



# Addressing L-Category Barriers and Opportunities

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# London's Road Network

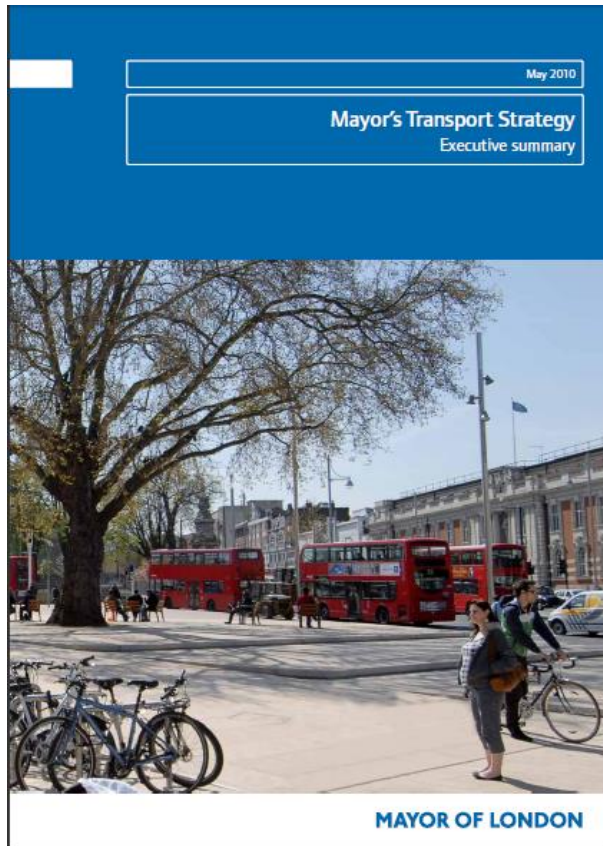
- There are around 28m transport trips in London every day.
- Over 80% of all passenger journeys, including:
  - around 10m car trips;
  - 6.3m bus journeys;
  - 5m walking trips;
  - 0.5m cycling trips;
  - 0.3m taxi journeys;
  - 0.2m L-category movements?
- nearly all freight movements; use the road network in London.



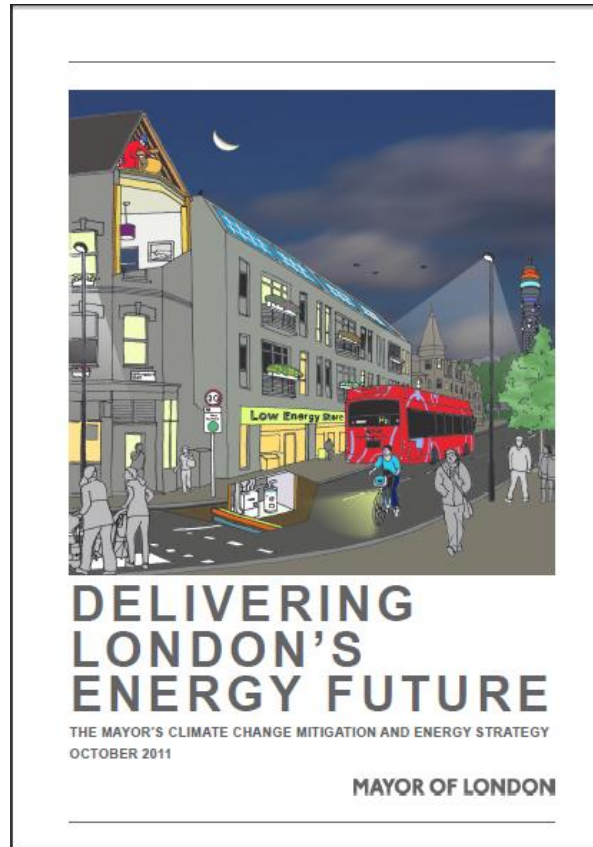
**But London is a growing city: London Plan predicts 1 million more people & 750K more jobs in London by 2031.**



