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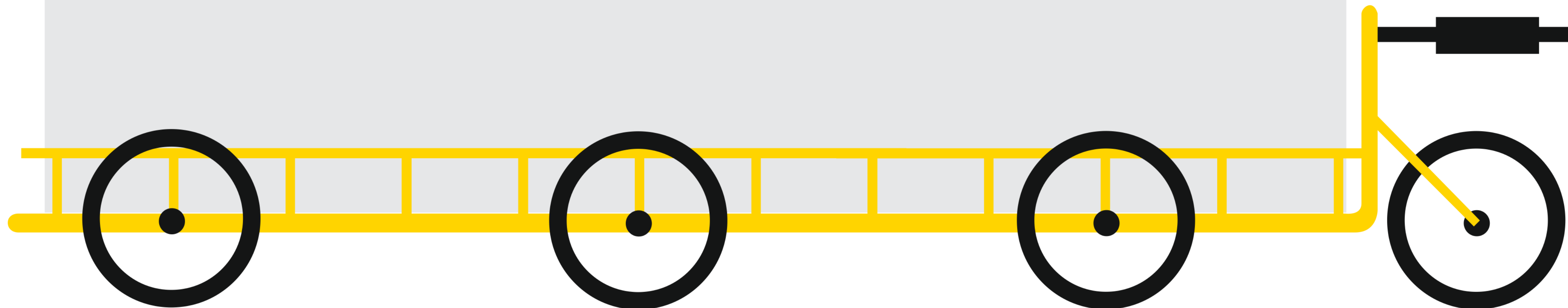


John Oosthuizen

Strategy Planner, Freight
Transport for London

Peter Eland

Technical & Policy Director
Bicycle Association





National Cargo Bike Summit 2024

Cargo bike standards

Peter Eland
Technical & Policy Director
Bicycle Association



Standards in cycle logistics



Why? A published baseline for safety & quality.



For the cycles:

- 🚲 Product safety at point of sale: BS EN 17860
- 🚲 In-use specification and maintenance standards: TBD at national/city level

For the cycle logistics operation:

- 🚲 BA Codes of Conduct (self-certified)
- 🚲 BA Rider Training Standard (self-certified)
- 🚲 FORS (audited)
- 🚲 National or city level operational standards or requirements

EN 17860 – carrier cycles



**Upcoming seven-part
European standard**



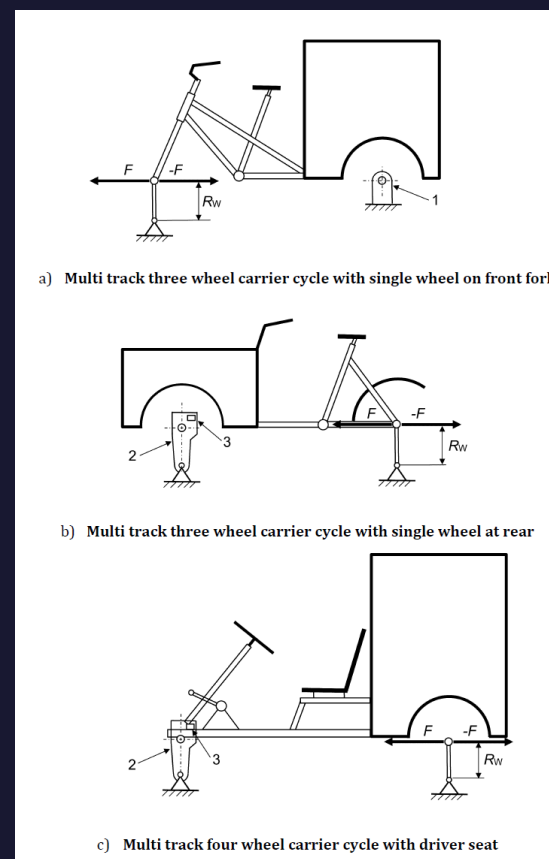
**Also applicable in UK as a
British Standard**



**Publication expected H2
2024 to H2 2025**



**Expect compliance in
new bikes, but maybe
not immediately...**



This standard will be:



Comprehensive



Detailed



Technical

**e.g. the Part 4 draft is currently 54
pages long...**



Part 1: Terminology



Part 2: Lightweight single track (mechanical aspects)



Part 3: Lightweight multi track (mechanical aspects)



Part 4: Heavyweight (>300 kg GVW) multitrack (mechanical aspects)



Part 5: Electrical aspects



Part 6: Passenger carrying aspects



Part 7: Trailers (excluding child trailers)

Want to learn more?

Testing organisation SGS ran an informative webinar about EN 17860 in February – it's free to view on demand:

<https://www.sgs.com/en/webinars/2024/02/update-on-eu-cargo-bike-standards>



BA CoCs and CBRT standard



- 🚲 **Operator Code of Conduct**
- 🚲 **Rider Code of Conduct**
- 🚲 **(Minimum) Cargo Bike Rider Training Standard**

Read them here:

<https://www.bicycleassociation.org.uk/cargo-bikes-cycle-logistics/>



- 🚲 Cycle logistics procurers can require compliance
- 🚲 Operators can self certify and evidence compliance to procurers
- 🚲 Cities can reference so there's a single expectation nationally

NOT the endpoint:

- 🚲 **A stepping stone for operators towards e.g. FORS certification**
- 🚲 **We'll work with TfL and other stakeholders to further improve**
- 🚲 **Next stage is a Govt-backed standard and training/qualifications framework, like for Bikeability...**

