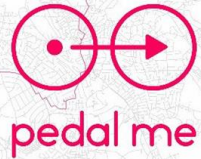




Drive Change.





## Who we are and what we do:

1. Taxi and (mainly) delivery company, using only cargo bikes and trailers. 50 staff, 85 bikes.
1. Unusual in logistics sector in having fully employed staff - no gig economy
1. Highly trained staff and unique bikes, extensive external assurance of standards
1. Pedal Me method allows us to do jobs by bike that would not be possible for others - carrying more, further, and in a wider range of conditions
1. Huge implications for cost efficacy compared to motors















## What's in it for everyone else? Pedal Me - and cargo bike - social uplifts:

1. Responsible employment => savings for the state
1. 90% reduction in CO2 emissions ( $\frac{2}{3}$  of electric vans)
1. >95% reduction in particulate emissions relative to EVs; effectively zero NOx, SOx at point of use
1. **Much, much safer for the city and those in it than alternatives that we replace - self employed couriers, vans, cars, taxis**











## Proposed changes

The government proposes 2 changes to existing regulations:

- to amend the legal definition of how EAPCs are classified so that the maximum continuous rated power of the electric motor must not exceed 500 watts instead of 250 watts as set out in the current regulations
- to allow 'twist and go' EAPCs to have throttle assistance up to 15.5mph (25km/h) without the need for type approval







## Regulatory changes proposed - review


1. Please - enforce existing regulations, for the good of the sector.
1. Twist and go to 15mph:
  - a. Can't see the benefit to most users: removes exercise benefit
  - b. Potentially good for those with disability? / special use cases?
1. 500W e-assist would open up cargo bike logistics to a wider range of society, and to more cities (especially hilly ones) - also relevant to those who aren't bike racer fit, using personal cargo bikes in hilly areas
1. Understand many of these changes have already been looked at under proposed LSEV framework - would be great to see that moved forward



# Get In Touch!

Ben Knowles

 [ben@pedalme.co.uk](mailto:ben@pedalme.co.uk)