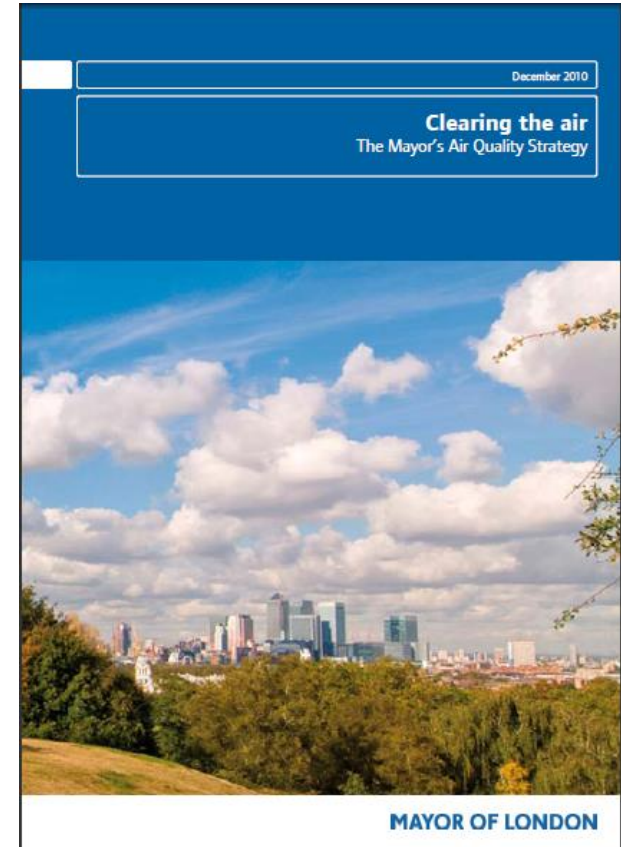
# Meeting London's Challenges



**Mayor's Transport  
Strategy**



**Mayor's Climate Change  
Mitigation and Energy  
Strategy**



**Mayor's Air Quality  
Strategy**

# Environmental policy objectives and purpose

**Reduce air  
pollutants  
from road  
transport**

**Reduce  
CO2  
emissions  
from road  
transport**

environmental objectives

**Promote  
sustainable  
travel**

**Stimulate  
low  
emission  
vehicle  
market**



# Associated policies

- Any London policy should be consistent with others in development:
  - Roads Task Force
  - Cycling Vision, including cycle safety
  - Walking
  - West End
  - Mayor's 2020 Vision
  - Freight
  - Taxis
  - Tourist Bus Action Plan
- Wider Air Quality issues will continue to be addressed through:
  - The Mayor's Air Quality Strategy
  - Transport Emissions Action Plan; and
  - The Mayor's Low Emission Vehicle Road Map
- Other policy developers
  - Government
  - EU
  - Boroughs

# TfL Policies to Reduce Emissions

- Planning
- Congestion Charging Zone
- The Low Emission Zone
- Reducing emissions from London's bus fleet
- Cleaning up London's taxi and private hire vehicle fleet
- Encouraging uptake of Electric Vehicles
- Measures to smooth traffic flows
- Promoting carbon efficient mode choice





# L-Category vehicles – definitions

- United Nations Economic Commission for Europe (UNECE) – “motor vehicle with less than 4 wheels”
- EU: “Mopeds, Motorcycles, Motor Tricycles and Quadricycles”

Category L – Mopeds, Motorcycles, Motor Tricycles and Quadricycles	
Category	Vehicle Description
<i>Mopeds<sup>1</sup></i>	
L1e	Two-wheel vehicles with a maximum design speed of not more than 45 km/h and characterised by an engine whose: <ul style="list-style-type: none"> <li>• cylinder capacity does not exceed 50 cm<sup>3</sup> in the case of the internal combustion type, or</li> <li>• maximum continuous rated power is no more than 4 kW in the case of an electric motor</li> </ul>
L2e	Three-wheel vehicles with a maximum design speed of not more than 45 km/h and characterised by an engine whose: <ul style="list-style-type: none"> <li>• cylinder capacity does not exceed 50 cm<sup>3</sup> if of the spark (positive) ignition type, or</li> <li>• maximum net power output does not exceed 4 kW in the case of other internal combustion engines, or</li> <li>• maximum continuous rated power does not exceed 4 kW in the case of an electric motor</li> </ul>
<i>Motorcycles<sup>2</sup></i>	
L3e	Two-wheel vehicles without a sidecar fitted with an engine having a cylinder capacity of more than 50 cm <sup>3</sup> if of the internal combustion type and/or having a maximum design speed of more than 45 km/h
L4e	Two-wheel vehicles with a sidecar fitted with an engine having a cylinder capacity of more than 50 cm <sup>3</sup> if of the internal combustion type and/or having a maximum design speed of more than 45 km/h
<i>Motor tricycles</i>	
L5e	Vehicles with three symmetrically arranged wheels fitted with an engine having a cylinder capacity of more than 50 cm <sup>3</sup> if of the internal combustion type and/or a maximum design speed of more than 45 km/h
<i>Quadricycles: motor vehicles with four wheels having the following characteristics</i>	
L6e	Quadricycles whose unladen mass is not more than 350 kg, not including the mass of the batteries in case of electric vehicles, whose maximum design speed is not more than 45 km/h, and whose <ul style="list-style-type: none"> <li>• engine cylinder capacity does not exceed 50 cm<sup>3</sup> for spark (positive) ignition engines, or</li> <li>• maximum net power output does not exceed 4 kW in the case of other internal combustion engines, or</li> <li>• maximum continuous rated power does not exceed 4 kW in the case of an electric motor.</li> </ul> These vehicles shall fulfil the technical requirements applicable to three-wheel mopeds of category L2e unless specified differently.
L7e	Quadricycles other than those referred to in category L6e, whose unladen mass is not more than 400 kg (550 kg for vehicles intended for carrying goods), not including the mass of batteries in the case of electric vehicles, and whose maximum net engine power does not exceed 15 kW. These vehicles shall be considered to be motor tricycles and shall fulfil the technical requirements applicable to motor tricycles of category L5e unless specified differently.