National Cargo Bike Summit

10 May 2024

Cargo bike safety standards

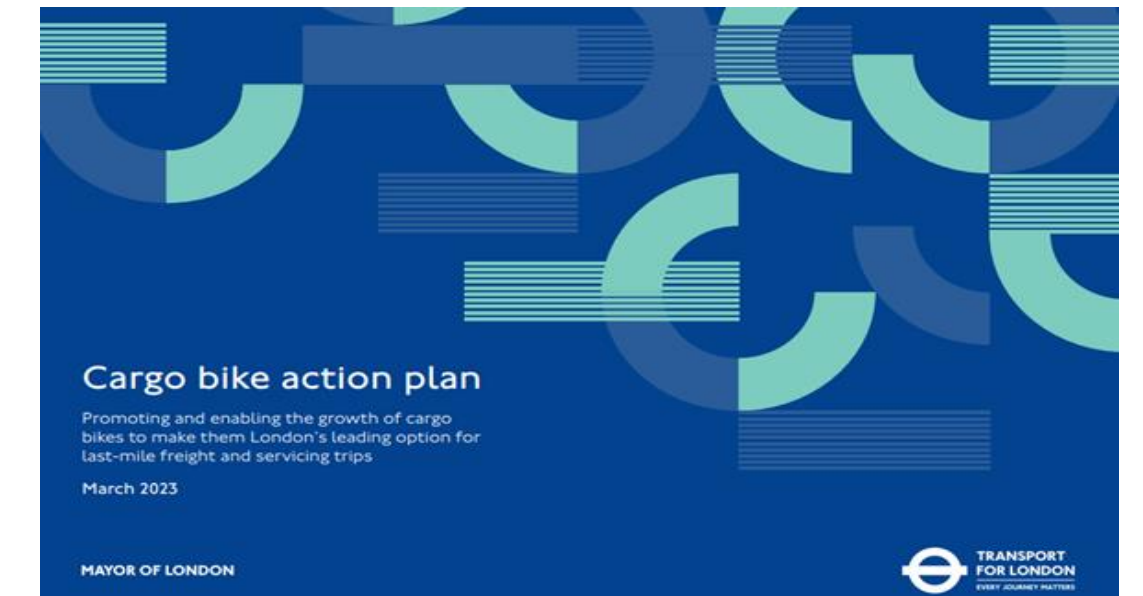
John Oosthuizen – Transport for London



Implementing the Cargo Bike Action Plan

- The Cargo Bike Action Plan was developed to promote cargo bikes as a viable alternative to vans for many trips
- It followed widespread engagement and looks to address challenges faced by riders, operators, businesses and authorities
- Actions in the plan cover demand and supply, land use, guidance and measure to support growth
- Safety is a key priority in the plan. Work in this area includes
 - Develop a London safety standard for cargo bikes (Action 7)
 - Update and publish cargo bike guidance for operators and riders (Action 8)
 - Produce messaging and advice in support of cargo bikes (Action 9)

Released in 2023



To be released shortly

Cargo bike operations in
London- a guide

Making and receiving
cargo bike deliveries

Released later this year

London safety standard for
(commercial) cargo bikes

A London Safety Standard



Why a safety standard

- Prevent danger to riders and others
- Cargo bikes must be seen as a safe and attractive alternative to vans for many trips
- There should be a shared understanding of what safe operations look like and what is expected
- Industry should have a common standard they support and adopt

Key principles

- Apply sound evidence and analysis
- Engage extensively to get inputs to test thinking and recommendations
- Actions should be linked to outcomes
- Avoid multiple standards
- Aim to be practical implementable and measurable
- Align with related safety standards (e.g. FORS, CLOCS)

Batteries transported by cargo bike



Operating in pedestrianised areas



Riding in busy streets



Our work on the safety Standard

What we are doing

- Working with the Bicycle Association, industry and stakeholders on bike, training and conduct standards
- Using feedback from workshops with industry to prioritise risks and safety features for cargo bikes
- Developing recommendations
- We will engage on draft recommendations from May this year
- We plan to publish the standard later this year

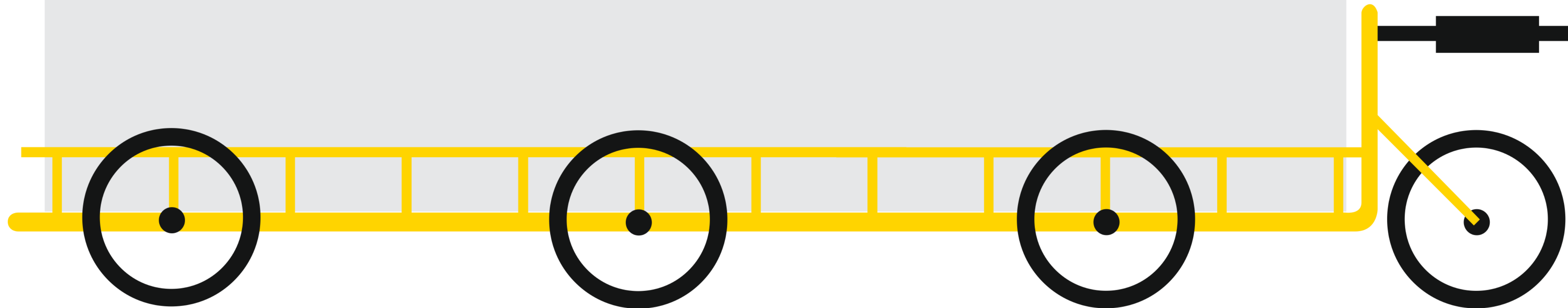


Cargo bikes operate in many different environments

Antony de Heveningham

Director

Cargodale CIC





West of England Sustainable Transport

Future Transport Zone

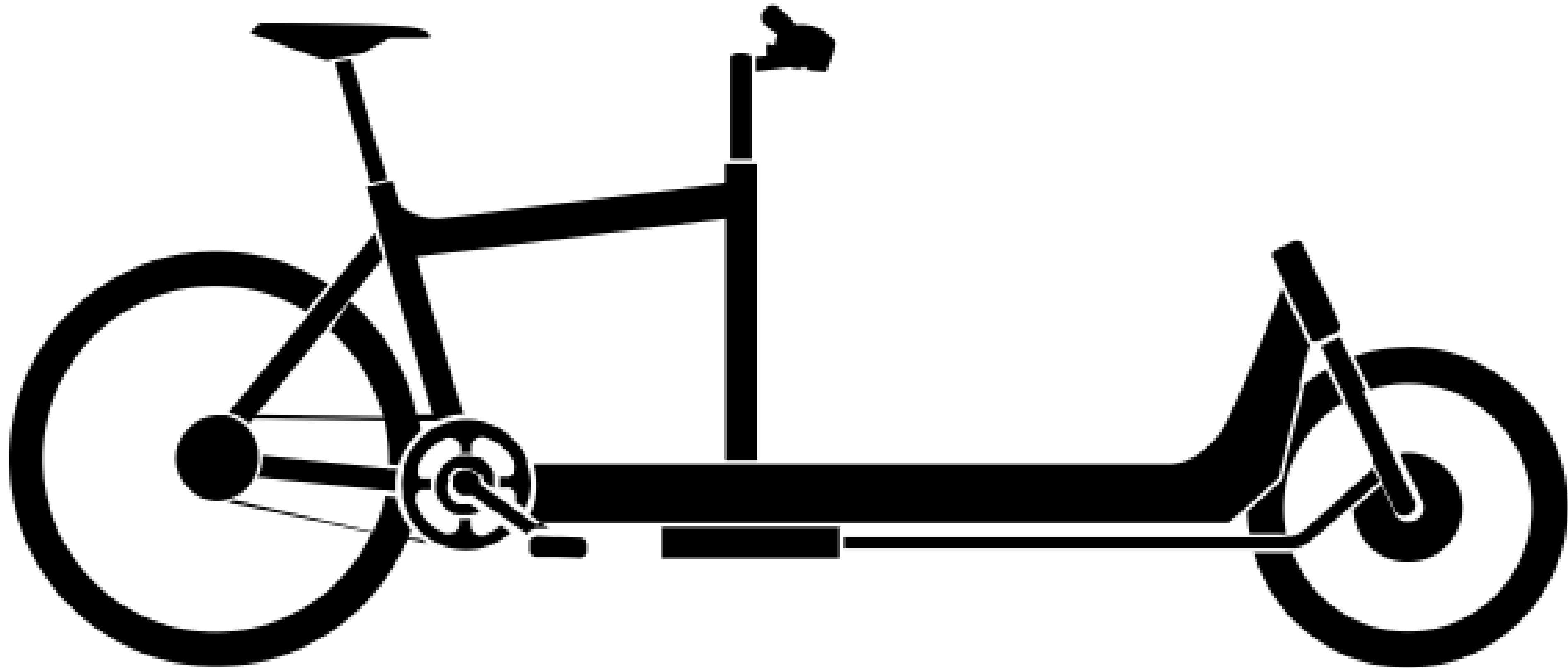
Cargo bikes for businesses: a user guide

Antony de Heveningham (Cargodale/Beate Kubitz Associates)

What are the ingredients for successful cargo bike uptake?



