



**TITLE OF REPORT: Motorcycle parking permits review – summary and recommendations report**

**Key Decision No. NH R10**

**CABINET MEETING DATE (2020/21)**

**22 February 2021**

**CLASSIFICATION:**

**Open**

**If exempt, the reason will be listed in the main body of this report.**

**WARD(S) AFFECTED**

**All wards**

**CABINET MEMBER**

**Mayor of Hackney, Philip Glanville**

**KEY DECISION**

**Yes**

**REASON**

**Affects two or more wards**

**GROUP DIRECTOR**

**Ajman Ali - Group Director Neighbourhoods and Housing**

## 1. MAYOR'S INTRODUCTION

- 1.1 After a detailed period of policy development and consultation I am pleased to commend plans to introduce motorcycle parking charges in Hackney. Recommendations include the requirement for motorcycles to hold a valid e-permit, e-voucher or paid for parking session to park in any permit holder bay.
- 1.2 Pollutants and exposure over time to small particles in the air were linked to an estimated 4,300 premature deaths in London, including 96 in Hackney, by the GLA in 2008. For the first time, the impact of nitrogen dioxide (NO<sub>2</sub>) in London was included and analysed in an updated study by King's College London, 2015.
- 1.3 The inclusion of NO<sub>2</sub> in the updated study showed that by 2010, 5,900 premature deaths across London were recorded and linked to NO<sub>2</sub> long term exposure, as well as 75% of cardiovascular hospital admissions associated with PM2.5. Vulnerable groups in the borough such as low incomes, ethnic minority backgrounds, older people, and children are adversely affected by the effects of poor air quality, and the Council has a commitment to do more to inspire changes in behaviours.
- 1.4 The early 'lockdown' period of the coronavirus pandemic showed us that through fewer motor vehicles travelling on the public highway, cleaner breathable air is possible. This is important, as the King's College London study also identified that a reduction in pollutants levels between 2010 and 2020 could result in nearly four million life years being saved.<sup>1</sup>
- 1.5 Current Government advice to avoid public transportation wherever possible, in order to minimise contact and the transmission of the virus, has seen some motorists resort to travelling more by private motorcycle, car and van. As the coronavirus pandemic continues to impact the lives, health and wellbeing of Hackney citizens, there will be no return to business as usual as the Council works to rebuild a greener Hackney and avoid a car-led recovery that would negatively affect the health of our residents.
- 1.6 Before this consultation, the way we dealt with motorcycle parking was not in line with our goal of making our streets more liveable for all residents,

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<sup>1</sup> London Assembly website - [www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/health-and-exposure-pollution](http://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/health-and-exposure-pollution)

businesses and visitors. This was primarily as a result of practical reasons which meant that it was problematic to display or secure a physical permit, voucher or parking session to 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 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.

- 1.7 With e-permits, pay by mobile already in place and the introduction of e-vouchers due in Spring 2021, there are now practical solutions to display and secure vouchers and permits to a motorcycle. Research also shows that motorcycles are proven to emit less CO<sub>2</sub>, but much more harmful levels of nitrogen oxides than cars<sup>2</sup>. In addition, Euro 4 standards only apply to motorbikes registered after 2016 and mopeds from 2017.<sup>3</sup> Motorcycles will no longer be able to park in and around Hackney for free, as the recommendations contained in this report aim to address this and encourage motorcyclists to travel sustainably.
- 1.8 Everyone in Hackney has the right to enjoy public spaces and access the benefits which derive from making these spaces cleaner and greener. Enabling people to travel sustainably and actively is key to achieving this, alongside fewer vehicles on our roads which are smaller, slower, and quieter. It is also important to support the local economy, therefore this will be taken into consideration when reviewing parking zones around town centres to ensure that there are enough places for motorcyclists to park.
- 1.9 Changes to motorcycle parking in Hackney is driven towards making public space more people focused. This is supported by our decision to promote modes of travel such as social distanced walking, cycling and public transport over journeys made by private petrol and diesel powered motorcycles and vehicles. It is right that people should benefit from improved health associated with exercise and active travel, while places should also benefit by becoming less polluted with exhaust fumes and noise, and safer because of less traffic and slower and smaller vehicles. The changes also bring Hackney in line with neighbouring and other inner London boroughs as 7 of 11 require motorcycle permits.

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<sup>2</sup> The Guardian website - [www.theguardian.com/environment/2005/dec/21/travelandtransport.transportintheuk](http://www.theguardian.com/environment/2005/dec/21/travelandtransport.transportintheuk) and the comparative study paper - <https://pubmed.ncbi.nlm.nih.gov/16433345/>

<sup>3</sup> Transportpolicy.net - [www.transportpolicy.net/standard/eu-motorcycles-emissions](http://www.transportpolicy.net/standard/eu-motorcycles-emissions)

- 1.10 This administration recognises that while 84% of respondents expressed concern about local air quality in Hackney, the majority of responses to the consultation did not support the initial proposals, with owners of motorcycles in particular feeling that bikes had a lesser impact on the environment and congestion than cars, vans or lorries, that needed to be acknowledged in the plans.
- 1.11 Responding to the consultation feedback, and the priorities of the administration, we have taken onboard this feedback in the revised proposals set out in this report. We will be investing more in the borough's motorcycle infrastructure and in safety, including introducing solo motorcycle bays with secure parking. This will be implemented borough-wide upon request in local areas to help alleviate the possibility of motorcycle theft. In addition, residents and businesses will be able to purchase permits for both a motorcycle and vehicle, eliminating the need to choose. We have also mapped and worked with motorcycle related businesses across the borough to ensure these changes have a minimal impact and support them to continue to successfully operate.
- 1.12 A review of existing solo motorcycle bays in the south of the borough, will also, depending on usage, present an opportunity to reinvest and reclaim the kerbside space to open spaces and green initiatives. We recognise the economic contribution made by couriers and delivery drivers, especially during the current pandemic, while we would ultimately want more of this industry to transition to more sustainable vehicles and modes, Parking Services will continue to ensure that they are providing adequate provision for motorcyclists to access. We will also, as the paper says below, ensure a pragmatic approach to enforcement when active loading and unloading.
- 1.13 Alongside this, there are plans to review and increase the current permit emissions-based charging bands, and introduce an emissions-based charging structure for visitor parking. We hope this will incentivise sustainable choices and make pricing fairer for motorcyclists, so that they will only be charged according to their vehicle emissions.
- 1.14 Unlike other London boroughs who have introduced full motorcycle charges within a year, changes to motorcycle parking in Hackney, will, given the nature of this change and the current economic situation, be introduced gradually over a three year period taking place from Spring 2022. For resident and business permit holders, there will be no change in the first year, 50% of the full price in the second year and full price will be payable in the third year.

