

Motorcycle parking permits review Summary and recommendations - Cabinet paper	March 2023
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## 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:*

<b>Bay type</b>	<b>Can motorcycles park?</b>
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:

<b>Protected characteristics</b>	<b>How motorcycle permit review would impact them</b>
<b>Age</b>	<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</p>

	<p>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, 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 group<sup>1</sup>.</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>
<p><b>Disability</b></p>	<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</p>

<sup>1</sup> The characteristics of those in the Gig Economy- Final Report February 2018  
[The National Travel Survey 2021](#)

	<p>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>
<b>Gender reassignment</b>	<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>
<b>Marriage and civil partnership</b>	<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>
<b>Pregnancy and maternity</b>	<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. 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.</p>
<b>Race</b>	<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>
<b>Religion/belief (including non-belief)</b>	<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 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.</p>
<b>Sex</b>	<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>
<b>Sexual orientation</b>	<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>

### 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](https://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:

<b>Protected characteristics</b>	<b>How motorcycle permit review would impact them</b>
<b>Age</b>	<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>
<b>Disability</b>	<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</p>

	respiratory conditions and other health concerns associated with air pollution.
<b>Gender reassignment</b>	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.
<b>Marriage and civil partnership</b>	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.
<b>Pregnancy and maternity</b>	<p>Research conducted by the Greater London Authority (GLA) has shown that nitrogen dioxide (NO<sub>2</sub>) 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 NO<sub>2</sub> 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>
<b>Race</b>	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.
<b>Religion/belief (including non-belief)</b>	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.
<b>Sex</b>	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.

<b>Sexual orientation</b>	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.
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**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:

<b>Protected characteristics</b>	<b>How motorcycle permit review would impact them</b>
<b>Age</b>	<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</p>

	<p>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, 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>
<b>Disability</b>	<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>
<b>Gender reassignment</b>	<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>
<b>Marriage and civil partnership</b>	<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>
<b>Pregnancy and maternity</b>	<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>
<p><b>Race</b></p>	<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>
<p><b>Religion/belief (including non-belief)</b></p>	<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 &amp; 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</p>

	needs and circumstances of specific groups of commuters.
<b>Sex</b>	<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 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>
<b>Sexual orientation</b>	The implementation of parking charges for motorcycles and other forms of PTWs are not anticipated to have a differential impact on this protected characteristic.

## Equality and Cohesion Action Planning

No	Objective	Actions	Outcomes highlighting how these will be monitored	Time-scales/ milestones	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"> <li>1. Natural surveillance (overlooked by businesses, residential addresses, get regular footfall etc.)</li> <li>2. Lighting should be covered by 5489 British standard street lighting.</li> <li>3. Avoidance of street furniture, trees, canopies, bushes, green electrical boxes, which may provide cover for criminals.</li> <li>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.</li> <li>5. CCTV - close enough so faces can be seen, 20m away.</li> </ol> <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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