What are the ingredients for successful cargo bike uptake?

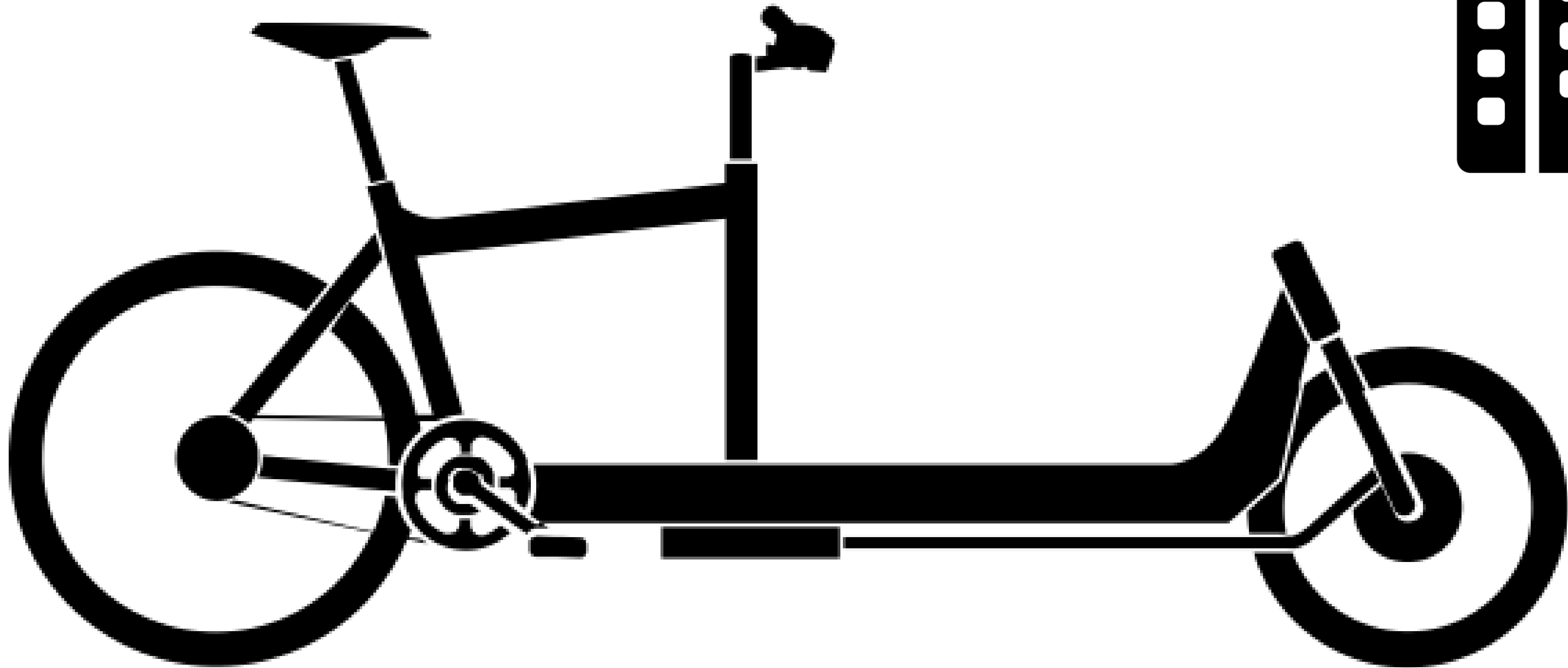
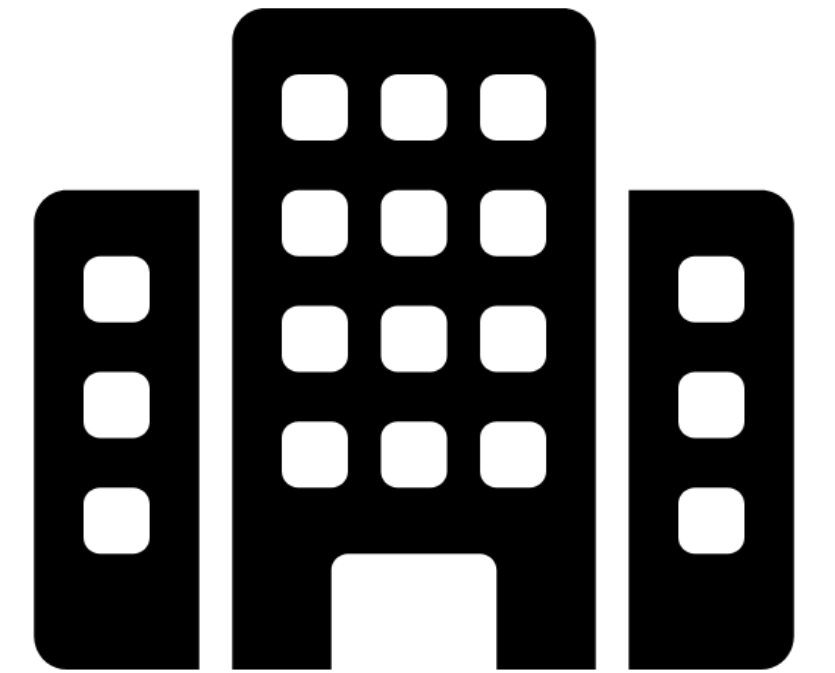


Cargo Bike graphic: Dragan Budimir from Noun Project

What are the ingredients for successful cargo bike uptake?