This will be supported by an ongoing communications and engagement campaign working alongside the police to inform, advocate and encourage motorcycle safety across the borough starting in April 2021.

## **2. GROUP DIRECTOR'S INTRODUCTION**

- 2.1 I am pleased to approve for adoption and implementation, the introduction of motorcycle e-permits, e-vouchers and the requirement to hold a valid paid for parking session to park in any parking permit bay. This includes plans to introduce secure lockable solo motorcycle bays upon request.
- 2.2 This follows a six month extensive consultation, which ran between February and May for 12 weeks and was extended due to the onset of the coronavirus pandemic by 12 more weeks to August of 2020. The consultation looked carefully at responses from people who both live and do business in Hackney. A total of 4333 responses in all were returned.
- 2.4 The adoption and implementation of motorcycle parking permit products and services will also ensure that the Council's broader air quality objectives are maintained along with its commitment to making Hackney a safer, healthier, and more pleasant place for people to live and work.

## **3. RECOMMENDATION(S)**

- 3.1 That Cabinet approves the following:
- 3.2 That motorcycles will be required to hold a valid permit to park in any permit holder bay, and will be governed by the same rules and pricing structure as other vehicle types (such as cars and vans), with the following exceptions:
  - 3.2.1 On-street residents - they will be able to apply for one resident motorcycle permit per person, irrespective of whether or not they already hold a resident parking permit for another vehicle.
  - 3.2.2 Estate residents (subject to availability) - they will be able to apply for one estate resident motorcycle permit per household, irrespective of whether or not they already hold a estate resident parking permit for another vehicle. Estate residents will also have the option to apply for on-street resident permits.

3.2.3 Businesses - they will be able to apply for up to five business motorcycle permits per business premise, irrespective of whether or not they already hold business parking permits for other vehicles.

3.3 That visiting motorcycles will be required to obtain an e-voucher to park in any permit holder bay at current visitor parking permit prices.

3.4 That existing solo motorcycle bays will be converted into permit bays, shared use or pay and display bays for short stay parking with fees aligned to pay and display prices. Maximum waiting restrictions will apply in line with other pay and display bays in certain areas to discourage commuting.

3.5 That on request from residents and businesses, permits, shared use or pay and display lockable solo motorcycle bays will be installed on a case by case basis.

#### **4. REASONS FOR DECISION**

##### **4.1 Rationale for the proposed changes**

4.1.1 Hackney Council is taking action to improve air quality and is committed to delivering net zero emissions by 2040. The Council's Parking and Markets/Street Trading Service is tackling the Council's overall objective through a significant reduction of vehicle emissions, which motorcycles contribute to.

4.1.2 It is widely accepted that CO<sub>2</sub> emissions from transportation contribute to poor air quality, but research has shown that motorcycles emit nitrogen oxide (NO<sub>2</sub>) within the range of petrol and diesel cars. However, currently motorcycles may park for free across the borough with the exception of pay and display bays and only in solo motorcycle bays within parking zone B where the demand for commuter parking is higher.

4.1.3 The Parking and Enforcement Plan (PEP) 2015-20 presents an overview of the policy and procedural basis which will guide the Council's parking-related decisions over five years and is currently being reviewed.

4.1.4 The updated Air Quality Action Plan (AQAP) sets out the Council's ten key priorities to tackle air pollution across the borough through local drivers within

our control. It also prioritises the development of the PEP and its recommendations.

4.1.5 Permission to consult on a PEP recommendation to introduce motorcycle parking permits was granted by Cabinet in December 2019. In Spring 2020 the Council consulted on changes to motorcycle parking in Hackney. The consultation initially ran for 12 weeks from 24 February to 18 May and was extended by 12 more weeks to 10 August 2020 due to the coronavirus pandemic.

4.1.6 It is also important to note that the motorcycle consultation was 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.

4.1.7 Following analysis of the results, it is requested that Cabinet approves the recommendations set out in 3.2 to 3.5 of this report, and the proposals detailed in sections 4.2 to 4.3 of this report.

## **4.2 Consultation approach**

4.2.1 The public consultation on changes to motorcycle parking in Hackney ran from 24 February to 18 May and was extended by 12 more weeks to 10 August 2020 due to the coronavirus pandemic. All permit holders were sent an email invitation to participate in the consultation online and postal applicants were sent a consultation pack in the post.

4.2.2 In order to engage with the public in a substantive and meaningful way, a mixture of key internal and external drop in sessions were held in public spaces and via online platforms. Social media campaigns were executed, advertisements were placed in local newspapers, printed and put up around council buildings. Posters were also attached to lamp posts next to motorcycle bays and around town centres. A total of 4333 responses were received. Please refer to appendix 1 for the communications and engagement results report.

4.2.3 Based on 6317 multiple choice responses, the majority of people who responded to the consultation were residents who live in on-street properties (40%), commuters (16%) and visitors to the borough (15%). The service monitoring question was included, as it was important that we reached and

understood the impact of the proposals on motorcyclists that live, work, commute and visit the borough - see table 1, service monitoring breakdown.

Table 1 - Service monitoring breakdown

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

\*A comments box was provided.

### **4.3 Consultation summary recommendations**

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

#### **4.3.2 Motorcycle parking permits**

4.3.3 The Council has a broad range of permit products and services that consist of residents (including estates), business, doctors, health and social care, and all-zone parking permits and vouchers. Motorcycle permit proposals included the requirement to hold a permit, voucher or paid-for parking session to park in a solo motorcycle or parking bay.

