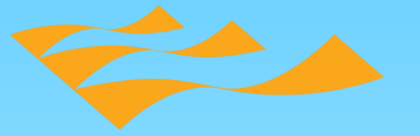


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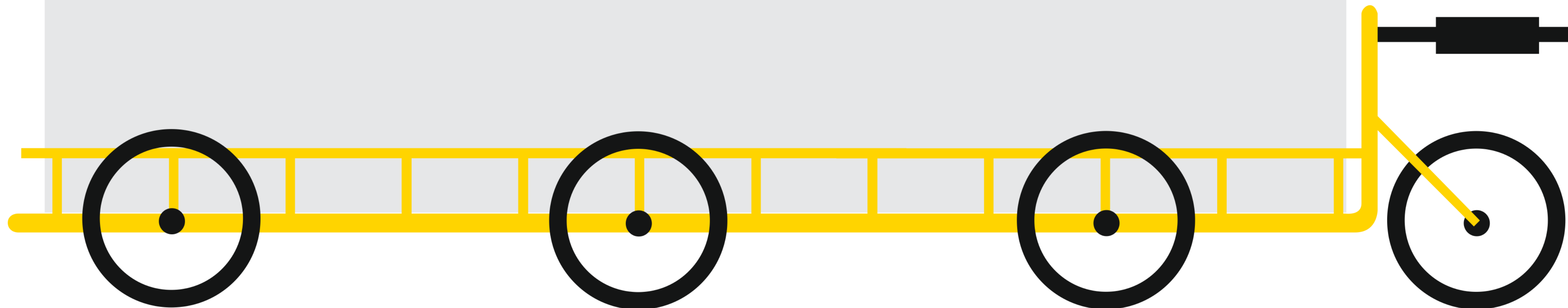
Royal Mail