WEST

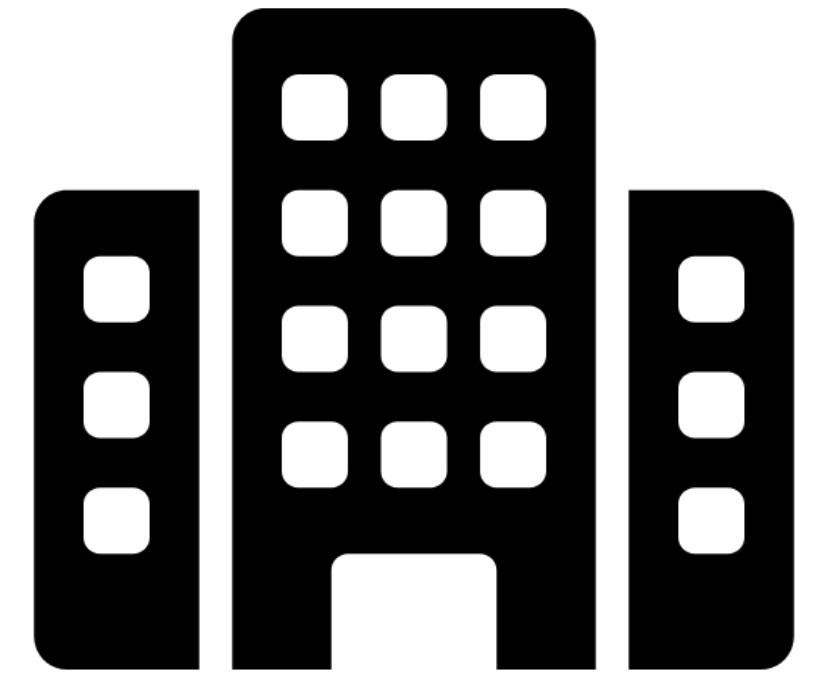
USE CASE



What are the ingredients for successful cargo bike uptake?

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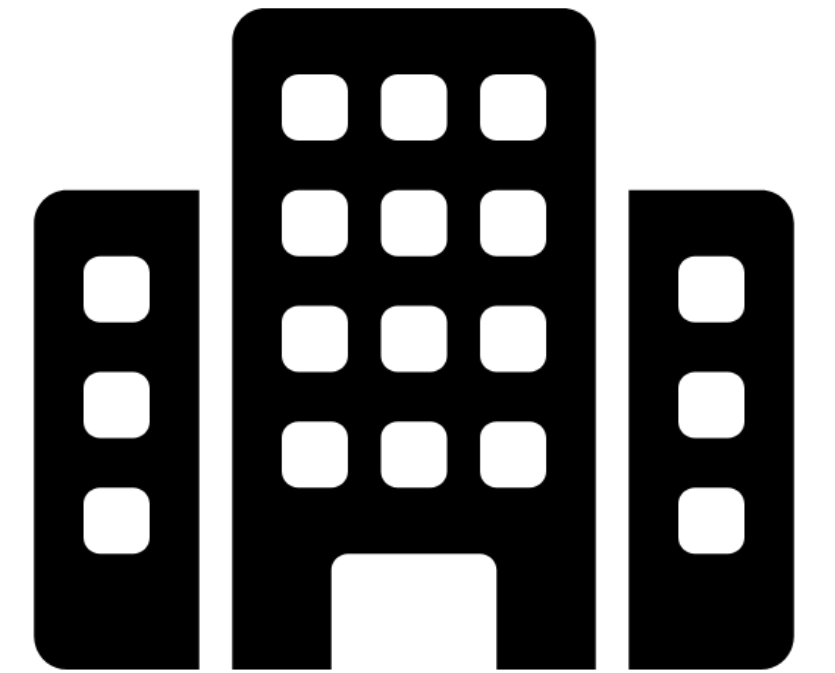
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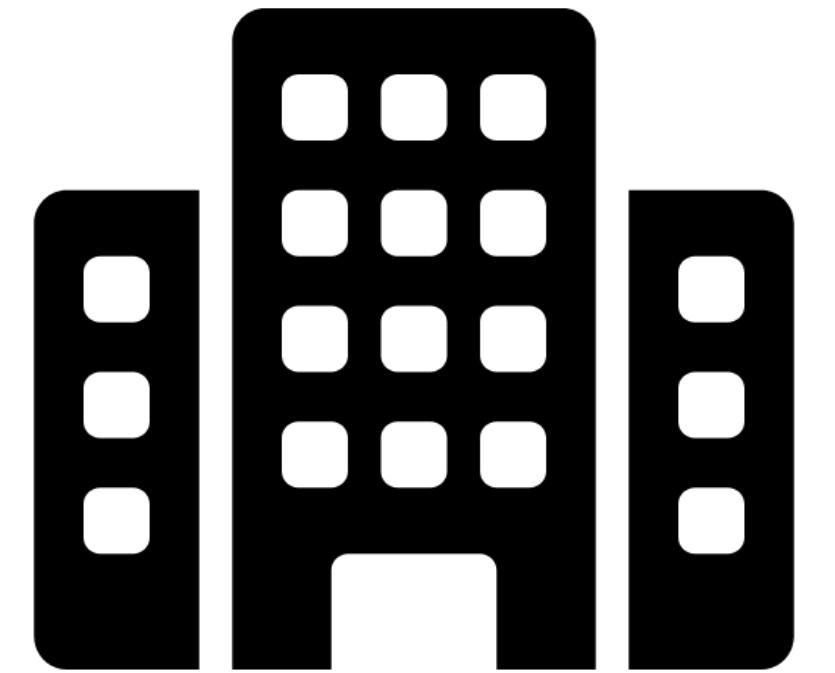
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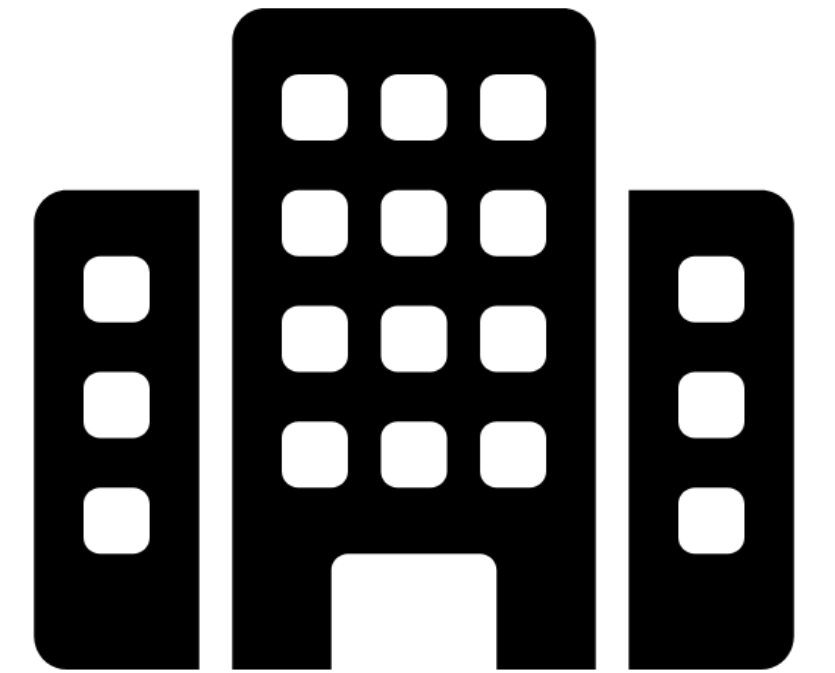
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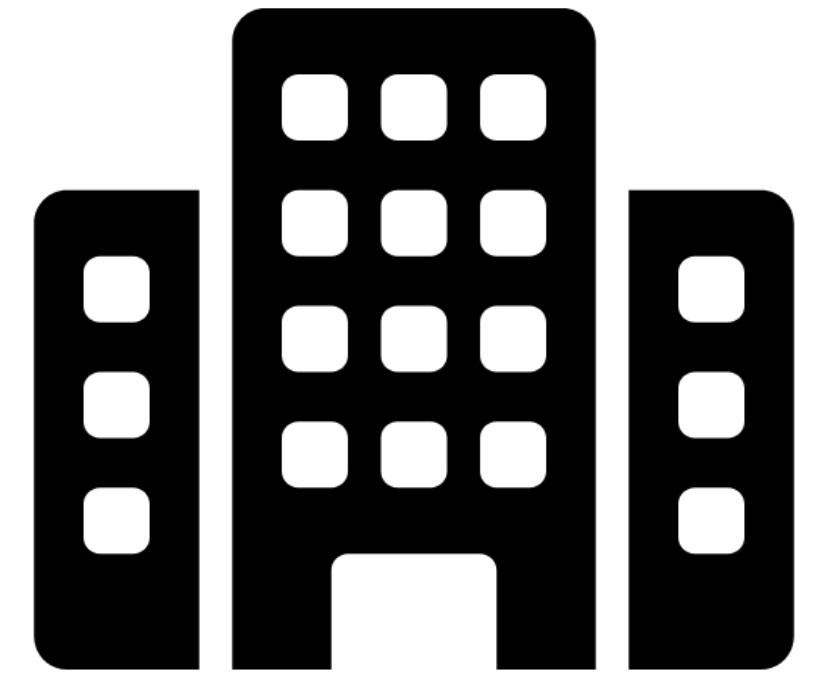
USE CASE



