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Motorcycle Industry Association (MCIA)
Written evidence: Transport for the North Decarbonisation Strategy

1. *Introduction*

1.1. MCIA is the Trade Association representing the L-Category Industry, which includes motorcycles, scooters and all other vehicles covered within the EU's L-Category regulations (appendix 1).

1.2. MCIA welcomes the opportunity to work with TfN in realising its decarbonisation ambitions and ensuring L-Categories are accepted as an integral part of the transport mix.

1.3. MCIA was established over 100 years ago with vehicles in the sector having evolved from pioneers of the internal combustion engine, to providing a range of vehicles which offer users a choice, allowing them to choose the right vehicle for the right journey.

1.4. Worth in excess of £7bn, the L-Category industry is more relevant than ever. We were pleased the recent Transport Decarbonisation Plan acknowledged the role L-Categories have to play in solving congestion, improving air quality and ensuring modal shift away from polluting, private vehicles.

1.5. For that reason, it is essential TfN's own Decarbonisation Strategy follows suit and we welcome the opportunity to work with TfN colleagues in realising the full potential of our sector in solving some of the North's many pressing transport challenges.

1.6. MCIA has opted to submit evidence directly rather than using the response form. This is because we felt the form limited us in highlighting where and how L-Categories can help to achieve the goals within the main areas listed.

2. *TfN Draft Decarbonisation Strategy and L-Categories*

2.1. Zero Emission Vehicles (ZEVs)

2.1.1. MCIA would like to see the inclusion of L-Categories within this section of the final Decarbonisation Strategy. Currently there is reference to ZEV cars and vans, ZEV HGVs and ZEV buses. Failure to consider L-Categories here shows a lack of understanding of their zero emissions potential and, therefore, their ability to significantly speed up decarbonisation.

2.1.2. While the L-Category sector evolves into using alternative fuels and powertrains (primarily fully electric), the market has experienced vertical growth since 2018. This is a result of "last mile" delivery firms looking to switch their fleets from Petrol Powered Two Wheelers (PTWs) to fully electric. In addition, we are also seeing strong uptake from the urban dweller and those with short to medium distance commutes that are looking for safe, clean and convenient ways to travel in and around towns and cities.

2.1.3. With regards to the PGA1 action, MCIA would call on TfN to ensure that L-Categories are fully included in a pan-northern ZEV infrastructure plan and would be happy to support this.

2.1.4. The recommended actions for local partners on page 58 of the TfN Draft Decarbonisation Strategy should include guidance to include L-Categories when carrying out community engagement relating to the understanding of EVs.

2.2. Demand Management

2.2.1. MCIA feels that L-Categories can support all of the key areas that are detailed within this section of the TfN Draft Decarbonisation Strategy. All of the strands are discussed within MCIA's transport policy document '*The Route to Tomorrow's Journeys*'.

2.2.2. MCIA advocates the right vehicle for the right journey. Transport authorities must do better at supporting people in making these choices and encouraging users to choose a vehicle that is appropriate for their needs. Many people own a car, although the number of times it is used to its full potential is arguably very small.

2.2.3. As an example, a journey of a few miles from home to work or study could be made by bicycle. A longer journey would suit an L-Category, perhaps a light weight, low powered L1 vehicle (appendix 1).

2.2.4. Rather than using a van to deliver a small number of parcels, an L-Category could be more appropriate. While active travel has many additional benefits, it is not always possible due to distance and capacity needs. L-Categories can also be the answer for the elderly, the young and those living in rural communities, where public transport is limited.

2.2.5. There is a reference to disincentivising car use on page 59 and 60. One of the specific suggestions is related to road user charging as a complement to and eventual replacement for fuel duty. MCIA is calling for any charges to be proportionate to the size of the vehicle, the fuel type and miles travelled.

2.3. Improving freight efficiency

2.3.1. The TfN Draft Decarbonisation Strategy refers to improving freight efficiency. L-Categories have a significant role to play in servicing the first and last mile. L-Categories offer tangible opportunities to improve air quality and safety, as well as reduce time wasted on congested roads.

2.3.2. As an example, the MCIA Congestion Impact Study, referenced fully in '*The Route to Tomorrow's Journeys*', saw a reduction in congestion following a modal shift from private cars to L-Category vehicles. Further modelling was carried out to look specifically at a modal shift from 'other goods vehicles' to L-Categories. The Air Quality report looked at a modal shift from private cars to a mix of electric L-Categories. Unsurprisingly, the results showed that with a greater shift to electric L-Categories, fewer NOX emissions were recorded. Reductions were also seen in the scenarios showing the modal shift for PM_{10} and $PM_{2.5}$ particulates.

2.3.3. It should be noted that high powered electric cargo cycles are increasingly being used for this purpose. However, these often feature a power output of more than 250 watts, which means that they are an L1-Category vehicle, not a bicycle, requiring registration and licensing.

2.3.4. L-Categories, such as those already in use by logistics company DPD, can be safely adapted to carry goods or specifically designed for that purpose.

2.4. Transport related social exclusion

2.4.1. L-Category vehicles can help people to access employment and training. This is especially important for those who cannot access public transport, live in rural areas or perhaps work unsociable hours. The Wheels to Work Association (W2WA), supported by MCIA, has been successful in getting young people and others into jobs or training, by providing them with affordable L-Category options. L-Categories are more aligned with their lifestyles and help tackle social exclusion.

2.5. Next Steps

2.5.1. MCIA would welcome the opportunity to discuss this further with TfN and look forward to working closely to ensure that L-Categories are incorporated into the transport mix across the network, allowing the objectives of the TfN Decarbonisation Strategy to be met.

APPENDIX ONE

Description of the vehicles included in the L-Category sector.

L1 includes 2, 3 or 4 wheel, e-bicycles with a power output up to 1,000 watts (e-bicycles of 250w or less are not L-Cat) and PTWs with up to 50cc petrol engines or up to 4kW alternative power. The rider must wear a helmet. PTW top speed is 28mph (45km/h). On e-bicycles the power assistance cuts out at 15.5 mph (25km/h).

L2 vehicles have 3 wheels (or 4 if the wheels on the same axle are no more than 460mm apart) and 1 or 2 seats. Power is limited to 4kW and the maximum speed is 28 mph (45km/h).

L3 vehicles are the most numerous L-Category, also referred to as PTWs. Sub-divided into 3 main groups, defined by power output. Riders are tested relative to vehicle power and their age and must wear a helmet.

L4 - Category refers to L3 - Category vehicles fitted with a sidecar. Vehicles supplied for UK use must have the sidecar fitted to the kerb side of vehicle.

L5 - Category vehicles share many characteristics with L2 vehicles, but have power in excess of 4kW and top speeds exceeding 28 mph (45km/h). They can have a maximum of 5 seats and a running mass of 1,000kg. They can be enclosed or open.

L6 vehicles have 4 wheels and no more than 2 seats. Their power is capped at 6kW, top speed 28 mph (45km/h) and their running mass is limited to 425kg. They can be enclosed or open.

Vehicles in the L7 Category feature 4 wheels, an enclosed passenger area and a maximum power 15kW. They can have up to 4 seats or 2 seats plus a cargo area. Top speed is limited to 56 mph (90km/h).