4.3.4 In summary, out of 4235 respondents who answered this poll question 79.9% were not in favour of proposals to introduce motorcycle parking permits. 18.2% supported the plans and 1.87% neither agreed nor disagreed with the proposals - see table 2, proposals to introduce motorcycle parking permits.

Table 2 - Proposals to introduce motorcycle parking permits

<b>Options</b>	<b>Total</b>	<b>%</b>
Agree	788	18.2
Neither agree or disagree	81	1.87

Disagree	3456	79.9
Total	4325	100*

\*Rounded up.

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

4.3.6 With the 534 invalid responses omitted from the results, the overall feedback to the poll question did not change significantly. As 3791 genuine responses were received, and of these responses 77.3% (2922) disagreed with proposals, 20.6% (788) agreed and 2.1% (81) neither agreed nor disagreed - see table 3.

Table 3 - Proposals to introduce motorcycle parking permits

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

4.3.7 This is in stark contrast to respondents' perception on air quality as nearly 50% were really concerned and over a third (34%) were a little concerned about Hackney's air quality, which was also echoed in the comments. This did not compare to the 12.5% that were not at all concerned - see table 4, air quality.

Table 4 - Air quality

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

- 4.3.8 Hackney car and van residents had a different view to Hackney motorcyclists as the majority of residents motorists, (61%) who owned a vehicle only were in support of proposals to introduce motorcycle parking permits - see appendix 2, for the full motorcycles consultation summary report.
- 4.3.9 Respondents told us that there was a lack of evidence supporting the amount of harmful pollutants motorcycles emit and that the air quality viewpoint was not enough grounds to implement a change. Hackney has declared a climate emergency and has a responsibility to protect the well-being of its residents to improve air quality by responding with affirmative action.
- 4.3.10 Weighing up the comments received on proposals to introduce motorcycle parking permits, the main feedback was that respondents felt motorcycles were better for the environment compared to cars, vans and lorries. However this is contradicted by research that shows that motorcycles contribute heavily to dangerous nitrous oxide (NO<sub>2</sub>), and Particulate Matter (PM10) pollutants on a par with vehicle counterparts.<sup>4</sup> Others agreed that introducing motorcycle parking permits would support the Council's efforts in reducing pollution, thus improving air quality.
- 4.3.11 Respondents also agreed that motorcycles eased congestion, as it is quicker to get around and they take up less space on the road when parked. In addition, respondents thought that motorcycles were part of the solution and not the problem, as motorcycles help to move traffic faster and therefore creates less idling pollution.
- 4.3.12 Following on from the coronavirus pandemic, the Council is working towards a green recovery that lends itself to encouraging people to socially distance, walk, cycle and use public transport more. Our responsibility to improve air quality focuses on the reduction of CO<sub>2</sub> transportation emissions and fees are levied on how much motorcycles pollute, not the amount of kerbside space they occupy.
- 4.3.13 Pollution from motorcycles is proven to contribute to poor air quality. Taking this into account, the results of the consultation and the Council's duty to do everything within its power to tackle climate change, the Parking and Markets/Street Trading Service is recommending for motorcycles to be charged to park in any permit bay - see table 5, recommended motorcycles

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<sup>4</sup> The Guardian -

[www.theguardian.com/environment/2005/dec/21/travelandtransport.transportintheuk](http://www.theguardian.com/environment/2005/dec/21/travelandtransport.transportintheuk)

parking permissions. For the majority of motorcycles, this would be no more than £5 a month.

**Table 5: 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 parking session
Permit, pay and display or shared use solo motorcycle bays	Yes, if you have a valid e-permit or paid for parking session
General use disabled bays	Yes, if you have and display a blue badge and time clock (if required)
Personalised permit bays (allocated to a single disabled driver that has passed a set criteria)	Yes, only if it is allocated to you
On-street pay and display bays	Yes, if you have a valid paid for parking session
Business bays	Yes, if you have a valid business e-permit
Doctors bays	Yes, if you have a valid doctors e-permit
Car club bays, suspended bays, red routes	No
Single and double yellow lines (where no further restrictions apply)	For up to three hours displaying valid blue badge and time clock

#### **4.3.14 Car free developments**

4.3.15 The only exception to this rule are residents who live in car free developments. They are not permitted to purchase parking permits for any motorised vehicle which includes motorcycle, cars and vans, as this goes against the section 106 agreement signed during the time the tenant, leaseholder or owner rented or bought the property.

4.3.16 Although residents living in car free developments should already be aware of this, the Council's Parking and Markets/Street Trading Service will reinforce this message in the motorcycles communications campaign to ensure that customers have enough notice and time to prepare for the changes.

4.3.17 Residents with disabilities that live in car free developments are exempt from section 106 agreements and can purchase parking permits using their blue badge. Currently, all other residents can purchase up to 40 books of vouchers a year for their visitors, this will not change.

**4.3.18 Permit limits**

4.3.19 The Parking and Enforcement Plan denotes that all residents are entitled to one on-street parking permit per person. Initial proposals supported this policy, requiring residents to choose to permit a motorcycle or a vehicle if plans were approved.

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

Table 6 - Transport use

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

\*Rounded up.

4.3.21 After reviewing the feedback and concerns from residents that they felt forced to choose between owning a motorcycle or a vehicle, The Parking and Markets/Street Trading Service is recommending that an additional motorcycle parking permit be created for on-street residents, businesses permits. This means a resident or business may purchase both motorcycle and vehicle parking permits.

4.3.22 The policy on estates differs as parking spaces are limited and reserved for estate residents only. Estate residents are subject to availability and household limits, which is usually limited to one permit per household on most estates. It is recommended that estate residents purchase one permit per household for a vehicle and/or one permit per household for a motorcycle.