Councillor Rezina Chowdhury

Deputy Leader, Cabinet Member for Sustainable Lambeth
and Clean Air

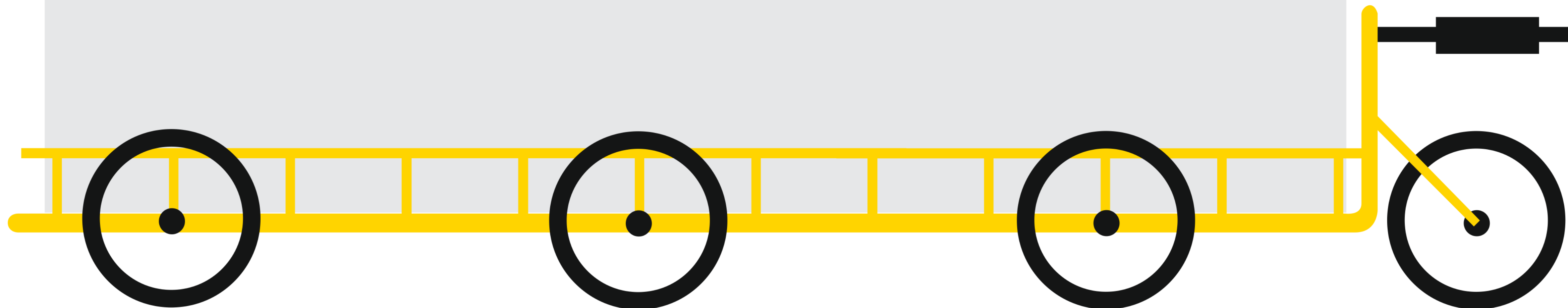
London Borough of Lambeth



Philippa Rob

Smarter Transport

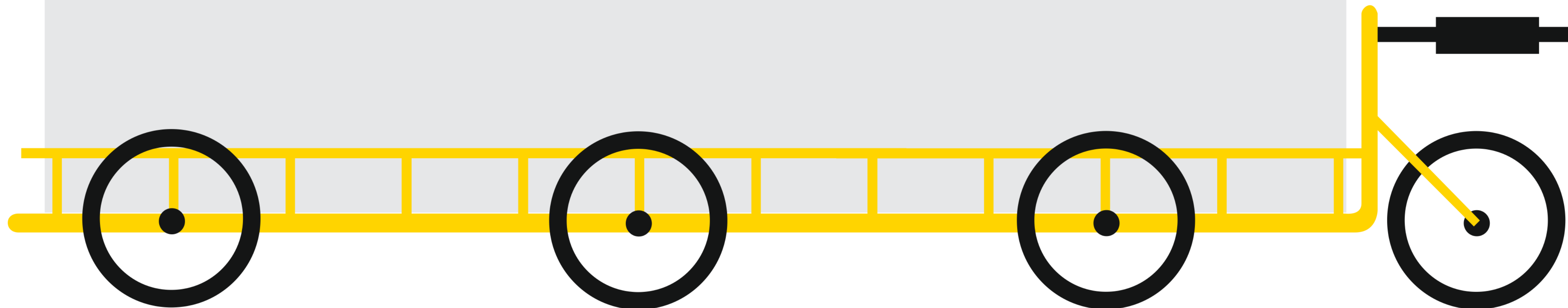
London Borough of Hammersmith & Fulham



Mark Riley

Delivery Process and Equipment Design Manager

Royal Mail Operations



Royal Mail

The future of cargo cycles: Scaling Up

Description of Royal Mail scale and how we perform final mile

Delivery Addresses: **33** million

Number of Routes daily (Mon-Sat): **54k** around **40k** vans

- Shared (park and foot loop) **30k** (only **15k** vans)
- Singleton Van **19k**
- Singleton High Capacity Trolley **5k**
- Plus c**3k** Dedicated Large Parcel Routes support selected Shared Van and HCT areas where it makes sense.

