

## Presentation to CLOCS

08<sup>th</sup> June 2023

## Contents

<b>3</b>	<b>Setting the scene</b>
4	Overview
7	Background
9	Vision and key principles
11	Our analysis
13	Challenges to growth
<b>15</b>	<b>Growth, infrastructure and capacity</b>
16	Reducing van kilometres
17	Cycle freight infrastructure
18	Cycle parking
19	Micro-mobility hubs
19	Identifying suitable sites
20	River freight
<b>21</b>	<b>Safety</b>
22	Gathering data
23	The bike
24	The rider
25	The operator
<b>26</b>	<b>Behaviour change</b>
27	Drivers supporting growth
28	Effective procurement
29	Sharing spaces
<b>30</b>	<b>Our commitments and next steps</b>
31	Planning for growth
32	The way forward



# Context

- Increased online shopping and growth in home deliveries is feeding van growth
- We need alternatives to vans for last mile deliveries if we want to achieve net carbon zero and reduce congestion on our road
- The Mayor’s Transport Strategy aims to improve safety (Vision Zero), support healthy streets (net zero carbon) and reduce congestion (modal targets)
- Cargo bikes can contribute in all 3 areas
- We published an action plan for cargo bikes that sets out how we will make cargo bikes a “leading option” for last mile deliveries in London
- The plan covers research, growth forecasts and addresses plans related to capacity, safety and behaviour change

**Environmentally Friendly**



**Cost-Savings**

**Affordable and Convenient**



**Facilitates Intermodality**

**Versatile Business Platform**

**Healthier Cities**

**Alleviate Urban Traffic Congestion**

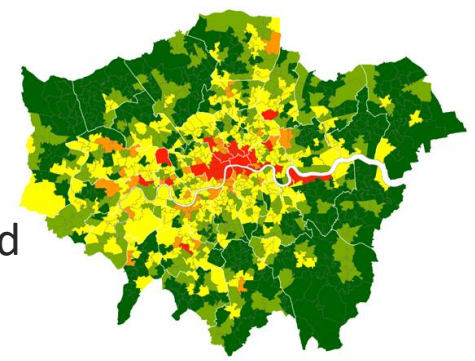
**Logistics Efficiency**



# Growth and infrastructure

## Lane infrastructure

- Infrastructure should support future growth where it is likely to occur
- Routes should allow safe passing, good surfaces, good lighting
- Lanes should cater for a mix of cycle types with different sizes and configurations



## LGV replacement potential

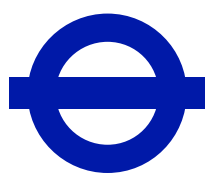
Area	2025	2030
Central London	3 to 9%	6 to 17%
Inner London	1 to 2%	2 to 4%
Outer London	0 to 1%	1 to 2%
GLA-wide	1 to 2%	1 to 4%

## Kerbside and parking

- Take a holistic view of the kerbside and cargo bike parking
- Access and parking should be secure and safe for riders

## Land for micro hubs

- Micro hubs are an important support element for last mile logistics and cargo bikes
- Find suitable spaces for micro hubs and supporting facilities
- Innovative designs can integrate make spaces attractive





## Bike safety

- Bikes are getting larger and now include Electrically Assisted Vehicles (EAVs)
- There are few standards beyond power output and speed under power

## Rider safety and security

- Cargo bike collision statistics should be separated out from other cycle types
- Minimum rider safety and training standards are needed to ensure safe and considerate rider behaviour

## Operator safety responsibilities

- Bikes should be properly maintained
- Rider welfare is important
- Operator guidance should cover safely securing loads, planning and assessing routes and conducting safe operations



## Behaviour change

### Growth drivers

- Cargo bike benefits need to be clearly stated and widely promoted
- Use pilots and trials to experience and confidence

### Procurement

- Procurement contracts can encourage operators to consider cargo bikes and adhere to safety standards

### Cargo bikes as a first / early choice

- Cargo bikes should be considered when designing vehicle emission based schemes
- Regulation for micro-modes needs to be practical, consistent and provide certainty to industry



## 6 Action plan commitments

### **Growth, infrastructure and capacity**

1. Monitor movement by cycle type to identify usage patterns and project future growth.
2. Further develop the demand model to help us better understand where in London demand for cargo bikes is likely to be highest.
3. Work with boroughs and developers to identify opportunities for short stay parking facilities for bikes
4. Work with industry to establish minimum and preferred micro hub specification profiles so that we can apply these to identify and target suitable sites for micro hubs.
5. Continue to work with the GLA and boroughs to develop a process that identifies, prioritises and evaluates opportunities to use land for micro hubs and last mile freight.
6. Work with operators, boroughs and landowners to support multi modal trials and other initiatives that enable integrated logistics modes, including water and rail.

### **Cargo bike safety**

7. Work with government to establish best practice safety standards for cargo bikes.
8. Update and publish revised cargo bike safety guidance and other “how to” guides for operators to provide advice on safety and operating practices for both riders and operators.

### **Behaviour change**

9. Continue to work with GLA and boroughs to ensure compelling messaging in support of cargo bikes.
10. Use procurement as a policy lever for suppliers to support sustainable last mile deliveries and cargo bikes.
11. Promote cargo bikes as a preferred mode when planning TfL or supporting borough schemes, including Low Traffic Neighbourhoods (LTNs) and borough led vehicle emissions-based schemes





## Going forward

1. We have begun implementing the plan
2. We will continue engaging industry as we develop plans, standards and campaigns
3. For example we are working with the Bicycle Association who are looking at a UK training standard
4. We have begun updating our cargo bike guidance