4.3.23 For some estates there is a waiting list to purchase a parking permit. For these estates, motorcyclists will instantly find themselves placed on the list until a space becomes available. Estate residents who own both a vehicle and

a motorcycle will also have the option to apply for an on-street resident permit to park their motorcycle on the street. Similarly, the current rules on doctors, health and social care and all-zone parking permits limits will remain the same at one permit per person.

4.3.24 Blue badge holders motorcyclists are entitled to a free companion e-badge to park in their home parking zone for up to three years or the expiry date of the badge. Companion e-badges are attached to the blue badge holder motorcycle, car or van, freeing up the blue badge to follow the person throughout the day. The rules on companion e-badge limits will not change from one companion e-badge per person, as it impacts blue badge holders ability to travel freely and park.

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

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

#### **4.3.27 Motorcycle permit fees and charges**

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

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

4.3.30 Some participants suggested that motorcycles were used by people that were less well off as a preferred mode of transport, as it is cheaper to run. However, participants felt that the proposed fees and charges of £62 for a 12 month on-street residents permit and £39.25 for an estates resident permit

were far too high - see tables 7 and 8 for the recommended resident and estate permit prices. Others supported the proposals as residents in the borough must pay to park their vehicles - please see appendix 3, the full and current parking permit price list 2020-21.

**Table 7 - Recommended motorcycles residents permit price.**

<b>Band</b>		<b>3 months</b>	<b>6 months</b>	<b>12 months</b>
1	No local emissions	£10.00	£10.00	£10.00
2	Up to 120 g/km	£27.00	£39.00	£62.00
	Price including diesel supplement	£52.00	£89.00	£162.00
3	121 - 185 g/km, or under 1200cc*	£43.50	£68.00	£114.00
	Price including diesel supplement	£68.50	£118.00	£214.00
4	186 - 225 g/km, or 1200-2000cc*	£60.50	£97.00	£166.00
	Price including diesel supplement	£85.50	£147.00	£266.00
5	226 g/km +, or 2001cc*+	£77.50	£126.00	£217.50
	Price including diesel supplement	£102.50	£176.00	£317.50
The diesel supplement will be £100 per year, and will be prorated for 3 and 6-month permits. *Where no information is held on a vehicle's CO <sub>2</sub> emissions, price will be calculated on engine size.				

**Table 8 - Recommended motorcycles estate resident parking permit price**

<b>12 months only</b>	<b>Residents</b>	<b>Blue badge holders</b>
All vehicles	£39.25	Free

4.3.31 While it is not recommended to introduce a price for motorcycles that breaks the link between a vehicle's emissions and its price, irrespective of the type of vehicle, the feedback has highlighted that increasing the numbers of bands would allow for lower emitting vehicles to be charged less. With this in mind Parking Services will review the current CO<sub>2</sub> emissions based charging structure across all permit types, with the view of increasing the number of bands during the lifetime of the next Parking and Enforcement Plan.

4.3.32 This will continue to incentivise motorists to travel sustainably and aim to reflect positive changes in CO<sub>2</sub> emissions to allow for smaller and cleaner vehicles and motorcycles to pay in proportion to the emissions they emit.

4.3.33 The proposed implementation of motorcycle parking charging will take place over three years for Hackney residents including estate and business owners. In the first year there will be no 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 required to pay the full price.

4.3.34 Parking permits will be required from the first year, for all-zone, doctors, health and social care parking permits. Blue badge holders can apply for a free companion e-badge. Visitors to the borough will also be required to purchase a paid for parking session or use a visitor e-voucher.

#### **4.3.35 Electric motorcycles**

4.3.36 Manufacturers are rapidly developing electric motorcycles that are highly competitive in price and are also addressing issues with battery life expectancy for long haul journeys, therefore making it accessible and easier to switch in the future.

4.3.37 The Council encourages sustainable modes of transportation above the use of petrol and diesel motorised vehicles. Therefore motorcyclists that choose an electric motorcycle will be charged the lowest rate of £10 for a 12 month resident parking permit, £20.50 for a 12 month business or a health and social care parking permit. All other parking permits will benefit from a reduced rate in prices - please see appendix 3, for the full parking permit price list 2020-21.

#### **4.3.38 Visitor parking**

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

4.3.40 Overall residents (46%) that responded to the consultation do not have family, friends or workers that travel to their home by motorcycle - see table 9, visiting resident motorcycles.

Table 9 - Visiting resident motorcyclists

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

4.3.41 With the introduction of e-vouchers in Spring 2021, the obstacle of displaying a physical visitor voucher is removed. The Parking and Markets/Street Trading Service recommends for motorcyclists to have a valid e-voucher to park in any permit bay at the same rate as all other vehicles - see table 10 and 11, for the recommended on-street residents and estate resident e-voucher prices. Please see appendix 3, for the full and current parking permit price list 2020-21.

Table 10 - Recommended on-street residents visitor voucher prices

<b>On-street resident</b>	<b>Price per book</b>
<b>One day visitor vouchers</b>	
Discounted rate for blue badge holders and people over 60 (first 24 books per year)	£10.25
Standard rate (one day, five cards in a book)	£20.50
<b>Two hour visitor vouchers</b>	
Discounted rate for blue badge holders and people 60 and over (first 24 books per year)	£11.75
Standard rate (two hours, 20 cards in a book)	£23.50

Table 11 - Estate residents visitor voucher prices

<b>Estate resident</b>	<b>Price per book</b>
<b>One day visitor vouchers</b>	
Discounted rate for people 60 and over (one day, ten cards in a book)	£1.75
Standard rate – including blue badge holders (one day, ten cards in a book)	£3.50

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

4.3.43 All other motorcycle visitors to the borough must continue to purchase and/or display a valid paid permit for the parking session. Presently, there is a flat rate for short stay parking in place that varies depending on the location. This does not take into consideration how polluting a motorcycle is.

4.3.44 Parking Services recommends the introduction of CO<sub>2</sub> emissions based charging for short stay parking bays during the lifetime of the next Parking and Enforcement Plan. This will take into consideration how much motorcycles and or vehicles visiting the borough pollute, and charge accordingly.