What are the ingredients for successful cargo bike uptake?

WEST

USE CASE



Use case – the first step



Light deliveries



Pool vehicles/staff transport



Visits/community outreach



Is this the perfect bike?



Image: EAV

WEST

Is this the perfect bike?



Image: EAV

Or is this?



Image: Tern Bicycles

Bike choice isn't always easy

Consider:

- Type of load
- Type of trip
- Ease of use
- Ease of storage
- Local topography
- Suitable cycling infrastructure

“There’s no point having a massive box or a trailer for a few files... some journeys could easily be made with a sturdy e-bike with racks and panniers.”

— Rob Bushill, Really Useful Bikes



If in doubt...

- Test ride
- Lease don't buy
- Seek out specialist support

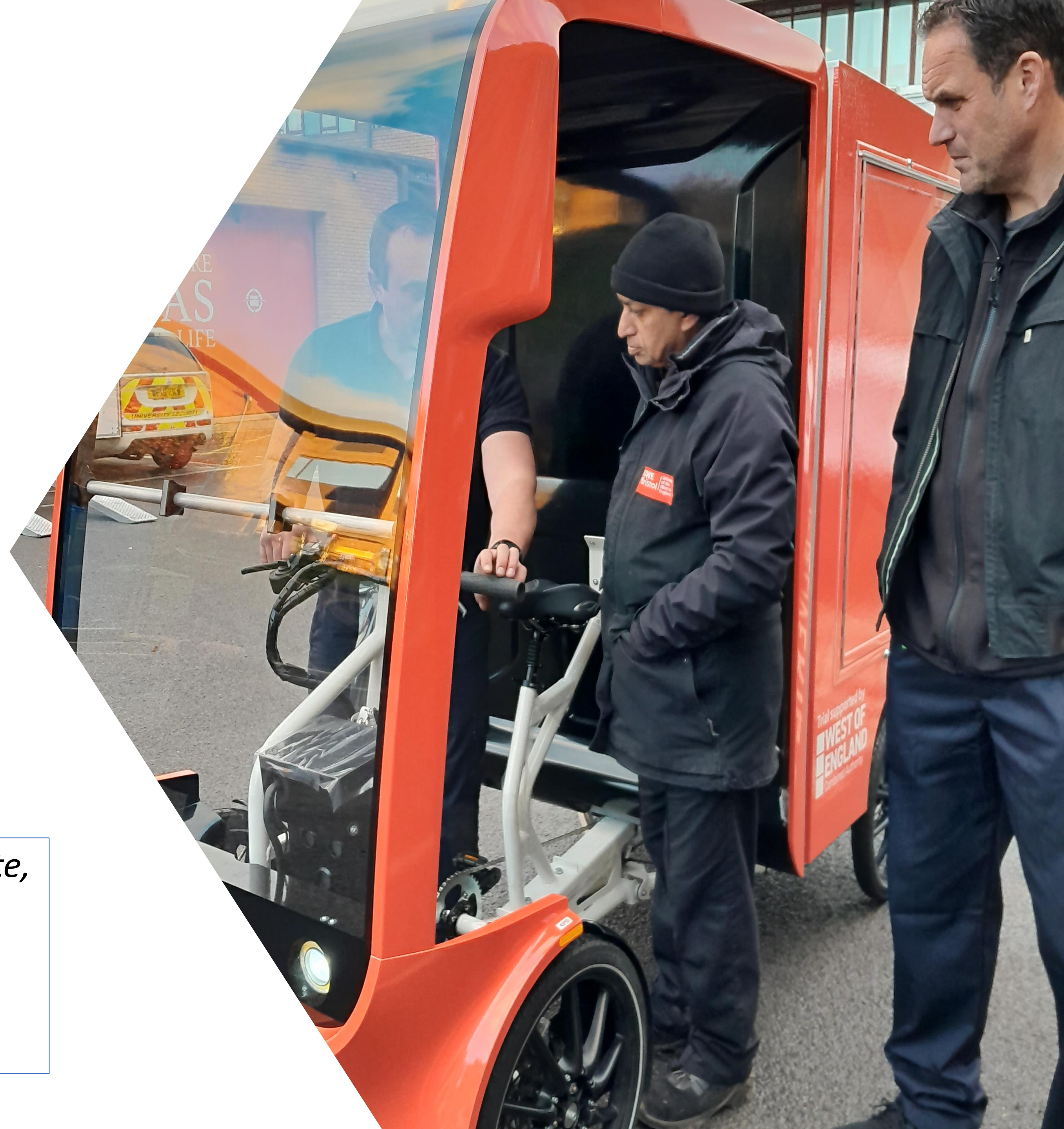


Get staff on side

- Find the champions
- Offer support and training
- Check contracts and H&S
- Recruit for riders

“You say to a guy with his nice, warm van ‘well sorry mate, you’re out of the van and you’ve got your bike’ it’s like ‘woah, no!’”