## TfL's remit on L-category vehicles

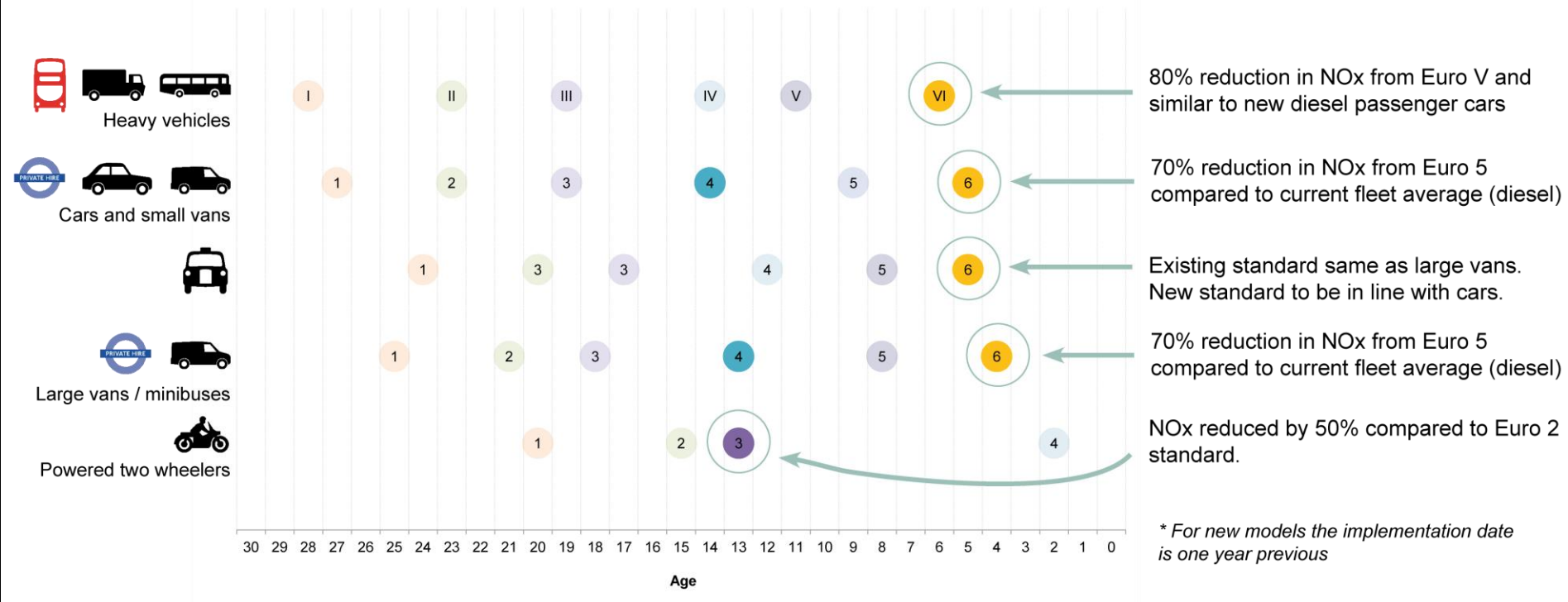
- Mayor's Transport Strategy
  - Proposal 30 commits to allowing motorcycles to use bus lanes
  - Proposals 64 to 67 refer to road safety for all road users
  - Proposal 93, encourage the uptake of low emission vehicles
- Managing TLRN and traffic congestion – smoothing traffic flow. Recent policy change to allow P2W in bus lanes has improved this, with added benefit of reducing emissions.
- Support for low emission vehicles and associated infrastructure.
- Support for improvement to P2W safety



# Current Challenges and Barriers?

- Safety
- Lack of consistent knowledge, definition and standards at local, regional, national, and international levels
- Lack of information, promotion and infrastructure to support L-category vehicles
- How can we adequately count the number of L-category vehicles coming into and out of London?
- Planning provision at local and regional levels is often silent for L-category vehicles
- How much basic infrastructure is required, e.g. reliable parking and refuelling facilities

# Difference in Emission Standards



# Opportunities for Research

- Regular surveys/counts
- Further safety research
- Gap analysis – what are the key issues and barriers to low emission L-category vehicles.
  - Incompatible technology for charging?
  - Not enough promotion?
- Benchmarking exercise with national/ overseas experience?
- Research into whether some freight journeys can be safely transferred onto L-category vehicles
- Better information



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Questions?

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