#### **4.3.45 Commuters or workers in the borough**

4.3.46 Workers who commute into or around Hackney, including council staff, were invited to give feedback on proposals to introduce the need to display a valid pay by mobile parking session to park in, solo motorcycle, shared use and pay and display bays.

4.3.47 There has been a natural shift towards paying for short stay parking by mobile, as opposed to using a pay and display machine, since the beginning of the coronavirus pandemic with over 98% parking sessions being paid for this way. This further removes the problem of paying and display for a valid paid for parking session.

4.3.48 The data showed that most motorcyclists with a combined total of 80%, use their bikes daily or a few times a week for commuting to work and carrying out leisure activities. Only 10% of respondents used their motorcycle for business purposes.

4.3.49 There was opposition from workers in the borough that either commuted to Hackney or commuted, parked and worked in a neighbouring borough. In the south of Hackney near to the city, the number of solo motorcycle bays installed in parking zones A and B, is disproportionate to the rest of the borough and is serving commuters. This goes against the Council's Parking and Markets/Street Trading Service hierarchy of parking needs<sup>5</sup> which does not support and deprioritises commuting.

4.3.50 Some respondents stated that using a motorcycle was the only viable mode of moving around, as public transport was not an option. In addition the expansion of ULEZ inside the North Circular (A406) and South Circular road (A205) boundaries and compliance to the scheme would be enough as the scheme has the potential to remove harmful motorcycles off the road.

4.3.51 However Euro 4 emission standards only applies to motorbikes from 2016 and mopeds from 2017; with Euro 5 standards applying to all sales of two and three wheeled vehicles from 2020. <sup>6</sup>ULEZ may deter older motorcycles from making unnecessary journeys, however, it does nothing to discourage all other motorcycles from commuting. The Council's recommended policies treat all motorcyclists in the same way, which aligns to the London-wide changes to the ULEZ scheme to discourage polluting vehicles.

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<sup>5</sup> Parking and Enforcement Plan 2015-20, page 16 - [hackney.gov.uk/pep](https://hackney.gov.uk/pep)

<sup>6</sup> Transportpolicy.net - [www.transportpolicy.net/standard/eu-motorcycles-emissions](http://www.transportpolicy.net/standard/eu-motorcycles-emissions)

4.3.52 It is recommended by the Council's Parking and Markets/Street Trading Service to charge visitors, commuters and workers in the borough who park in solo motorcycles, shared use and short stay parking bays. Recommendations are designed to encourage motorcyclists to choose to use other forms of sustainable transport in, around and through Hackney, as well as providing a fair service for those that may need to ride.

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

4.3.54 If plans are approved to introduce CO<sub>2</sub> emissions based charging for short stay parking, motorcycle commuters will not be able to park all day in some high traffic flow locations as maximum stays with no return will be introduced to prevent this.

#### **4.3.55 Courier and delivery riders**

4.3.56 With the rise of food delivery services during the coronavirus pandemic, where restaurants are moving operationally to a takeaway set up during periods of lockdown, there was general concern among respondents for the self-employed and low income delivery riders, who use their motorcycles for work. Only 3.11% of respondents used their motorcycle for couriership or delivery purposes, but it was important for us to understand the impact of the proposals to pay to park may have on motorcyclists.

4.3.57 Courier and delivery motorcyclists often need to set down to deliver or collect items within a small window of opportunity. The majority of time is spent waiting for jobs to come in and for food to be prepared. Parking Services will evaluate solo motorcycle pay and display bays in areas around town centres, as part of parking zone reviews to ensure that they are providing adequate provision for motorcyclists to access. Red routes are controlled by Transport for London<sup>7</sup> and short stay loading bays are already supported by them.

4.3.58 There will be remote locations where installing a solo motorcycle bay will not be possible and it is in those locations that shared use, pay and display bays

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<sup>7</sup> Transport for London, loading for the public - <https://tfl.gov.uk/modes/driving/red-routes/rules-of-red-routes/loading-for-the-public>

will need to be utilised. Short stay parking bays do not have minimum stays so courier and delivery riders can also park for much shorter durations and extend the session if needed using pay by mobile.

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

4.3.60 Above all, it is important to note that the Council encourages the use of sustainable transportation above the use of motorised vehicles, a move that is also supported by some of the biggest delivery companies<sup>8</sup> who also encourage and reward the use of bicycles for deliveries

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

#### **4.3.62 Businesses**

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

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

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<sup>8</sup> Deliveroo bicycle boost - <https://riders.deliveroo.co.uk/en/bicycle-boosts> and Domino's electric bikes - <https://electrek.co/2019/08/13/dominos-pizza-delivery-e-bike-electric-bicycle-rad-power>

4.3.65 Listening to the consultation feedback on permit limits, plans to consider keeping the eligibility the same, which would mean business motorcycles and vehicles may apply for up to five business permits per premise, have not been taken forward. It is recommended that businesses can buy five permits for motorcycles and five for other vehicles.

4.3.66 Targeted focus groups were held with motorcycle business owners to specifically hear their views on the proposals. The general feedback was that they did not support charging businesses for parking permits. More support was garnered for a scheme where motorcyclists would benefit from free parking in solo motorcycle bays, whereas residents had an opposite view and suggested that businesses pay for their permits only.

4.3.67 Most businesses (55%) that answered this question used between 1-5 motorcycles for their business. During the day 60% of business owners did not park their motorcycles on the public highway during the day.

4.3.68 The Parking and Markets/Street Trading Service recommends that businesses are required to hold a valid parking permit or pay for a parking session in short stay or solo motorcycle bays. This will be an additional cost for businesses, especially those located in parking zones A and B, where prices to park are substantially higher. However, with the plans to install lockable solo motorcycle parking bays for permit holders or visitors, businesses can park their motorcycles safely and securely close to their business premises.

#### **4.3.69 Lockable solo motorcycle bays**

4.3.70 Some motorcyclists choose to park in locations adjacent to lamp posts, or other secure street furniture for safety and security reasons. Plans were considered to introduce (shared use) permits and pay and display solo motorcycle parking bays, however this may vary in some locations. This will help ensure lockable solo motorcycle bays will be fully utilised. Proposals included the implementation of lockable solo motorcycle bays.