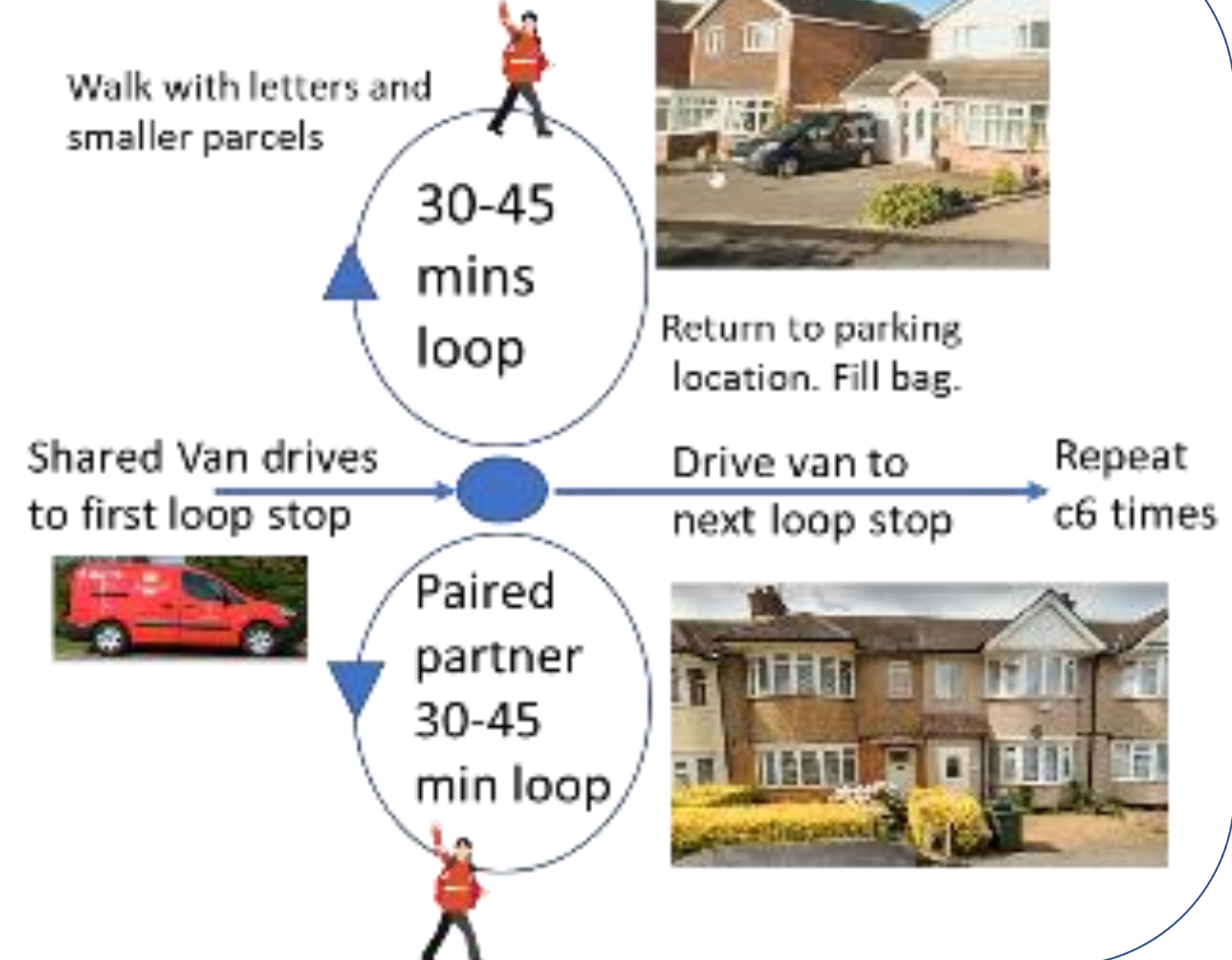


Some more explanation on Delivery Method

- **>90%** of RM parcels delivered with letters on combined delivery to lower unit cost and per-item emissions.
- Around **50%** of our parcels fit **through the letterbox** so we carry them with the letters and those we can fit into a pouch
- Each day we **call at 1 in 2 houses** so quickest to **walk between** homes in town areas rather than move equipment
- As call rates drop further it becomes more feasible to “**ride between**” delivery points
- Most routes use the “shared van/park and loop” method
- **Larger** parcels in urban/suburban areas are being transferred onto **Dedicated Parcel Routes (c10% of parcels)**.
 - Avoids core route deviation
 - Removes some volumetric demand on core route equipment – opening options for use of cargo cycles and Micro Electric Vehicles

Parcels are over **½ our revenue** now, but account for **90% of the volumetric demand**

Shared Van; Park & Loop method



We have evaluated a range of different forms of non-van transport and anticipate the solution is a portfolio of equipment for different situations, primarily driven by distance from the base and density of delivery



What the things Royal Mail needs to expand Cargo Cycle usage?

Safety: crash resistance; risk of collision and differential speed with other road users. A cycle-type vehicle is not suitable for all road and traffic conditions. We only consider 3 or 4 wheeled cycles for increased safety and stability.

Speed: slower devices are not time-efficient over long distances but can be efficient over shorter hops. (Top speed and also acceleration from many stops/ starts daily)

Reliability and durability: [robust components and a fast maintenance response](#), so that we can perform our delivery obligation