– Participant in the Triangulum trial project



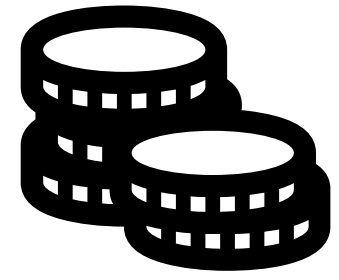
It's not just “how to use a cargo bike”

Also think about:

- Maintenance regime
- Manual handling
- Food hygiene
- Data gathering
- Branding and PR



Support and policy make a difference



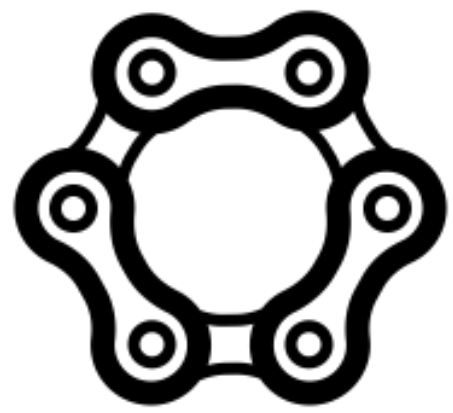
Financial support



Local expertise



Restrictions on motor vehicle use



A bicycle ecosystem

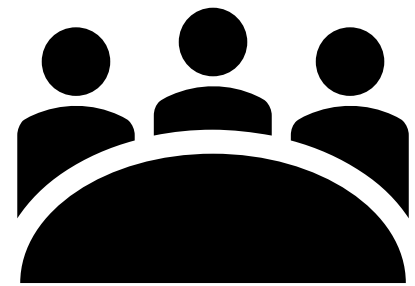


Photo: Jorn Tomter/Team London Bridge

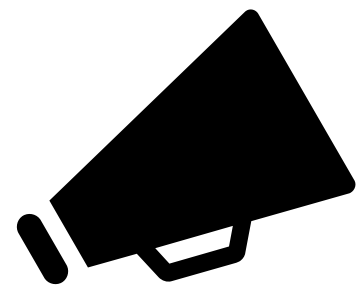
How can you help?



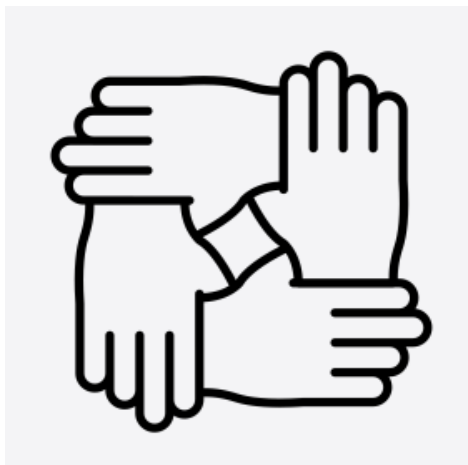
Develop models that work at different scales



Group purchasing power (e.g. insurance)



Share best practice



Diversify! Settings, users and case studies



Photo: Daisy Brasington/Cargodale



West of England Sustainable Transport

Guide available from <https://www.westofengland-ca.gov.uk/>

In early June



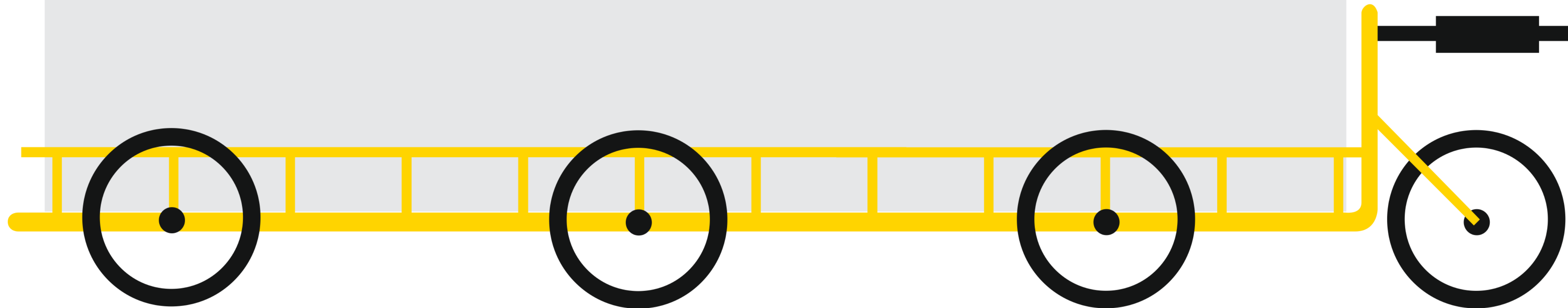
Antony de Heveningham

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Transport for London



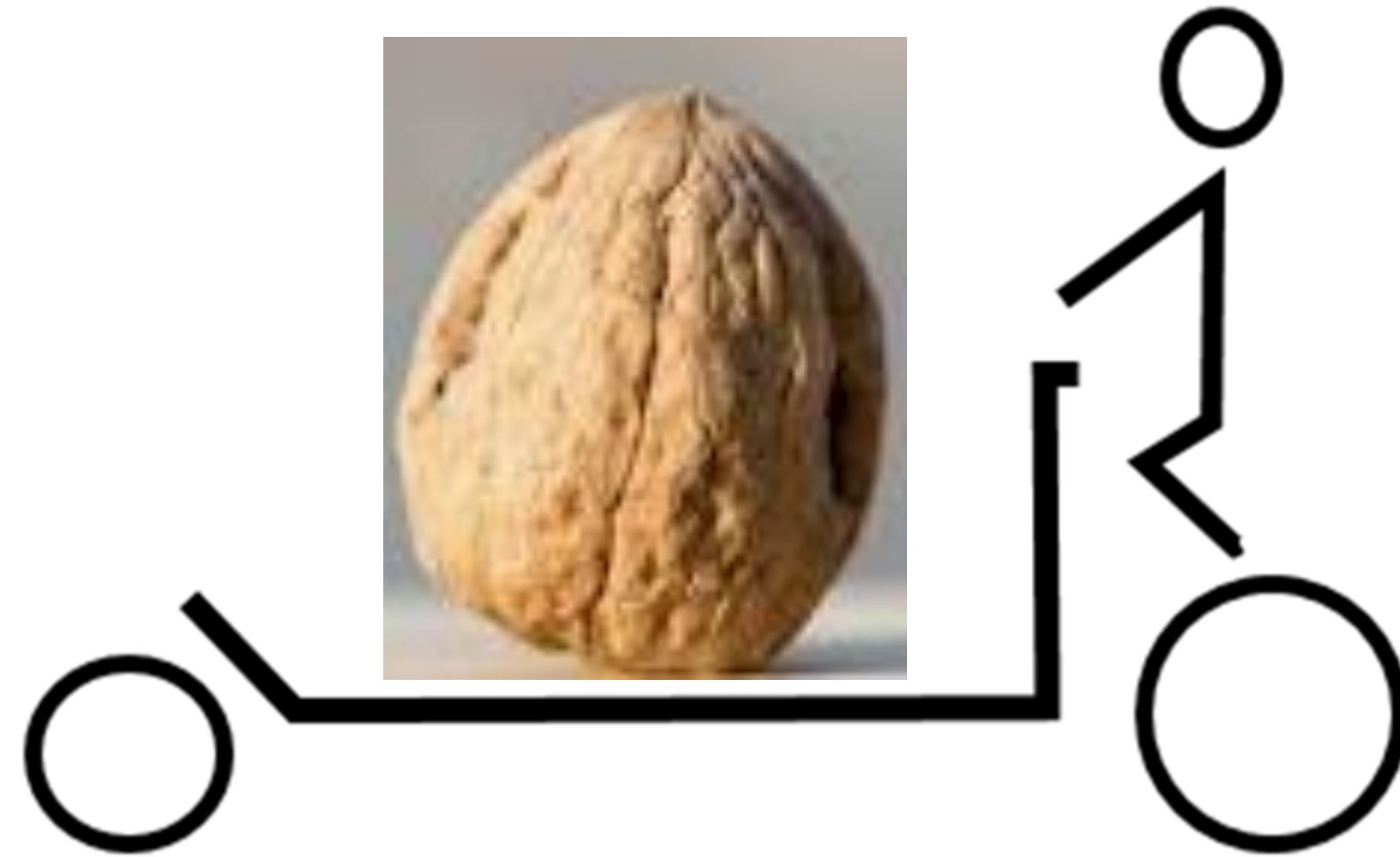
Cargo Bikes in Construction

“a hard nut to crack!”

