	2023-2024	Michael Benn
6	Address impact of	Residents will be advised of their options for the storage of their	Continuous review of feedback from	2023-2024	Michael Benn

	motorcycle charges on motorcyclists living in car free developments	<p>PTW where planning restrictions prevent a permit being issued. These include renting off street parking spaces, or garages.</p> <p>Blue badge holders who live in car-free properties are exempt from car free covenants. Therefore, motorcyclists who also possess a blue badge may apply for a free companion e-badge for up to three years or the expiry date of the badge.</p>	riders using different services.		
7	Address potential risk of introduction of charges having a negative impact on delivery riders and couriers	<p>Loading and unloading exemptions exist for riders undertaking deliveries.</p> <p>Introduction of extended time loading bays for PTW riders where there is need for them, as implemented on Ashwin Street in Dalston</p>	Ongoing dialogue with riders, and unions representing them, to address needs in hotspot areas across the borough	Ongoing	Michael Benn
8	Address concerns about PTW security when parked in the borough.	<p>Provide lockable bays where there is demand, to reduce vandalism and theft.</p> <p>Adoption of design principles where feasible when implementing lockable bays.</p> <ol style="list-style-type: none"> 1. Natural surveillance (overlooked by businesses, residential addresses, get regular footfall etc.) 2. Lighting should be covered by 5489 British standard street lighting. 3. Avoidance of street furniture, trees, canopies, bushes, green electrical boxes, which may provide cover for criminals. 4. Ground anchors, flush fitting to the ground so they do not provide a trip hazard. Robust metal support stands of 3mm thickness, and minimum foundations of 300mm depths. 5. CCTV - close enough so faces can be seen, 20m away. <p>Education of users (lock, chain and save) - put signs up around</p>	Continuous review of feedback from riders using different services.	2023-2027	Policy Team

		the bays. These precautions make it less attractive to steal a motorcycle.			
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