4.3.71 Just over 41% of respondents felt that their motorcycle was unsafe when parked on the road. In the last five years 28.5% of respondents had been the victim of motorcycle theft. Although some motorcyclists indicated that lockable solo motorcycle bays were not an effective deterrent against theft or an effective use of public funds.

4.3.72 Therefore, plans to introduce lockable solo motorcycle bays will be taken forward as and when multiple residents and businesses within a catchment area request for a new solo motorcycle bay outside their home or premises. A full review of the existing solo motorcycle bays will be carried out to ensure that they are being fully utilised if recommendations are approved.

4.3.73 All existing solo motorcycle bays will be converted into lockable bays on request from multiple residents and businesses. These bays will be either permit, pay and display or shared use and will require a valid permit or short stay pay and display session to park in. Pay and display fees will be the same as other vehicles. Maximum waiting restrictions may apply in line with other pay and display bays in the local area to discourage commuting.

4.3.74 Motorcycles will be secured to the floor through a metal hoop cemented into the pavement. This allows flexibility for road maintenance, suspensions or closures without the need to remove and reinstall the hoop at a cost to the Council. It is also safer as it does not cause an obstruction to other vehicles on the carriageway.

4.3.75 The Council hopes that this approach will encourage motorcyclists to park alongside one another and perpendicular to the kerb in the solo motorcycle bays and free up shared use and pay and display bays for other vehicles.

4.3.76 It is also recommended that the Council works in partnership with the police on the best way of keeping motorcycles secure and communicate this with motorcycle owners.

4.3.77 It is also important to note that the Council's Parking and Markets/Street Trading Service will adopt the process already in place for vehicles to video record, uncover and check a vehicle registration mark of covered motorcycles. This may be challenging as some motorcycle covers are designed to be locked in place.

## **4.4 Communications**

4.4.1 A communication campaign will be developed to inform residents, businesses, council staff and visitors to the borough of the pending changes. It is recommended that at least 12 months notice is given (if approved), before the proposed implementation of motorcycles parking in Hackney goes live.

4.4.2 Working alongside the police, the Council's Parking and Markets/Street Trading Service will also launch a campaign to inform motorcyclists of the steps to take to keep their bikes safe.

## **4.5 Financial implications**

### **4.5.1 E-permits system costs**

For motorcycle owners to purchase parking permits across all types, the existing parking permits systems will need to be updated. This development is estimated to take three weeks to deliver with a cost of £9,750.

### **4.5.2 Cashless parking costs**

Presently motorcycles are charged across the borough for using both pay and display along with shared use parking bays at standard rates, this will not change with recommendations.

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

4.5.4 Motorcyclists are recommended to pay the normal short stay parking fees and charges rate. There will be no additional cost to set-up our pay by mobile supplier (RingGo) to purchase motorcycle pay by mobile sessions or to check the vehicle type with the DVLA, as the Council already uses this service. Existing normal customer rates will apply for accessing the RingGo service.

### **4.5.5 E-vouchers costs**

There is no additional expense to set up visitor e-vouchers as this will be absorbed in a separate workstream which covers all motor vehicles.

### **4.5.6 Installation of secure parking hoops expenditure**

The indicative cost of installing one lockable motorcycle hoop is on average £400 each, with each solo motorcycle bay requiring two to three hoops. There are currently 89 solo motorcycles bay and more will be installed upon request. Therefore, the cost of implementing lockable motorcycle hoops based on the existing bays is estimated at £152,000 - see table 12, indicative supplier costs.

Table 12 - Indicative supplier costs

Suppliers	Quantity	Unit price	Total	Installation included
Supplier one*	380	£460	£174,800	Yes
Supplier two*	380	£363	£137,940	Yes
Supplier three	380	£386	£146,680	No

\* Prices include installation, storage and delivery costs.

#### 4.5.7 Enforcement expenditure

Additional enforcement will be needed to deal with the increased demand on the road. This is estimated to be two full time Civil Enforcement Officers added to the existing pool of officers at a cost of £64,587. This includes salary costs, a hand held device, radio unit, uniform, pension contributions and the relevant training for the role. Increases to the number of PCN challenges and appeals received are normal occurrences and subsumed into the cost of running the service. The operational cost of providing the service is expected to be met by the income generated through e-permits, e-vouchers, pay and display and enforcement revenue.

#### 4.5.8 Permits, pay and display income

It is estimated that approximately £110,000 will be generated through all parking permit sales by year three when full permit prices are payable - see table 13, estimated permit income over three years.

Table 13 - Estimated permit income over three years

Permit type	Permits	No of motorcycles *	Estimated income - year 1	Estimated income - year 2	Estimated income - year 3
All-zone (internal and external)	592	25	£28,475.00	£28,475.00	£28,475.00
Business	634	25	£0.00	£5,212.50	£10,425.00
Companion e-badge	1087	37	£0.00	£0.00	£0.00
Doctor	15	0	£0.00	£0.00	£0.00
Estate resident	3751	125	£0.00	£2,453.13	£4,906.25
Health and social care	207	12	£1,524.00	£1,524.00	£1,524.00
Residents	31104	1037	£0.00	£32,147.00	£64,294.00
Total	37390	1250.2	£29,999.00	£69,811.63	£109,624.25

\*Based on the number of cars and motorcycles registered in the United Kingdom in 2019 and our current permit sales

\*Source: <https://www.statista.com/statistics/312594/motorcycle-and-car-registrations-in-the-uk>

#### 4.5.9 On the minimum short stay parking fee of £1.50 per hour, Parking and Markets/Street Trading Service has estimated – based on the assumptions

set out below - that demand will fall by more than half, as the cost of commuting daily and parking for eight hours per day would increase to £3,048 a year, which would act as a significant disincentive to commuters, and encourage many to move towards public transport.

4.5.10 However, it is important to note that no other local authority has introduced a charge at the same level as Hackney is proposing to do. Therefore, no data exists to accurately model the impact it will have. For this reason the assumptions used are conservative in terms of their impact on income - see table 14, estimated short stay paid for parking income.