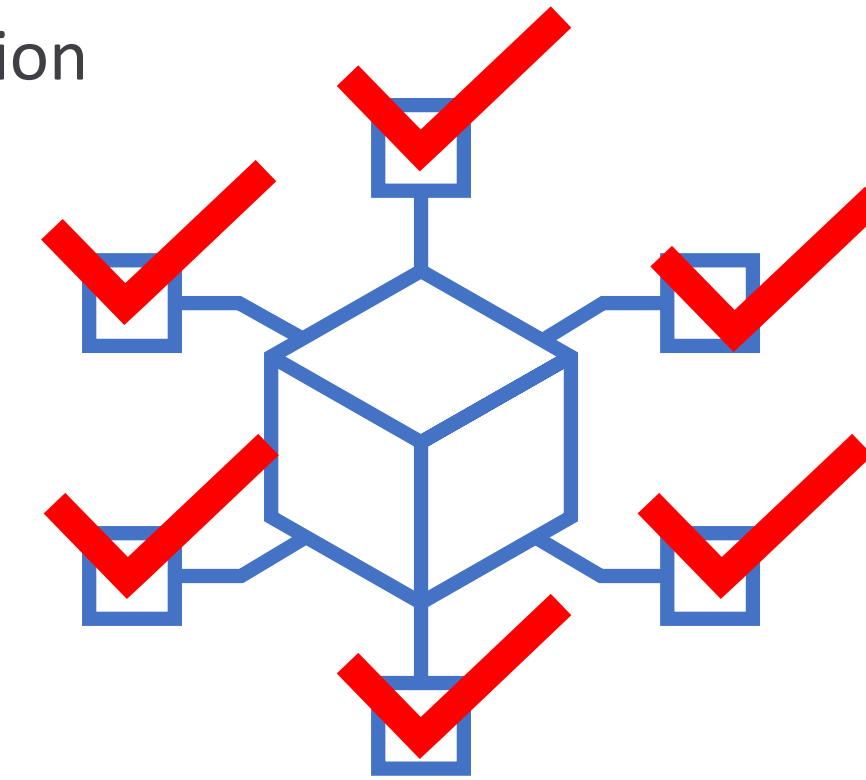
Security: high resistance to casual and pre-meditated forced entry. Theft protection for batteries, may include remove to indoor for charging.

Capacity: appropriate for the operational model including on heavy days of the week & year. Not too much so that the weight and cargo is too much for the cycle format (eg crash resistance).

Cost of ownership: purchase and running costs of alternative options make it challenging to produce positive business cases when you are not a “heavy”/ high mileage user of vehicles. [We need cheaper costs of ownership than currently available.](#)

Productivity: does the device speed you up or slow you down in an environment? Is it [quick to dismount](#), collect items, immobilise and restart?

Local policies: e.g. bollard width restrictions. We appreciate notice of policy changes which fit with a long-term asset lifecycle (7yrs plus) to enable compliance. Opportunity to revisit and confirm which vehicle types are permitted on pavements (this may include details on pavement width and speed the vehicles could go)



Thank You



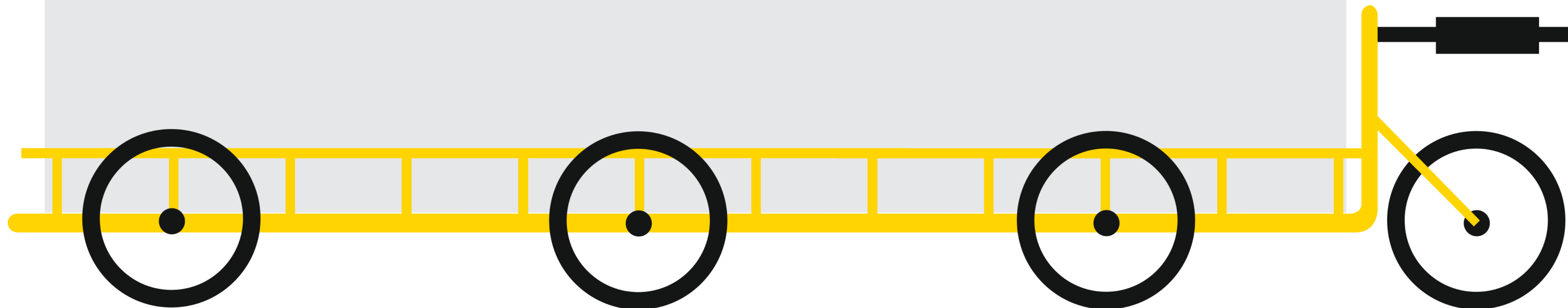
Contact details

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Tel: +44 (0) 7525 925460

Daniel Douglas

Director Central England
Cooperative





Cargo bikes and cooperatives

How can cooperatives aid the cargo bike economy?

