



Department
for Transport

The last mile - a call for evidence on the opportunities available to deliver goods more sustainably

Response form

Confidentiality and data protection

The purpose of this survey is to seek your views on the draft policy proposals for opportunities available to deliver goods more sustainably. It is carried out in the public interest to inform public policy.

As part of this consultation we request the following information:

Your name and email address - in case we need to ask you follow-up questions regarding any of your responses.

You don't have to give us this information. If you do, we will not share this information with anyone.

If you do give us your contact information, you consent to DfT using it only for the purpose set out above.

All your personal data will be deleted within 3 years of collection. You can withdraw your consent for us to hold your personal data at any time by emailing lastmilecfe@dft.gov.uk.

Find out more about the [Department for Transport's data protection and privacy policy](#).

Information about you

Name	Sarah Greenslade
email	consultations@britishparking.co.uk
Company Name or Organisation (if applicable)	British Parking Association
Please tick one box from the list below that best describes you /your company or organisation.	
SME (less than 50 staff)	Micro ¹ , Small ² or Medium ³ Enterprise?
	Large Company
X (700+ members)	Representative Organisation
	Trade Union
	Interest Group
	Local Government
	Member of the public
	Other (please describe):

Consultation questions on opportunities and challenges

Q1. What is the potential scale of the opportunity here? How big a role could e-cargo bikes, micro-vehicles and e-vans play in reducing congestion and pollution in our towns and cities?

Obviously e-cargo bikes will reduce pollution, but their relative impact on congestion is yet to be seen. Any vehicle on the roads implies congestion, and the trade-off between more frequent journeys compared to multiple drop off vans, which can also be electric, needs analysis. Furthermore, the potential need to redesign roadways to include more cycle pathways to cater for increased bike usage may negatively impact on congestion if car and van usage doesn't decrease reciprocally.

In this context, micro vehicles and e-vans imply less change to the roadways, but with all of these vehicles, management of the kerbside is key to controlling congestion. Various intelligent innovations, such as Grid Smarter Cities 'Kerb', offer intelligent solutions to this issue.

¹ up to 10 employees = micro enterprise

² up to 50 employees = small enterprise

³ up to 250 employees = medium enterprise

Q2. What would the environmental, economic and congestion benefits be? What impact would it have on jobs?

Q3. What other barriers need to be considered? Can these be overcome without Government support or intervention?

Government support needed

In the Government consultation, '*Future of mobility call for evidence*' we recommend the standardisation and digitisation of existing traffic regulation orders (TROs) UK wide, not just England, which needs Government intervention. This will allow app using vehicles including e-bikes, e-vans and connected vehicles, to not only transport goods efficiently in the last mile but also find a parking space to deliver the goods, and receive reliable, up to date information regarding waiting times and other restrictions. BPA research revealed 39% of motorists say finding somewhere to park is a stressful experience.

Digitisation of TROs will assist with helping drivers to find permissible parking, for example loading bays and parking spaces that don't have restrictions for when goods are needing to be delivered. Digitisation will also facilitate the kind of temporary permit systems that are being trialled using Innovate UK funding (Neil Herron). The digitisation of TROs will also ensure all future TROs are robustly linked to on the ground signs and lines.

Q4. What can we learn from the experiences of other countries in this area?

Countries developing dynamic kerbside parking / pricing systems using sensor technology and dynamic signage systems (Dubai and Izmir with for example SENSIT) offer important lessons in relation to reducing congestion and pollution. SFPark initiative in San Francisco combined intelligent traffic management, dynamic pricing and smart parking solutions through large scale adoption of sensor technology, and highlights the significant potential of smart parking to benefit the environment. The project decreased the time taken to find spaces, through less circling, by 45%, with a knock on 30% reduction in vehicle miles driven and greenhouse gas emissions.

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Consultation questions on e-cargo bikes

Q5. What are the opportunities for e-cargo bikes for delivery organisations, manufacturers and retailers; for companies which maintain and service bicycles and for other, e.g. training, organisations?

As per answer to Q1 any support for e-cargo bikes needs to carefully weigh up knock on effects and the appropriateness of the scale of delivery required in any area.

Q6. Further to Q3 above, what form of financial support, if any, is required to make e-cargo bikes commercially viable, or to increase speed of uptake? Should this take the form of e.g. positive incentives or tax relief?

Q7. If financial incentives for businesses were introduced to increase the uptake of e-cargo bikes a clear definition of e-cargo bikes would be required, including load capacity and weight (under 250W; see Figure 2 as per EAPC Regulations). How could this operate in practice?

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Q8. As e-cargo bikes are bicycles and do not need to be registered by the DVLA we would welcome your views regarding how purchases of e-bikes could be verified in order to qualify for financial support. How could this work in practice?