Table 14 - Estimated short stay paid for parking income.

<b>Current figures</b>	
Number of motorcycles est'd to be parking in Hackney each day	1,000
Estimated total bike parking sessions per year (number of motorcycles parked x number of working days per year)	250,000
<b>Impact modelling - presumptions</b>	
Average hourly charge for solo motorcycles	£3.00
Average hours parked	4
Fall in number of non-residential motorcycles commuting into borough as a result of introducing charge	90%
<b>Impact modelling - income</b>	
Estimated income from introduction of pay by mobile for motorcycles	<b>£300,000</b>

4.5.11 Residents told us that 46% of their visitors never travel by motorcycle - see table 9, visiting resident motorcyclists. Only 6% of residents who participated stated that their visitors travelled by motorcycle frequently. Based on 60 motorcyclists (6% of the number of estimated motorcycles in Hackney on a daily basis, see table 14) an hourly visitor e-voucher price of 59p, times the number of weekends each year (104 in 2020) income is estimated at £3,681 per annum.

## 5. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

5.1 Do nothing – this was rejected as it goes against the Mayor's priorities; to prioritise and improve the quality of life and the environment by tackling air pollution.

5.2 Reviewing the current CO<sub>2</sub> bands for all permit types - our recommendations to introduce motorcycles and scooters e-permits at the same fee as other vehicles is driven by the vehicle's emissions, not the size of the vehicle. Therefore, reviewing the CO<sub>2</sub> bandings to take into consideration all types of

polluting vehicles was considered, in line with our current policies. This will be taken forward in a separate project.

- 5.3 Introducing CO<sub>2</sub> emission based charging for short stay paid for parking was considered; where smaller and cleaner vehicles, which include motorcycles, will pay less as it focuses on how much a vehicle or motorcycle pollutes not the amount of kerbside space it occupies. This will be taken forward in a separate project.
- 5.4 Free parking in solo motorcycle parking bays for all commuters was considered and rejected. This may encourage commuting, which goes against the hierarchy of parking needs which does not support commuting to and from work. Free parking for motorcycle businesses was also considered and discounted for the same reason.
- 5.5 A borough-wide motorcycle parking permit for all residents and businesses was considered and rejected, as this would encourage localised commuting by motorcycles. Short journeys can be achieved sustainably through social distance walking, cycling and using public transport.

## **6. BACKGROUND**

- 6.1 Hackney Council currently does not charge motorcycles to park in resident permit, business permit, shared use (combined pay and display and permit holders) and general permit bays outside of parking zone B.
  - 6.1.1 Motorcycles are not allowed to park in:
    - Pay and display only bays for free.
    - Any bays dedicated for the use of disabled people, car clubs, doctors or emergency services.
  - 6.1.2 Motorcyclists are asked to park at the end of the bay and at 90 degrees to the kerb, although this is not a strict requirement.
  - 6.1.3 Tricycles and quad bikes currently require a permit to park and are aligned to the vehicle pricing structure. Both tricycles and quad bikes are subject to a separate pricing policy with the DVLA as they are recognised as having bigger engines. This policy is expected to remain the same.

6.1.4 Commuting by motorcycle is largely concentrated to the south of the borough near to the City of London. Workers in the borough that chose to travel to work by motorcycle have previously occupied a whole permit bay by parking horizontally or in numbers.

6.1.5 Everything the Council has achieved is not enough. We now know that emissions from vehicles contribute heavily to unacceptable levels of poor air quality in Hackney and research shows motorcycles emit as much NO<sub>2</sub> air pollutants as other vehicles.

## 6.2 Policy context

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

**Recommendation 4.9**

To introduce a charge for all motorcycle parking in Hackney.

6.2.2 The rationale behind this recommendation is set out below.

6.2.3 *4.31 Hackney is under a number of statutory obligations to improve local air quality and the objective of improving air quality is one of the factors which has to be taken into account under the Road Traffic Regulation Act 1984. Reducing emissions of the climate change gas CO<sub>2</sub> is also a relevant matter which the Council takes into consideration under the Act. Roughly five motorcycles can fit into one car space, therefore, there is the potential for five times the current level of car pollution per car space. Furthermore, research has shown that motorcycles emit nitrogen oxide within the range of petrol and diesel cars. In particular, we are keen to improve the air quality in Zone B where there is a high demand for commuter motorcycle parking.*

6.2.4 *4.32 There is potential to introduce emissions-related charging for motorcycles in Hackney. The system would include motorcycles in the standard charging system for cars. Charging for motorcycles to park in all bays will help to control the number of people who commute using a motorcycle and make unnecessary journeys. In turn, this will help improve the air quality for our residents. Solo motorcycle bays will attract charges for the same reasons. Due to the generally low CO<sub>2</sub> emission of motorcycles,*

*residents with motorcycles would usually pay the lowest chargeable rate of £51.00<sup>9</sup> for their resident parking permits.*

### **6.3 Equality impact assessment**

- 6.3.1 The Council has a legal obligation under section 149 of the Equality Act 2010 to have due regard to the need to eliminate unlawful discrimination and to promote equality of opportunity and good relations between persons of different groups. This will ensure a consistent approach is adopted in accordance with the terms of the PEP 2015-20.
- 6.3.2 There is no identified equality impact on any of the groups with protected characteristics emanating from the recommendations in this report.
- 6.3.3 Following the feedback from the consultation, an Equalities Impact Assessment (EIA) has been completed and the actions incorporated into this report - see Appendix 4 for the motorcycles Equalities Impact Assessment.

### **6.4 Sustainability**

- 6.4.1 The recommendations in this report supports the work that is currently being achieved through the emergency transport plan<sup>10</sup>. It sets out how we will avoid a car led recovery following the coronavirus pandemic and redistribute our streets to encourage socially distanced walking, cycling, micro-mobility and greening schemes.
- 6.4.2 An ongoing key objective of the Parking and Enforcement Plan (PEP) 2015-20 is to continue tackling climate change by reducing emissions to improve air quality. The PEP also recommends charging for motorcycle parking, following the introduction of the congestion charge in 2003. Transport for London (TfL) data indicated an increase in motorcycle trips within the charging zone of about 15%, the borders of which Hackney is close to.
- 6.4.3 Motorcycles tend to be less expensive to buy and run than cars, can pass through traffic more easily and are exempt from the congestion charge and parking in Hackney.