The Cooperative is a movement

Values

Self help

Self responsibility

Democracy

Equality

Equity

Solidarity

Principles

Caring for others

Democracy

Equity

Equality

Honesty

Openness

Self help

Self responsibility

Solidarity

Social responsibility

Challenges for cooperative retailers



VIABILITY OF THE CONVENIENCE MODEL



DELIVERY IS HERE AND IMPORTANT!



RISK COMES WITH DELIVERY
PLATFORMS?



PLANNING FRAMEWORKS FAVOUR
CARS OVER WALKING AND CYCLING



ETHICS OF CURRENT DELIVERY MODELS
SUIT THE COOPERATIVE MOVEMENT?



ENVIRONMENTAL AUDITING WILL
HIGHLIGHT TRANSPORT CARBON
IMPACT

Challenge for those delivering...



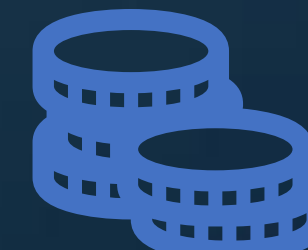
Low wage economy



Regular work



Economies of scale



Capital to buy more productive
to units for operation



Hierarchy of transport, planning
and highway maintenance

Challenges for local authorities

- **Climate emergency and net zero** agenda for local authorities
- **Community sustainability** for local high streets and all settlements
- **Revenue** for maintenance and sustainable modes
- **Car centric design** of new developments
- **No Scope 3** for planning applications
- **National policy** in planning and transport do not align



What can the Cooperative movement offer?



Higher cost environmental sustainable models



Workers Cooperative model could improve worker pay & conditions



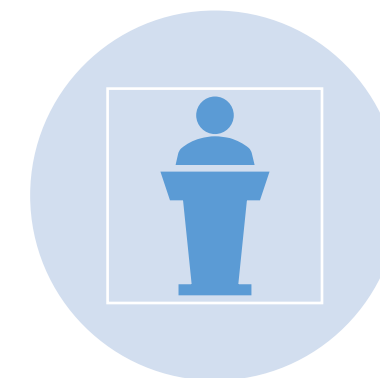
The Hive will fund the set up of Cooperatives



Ethical delivery is an option Coops would value



Credit unions can strengthen workers financial capability



Political links to advocate for the systemic change

Cooperative platform for cargo bike economy..?

Contracts for
national and local
retailers

Last mile option in
a sustainable
transport
proposition

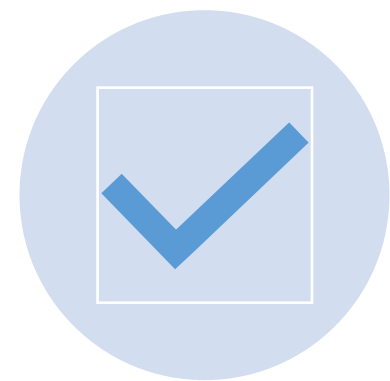
**Equitable
relationship** with
other delivery
platforms

**Financial
economies** of scale
for capital and
revenue investment

Advocate for the
political change in
planning and
transport policy

**Cascade good
practice** across the
movement

What does good look like?



Sustainable delivery option on large platforms



Complete sustainable transport delivery platform



Guaranteed work through baseload contracts



Environmental auditing works changing behaviour



Planning applications include Scope 3 impacts of transport



Rail and bus combined passenger and freight operations

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Philippa Rob, Smarter Transport, London Borough of Hammersmith & Fulham

Mark Riley, Delivery Process and Equipment Design Manager, Royal Mail Operations

Daniel Douglas, Director Central England, Cooperative

Luke Turnbull, Final Mile Sustainability Specialist, EVRi



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