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Q9. What legal changes – regulatory or deregulatory – would support the increased use of e-cargo bikes e.g. licensing, parking and insurance of bikes and riders? Should these be national or local? Would the current electrically assisted pedal cycle regulations be sufficient?

Note that we have the situation where off street public parking is mostly managed by local district or borough councils in 2 tier authorities and on street parking is the responsibility of the highway authority, usually county council. Therefore joined up thinking where different levels of local authorities offer on or off street parking is absolutely necessary and also whether or not parking charges are levied on e-vehicles. Currently it is only unitary authorities that control both on and off street parking.

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Q10. What emerging technologies can support the deployment of e-bikes e.g. batteries, regenerative energy storage, route mapping, electric trailers?

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The digitisation of Traffic Regulation Orders (as recommended in Q3) has the potential to transform route mapping, making it much more detailed and include parking and loading opportunities and restrictions.

Q11. If e-cargo bikes are to be widely taken up, what infrastructure changes would be required to change the way goods are currently distributed, which is at present often from large, out-of-town warehouses e.g. changes to roads, parking, loading zones, hubs, cycle lane design?

Q12. E-cargo bikes, electric or solely pedal powered are larger/heavier than everyday bicycles. What level of training should riders have? Should riders be required to have e.g. additional training on efficient cycling and the safe use of bikes?

Q13. Should common standards be introduced for e-cargo and cargo bike design e.g. the design and standards of panniers and containers, volume limits and the refrigeration standards for carrying perishable goods?

All e-cargo bikes should be designed to be fully connected to the digital landscape offered to all connected vehicles, a picture that is likely to become ever more sophisticated and seamless, particularly if consensus based standard for TRO's is developed, as currently proposed by the BPA Working Collaboration with GeoPlace and Ordnance Survey

Q14. Are there any other points you wish to raise?

Q15. [For e-cargo bike operators] To assist DfT with evidence-gathering, how many e-cargo bikes are there in your fleet, and what are the range of costs for their maintenance and upkeep?

Consultation questions on micro vehicles

Q16. Should measures to support micro vehicles and e-bikes over 250W be considered as part of this review?

Q17. Is anything needed from government to encourage the use of pedal cycles and e-bikes to tow cargo trailers, or the use of electrically assisted trailers to enable carriage of higher payloads?

Q18. [For micro vehicle operators] To assist DfT with evidence-gathering, how many micro vehicles are there in your fleet, and what are the range of costs for their maintenance and upkeep?

Q19. Are there any other points you wish to raise?

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Consultation questions on ultra low emission vans and trucks

The consultation questions below are designed to get stakeholders' perspectives on the barriers preventing further uptake of electric vans.

Q20. What do you perceive as the key barriers to further uptake of electric vans in your organisation?

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Q21. What do you perceive as the biggest infrastructure barriers to further uptake of electric vans?

The greater the diversity on choices of destination charging there is, the more rapid the transfer to e-van use is likely. This is particularly the case for on street parking, and the potential offered by contactless charging bays and vehicle to grid technology.

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Q22. Do you have any evidence where the cost or process of obtaining or reinforcing a grid connection has been a barrier?

Q23. Thinking about the sector that you work in, are there any particular barriers in your sector that prevent increased electric van uptake?

Q24. What action or policies would you like to see from government that would help you increase the share of electric vans in your fleet?

We are keen to understand existing industry plans to adopt electric vans. The consultation questions below are designed to evidence the existing use of electric vans amongst businesses, and plans to increase uptake.

Q25. How many vans are there in your fleet?

Q26. How many of these are electric (either 100% electric or plug-in hybrid)?

Q27. If you do have electric vans, what are they principally used for?

Q28. What, if any, plans do you have for introducing more electric vans into your fleets?

How to Respond

The consultation period will run between 30 July 2018 and 10 September 2018.

Complete this form and either email it to:

lastmilecfe@dft.gov.uk

Or post it to:

Cycling and Walking Policy
2/16 Great Minster House
33 Horseferry Road
London
SW1P 4DR

Please ensure that your response reaches us before the closing date. If you would like further copies of this document you can request copies by e-mailing lastmilecfe@dft.gov.uk

A summary of responses, including the next steps, will be published within three months of the close of the consultation. Paper copies will be available on request. The consultation is being conducted in line with the Government's key consultation principles. Further information is available at: <https://www.gov.uk/government/publications/consultation-principles-guidance>.

If you have any comments about the consultation process please contact the Consultation Co-ordinator at consultation@dft.gsi.gov.uk. **Please do not send consultation responses to this address.**