Michael Barratt

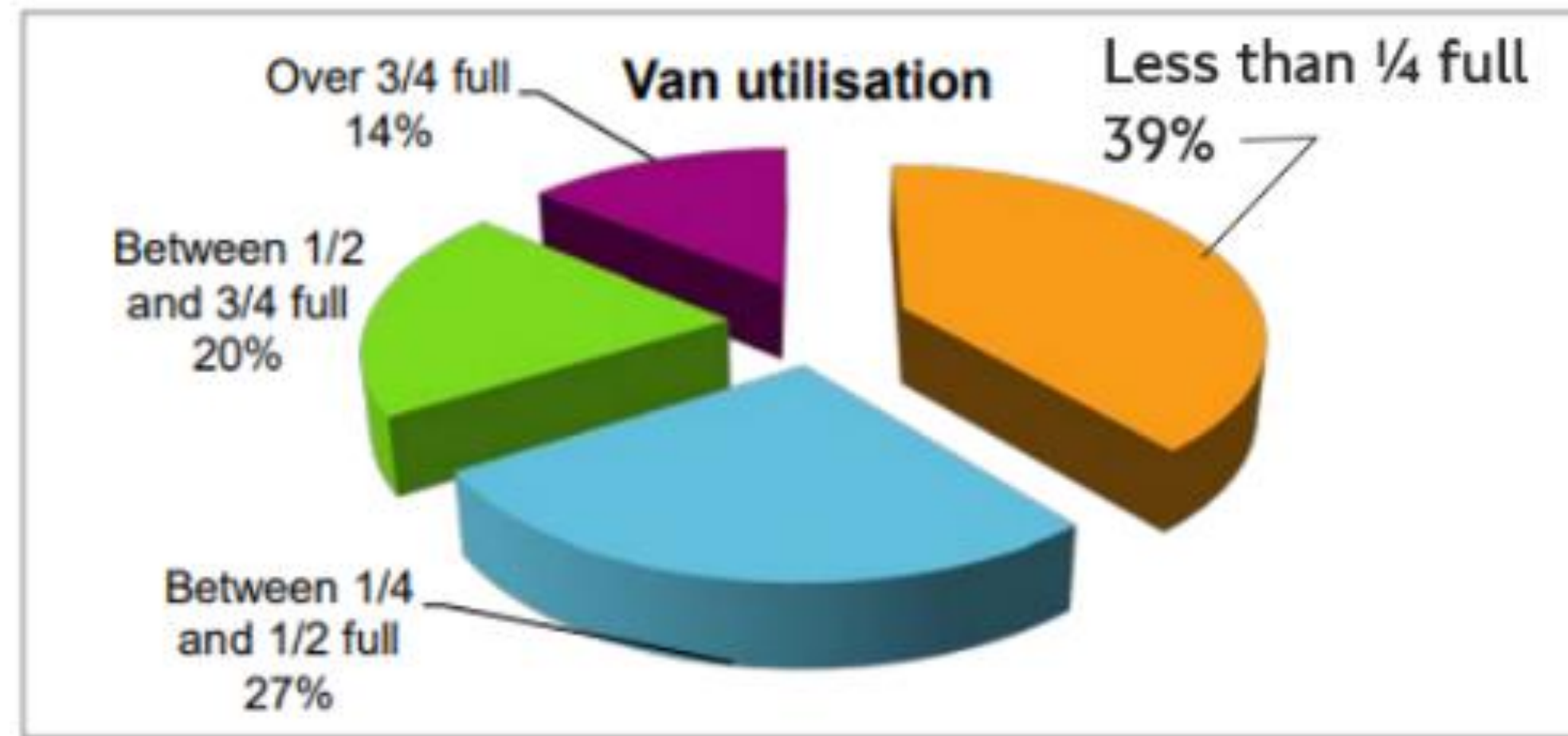
Construction Advisory & Innovations Lead,
Transport for London

National Cargo Bike Summit



The targets:

- Vision Zero by 2041
- Air quality & climate change - Net Zero by 2030
- 10% reductions of HGVs & Vans by 2026



Approx. 220,000 registered vans



The challenge – culture!