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<sup>9</sup> Price based on the Parking and Enforcement Plan (PEP) 2015-20 - [hackney.gov.uk/pep](https://hackney.gov.uk/pep), page 62.

<sup>10</sup> Hackney Council website - [hackney.gov.uk/rebuilding-a-greener-hackney](https://hackney.gov.uk/rebuilding-a-greener-hackney)

6.4.4 Operating 24 hours a day, 7 days a week, every day of the year (except Christmas day), the Ultra Low Emission Zone (ULEZ) was first introduced on 8 April 2019 and is set to expand on 25 October 2021 to the boundaries of the North Circular (A406) and South Circular Roads (A205). Motorcycles, mopeds, motorised tricycles and quadricycles will need to be Euro 3 (NOx) compliant to avoid paying £12.50 per day.<sup>11</sup>

## **6.5 Consultation approach**

6.5.1 The Parking and Markets/Street Trading Service carried out a borough-wide consultation in order to receive the views of key internal and external stakeholders. The consultation started on 24 February 2020 for a period of 12-weeks and was extended by 12 more weeks to 10 August 2020, due to the coronavirus pandemic. For full details see appendix 1, for the communications and engagement results report.

6.5.2 Following on from the consultation, the recommendations in this report were shared with a focus group from the Hackney matters panel. Participants who were residents, business owners and motorcyclists provided invaluable insight on how the Council's Parking and Markets/Street Trading Service can meet the needs of motorcyclists. For full details see appendix 1a, for the Hackney matters focus group notes.

## **6.6 Risk assessment**

6.6.1 A risk assessment has been carried out for the implementation of motorcycle permits, vouchers and short stay paid for parking, the risks have been mitigated and managed - see appendix 5, for the motorcycles risk report.

## **7. COMMENTS OF THE GROUP DIRECTOR OF FINANCE AND CORPORATE RESOURCES**

7.1 In Hackney motorcycles can park for free. Developments in technology have led to the introduction of cashless parking and e-permits and now presents a practical solution to motorcycle charges.

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<sup>11</sup> Transport for London website - [tfl.gov.uk/modes/driving/ultra-low-emission-zone/ulez-expansion?cid=ulez-2021](https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/ulez-expansion?cid=ulez-2021)

- 7.2 This report is seeking approval to introduce fees and charges for motorcycles as set out in the recommendations in section 3 of the report to treat motorcycles like cars, better aligning the fees and charges. Following a borough-wide consultation for 24 weeks starting in February 2020.
- 7.3 The report contains the proposed fees in section 4.3.27 and 4.3.38 and also in section 4.5 sets out the indicative costs where it could be quantified with a large portion of the cost will be for the installation of secure parking hoops. The initial consultation, setup and development costs will be contained within existing resources with the aim of this being self funding going forward from the income being generated.
- 7.4 Section 4.5 of this report sets out some modelling which has been done and a lot of assumptions have been made in terms of the expected level of income and expenditure from the proposals. Modelling has estimated that the introduction of the charging will result in income of circa £400K per annum which will cover the cost of the required infrastructure as well as additional enforcement.
- 7.5 It is difficult to provide assurance of accuracy of the impact of the change on income or user behaviour as there is no comparable data available from other boroughs. All parking revenue income and any surplus is used within the conditions specified in the s55 of the Road Traffic Regulations Act 1984. The Council uses the surplus from its parking activities to contribute towards the cost of the London-wide Freedom Pass scheme, which is the concessionary fares scheme for our eligible older and disabled residents, highways maintenance costs and schools transport.
- 7.6 The implementation of charging for motorcycle parking permit products supports the Council's broader air quality objectives and to reduce the impact of transport on the climate and reduce congestion levels and parking stress in Hackney. There will be a commitment to address the security concerns of motorcyclists by rolling out secure motorcycle parking across all the Council solo motorcycle bays over the next three years.

## **8. VAT Implications on Land & Property Transactions**

N/A

## **9. COMMENTS OF THE DIRECTOR, LEGAL & GOVERNANCE SERVICES**

- 9.1 This report is to introduce motorcycle parking charges in the borough, which was consulted upon over a 24 week period between February and August 2020. Cabinet is asked to approve for adoption and implementation, the introduction of motorcycle e-permits, e-vouchers and the requirement to hold a valid paid for parking session to park in any parking permit bays in the Hackney area as set out in paragraph 3 above.
- 9.2 The Council may under section 45 of the Road Traffic Regulation Act 1984 (the “1984 Act”) designate parking places on highways for various classes of vehicles. Section 46 of the Act allows the Council to charge for parking in places.
- 9.3 The exercise of powers contained in the 1984 Act relating to parking is an executive function.
- 9.4 The Motorcycle Parking Permits review had formed part of the Councils most recent Parking Enforcement Plan, and as stated in the body of this report, permission to consult on a PEP recommendation to introduce motorcycle parking permits was granted by Cabinet in December 2019.
- 9.5 Approval of the recommendations as set out in paragraph 3 above, which is a key decision affecting two or more wards, is a decision to be taken by Cabinet under the Mayor’s Scheme of delegation.

## **10. APPENDICES**

Appendix 1 - [Communications and engagement results report](#)

Appendix 1a - [Hackney matters focus group notes](#)

Appendix 2 - [Motorcycles consultation summary report](#)

Appendix 3 - [Parking permits price list 2020-21](#)

Appendix 4 - [Motorcycles - Equalities impact assessment](#)

Appendix 5 - [Motorcycles risk report](#)

## **11. EXEMPT**

N/A

**12. CONFIDENTIAL**

N/A

**13. BACKGROUND PAPERS**

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

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