 +44 (0) 7815 116 025





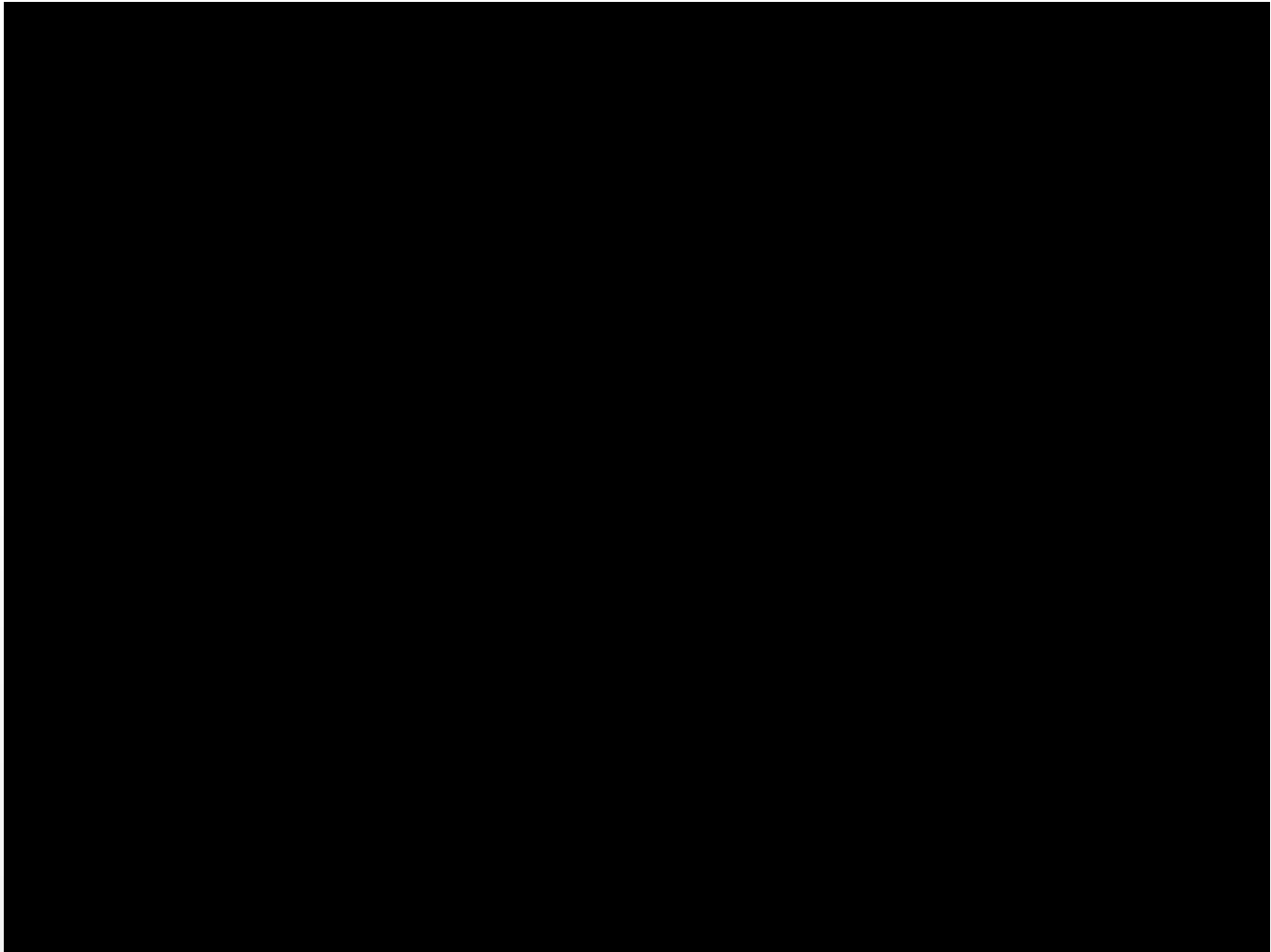


## Appendix- Photos and Data



















# Resilient service keeps operating when motors cannot:









Yeah but is it safe?



## Safety at Pedal Me - 1 - how's it going?:

- Fleet of 80 bikes, 70 staff today
- Covering ~50,000 miles / month between them
- No 3rd Party or passenger injuries, of any type, since company founded - although there have been minor collisions
- Rider injuries - mainly off bike (injury loading, injury unloading, injury on customer premises).
- Bungees were our biggest cause of injuries and near misses - now phased out.





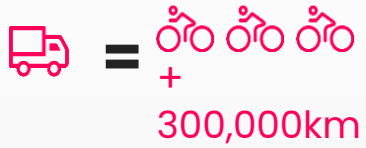
## Safety at Pedal Me - 2 - how does it work?:

1. Training - basic concepts hammered home by repeated training as staff progress from cargo qualification, to passenger, then trailer - then passenger qualification is repeated every 18 months.
1. Near Miss reporting - Near Misses get reported and investigated, allowing us to systematically tackle real safety issues based on data rather than fear. Major changes to come out of this process include:
  - a. Training changes
  - b. Bungees phased out
  - c. Brakes upgraded
  - d. Changes to maintenance processes
1. Maintenance - in-house professional mechanics, and basic training for all staff to keep bikes safe
1. Tracking of bikes and rider behaviour - nameplates and GPS



## Pedal Me Incidents to April 2022:

<b>Incident Type</b>	<b>Negative impact on third party/passenger</b>	<b>Negative impact to Pedal Me staff incidents</b>
<b>Injury collision</b>	0	5 - one concussion (driven into); one chin with stitches;
<b>Road user assault</b>	2 (one staff member fired; one disciplined)	38 on record - but many more than this in reality - one including assault with a machete - reported to police but no action taken
<b>Injury off bike</b>	0	~30
<b>Damage to equipment / vehicle / items</b>	6	57 on record



*The CO<sub>2</sub> emissions from the manufacture of one electric van is the equivalent of the manufacture of 3 Pedal Me bikes and 300,000 km of distance covered.*

Vehicle	Pedal Me (incl . food)	Nissan NV 200	VW Caddy
Lifespan (km)	100,000 bike 20,000 battery	250,000	250,000
tCO <sub>2</sub> manufacture (kg)	278	8,813	7,516
Manufacture (g/km)	4.3	35.3	28.6
Usage (g/km)	26.6	49.4	226.2
<b>Total (g/km)</b>	<b>30.9</b>	<b>84.7</b>	<b>254.8</b>

[See full data set](#)