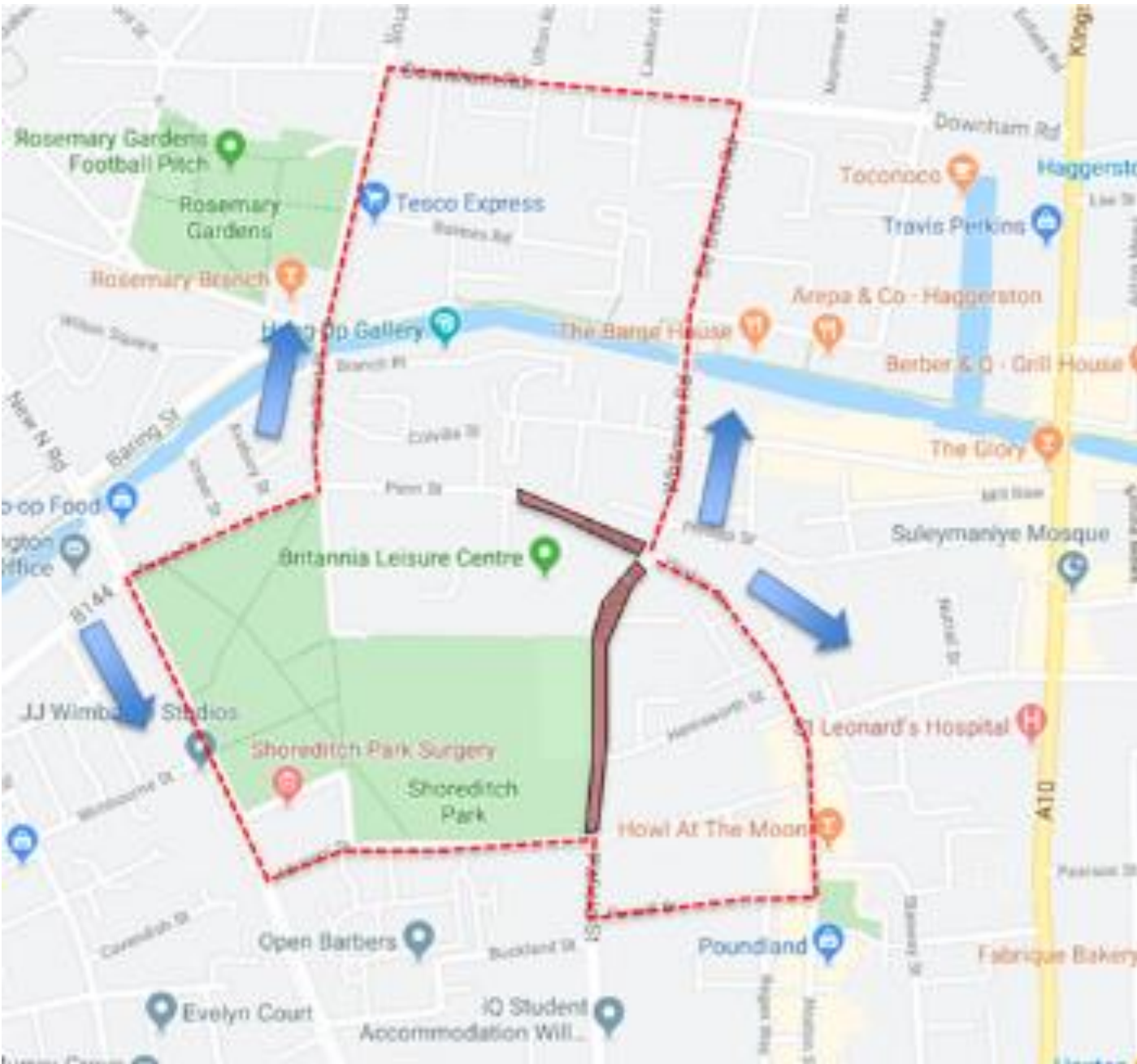


Doing it yourself



- Brimsdown to London Bridge
- 140kg
- 24km
- 1hr20





Planned measures checklist	Committed	Proposed	Considered
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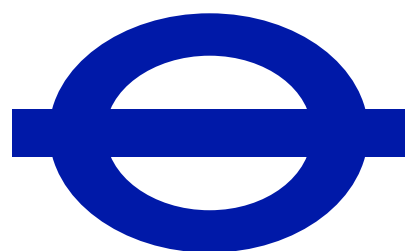
Site logistics - The exemplar model



TfL Santander Cycle Hire – 2 wheel bikes



eCargo bikes do up to 814 battery swaps a week
41,294 miles since 2022 (and rising)



First Mile Logistics – 12 x 3 wheel bikes



Removed 6 cage vans & 3 compactor trucks off the road
Avoided 200,000+ van miles last 12 months
Created 15 jobs through rider academy



TfL Contractors (Ringway & FM Conway) – 4 wheel bikes



FMC and Ringways – reactive and small maintenance jobs

Feedback – good shelter for riders



Majors Builders Merchants - intro



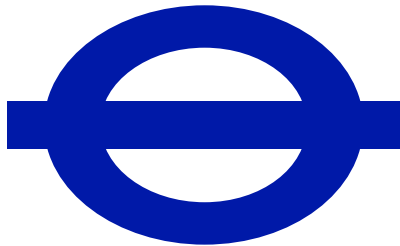


The result:

Loved it!



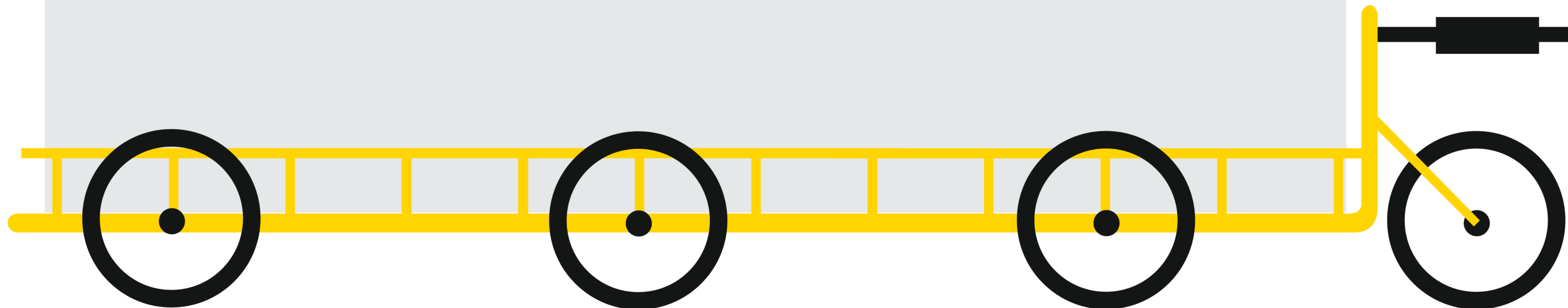
The trial



Jon Noble

Growth Manager

Fleet Operator Recognition Scheme (FORS)



NATIONAL
CARGO BIKE
SUMMIT

John Oosthuizen, Strategy Planner, Freight, Transport for London

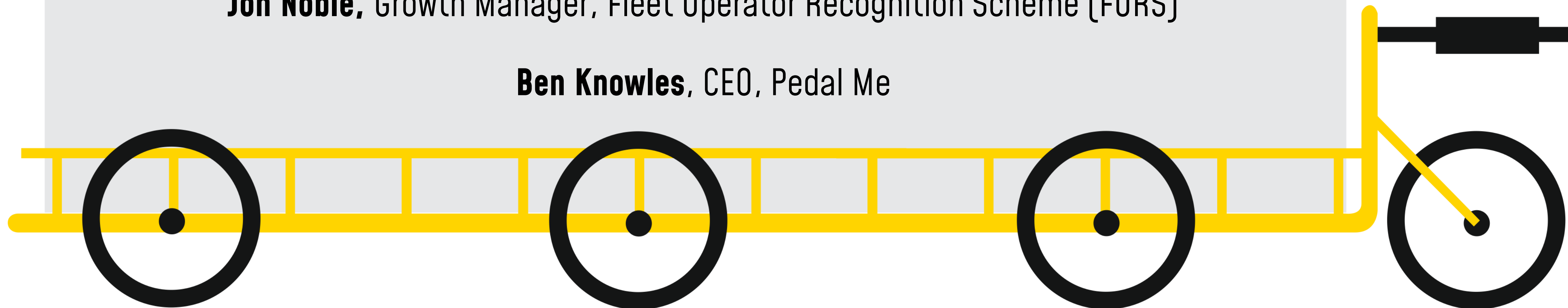
Peter Eland, Technical & Policy Director, Bicycle Association

Antony de Heveningham, Director, Cargodale CIC

Michael Barratt, Construction Advisory & Innovations Manager, Transport for London

Jon Noble, Growth Manager, Fleet Operator Recognition Scheme (FORS)

Ben Knowles, CEO, Pedal Me



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