



Guidance for Freight Operators Delivering across Unsegregated Cycle Lanes Provided by London Councils and Transport for London

A question was raised at the CLFQP meeting on the 2nd November 2022 reference what safety protocols should freight operators adopt when delivering across unsegregated cycle lanes, the following advice to freight operators from London Councils and Transport for London is as follows.

The safest approach for freight operators delivering across unsegregated cycle lanes should position their vehicles **against the kerb**, rather than attempting to park further out in the carriageway and with the aim of keeping the cycle lane free.

Stopping against the kerb prevents cyclists passing on the inside of a parked vehicle while deliveries are taking place and across the path of the delivery team.

This will provide cyclists with the clear option of passing the vehicle on the outside of the loading vehicle and allow them to fully focus on the oncoming traffic.

Please note that you could still be subject to enforcement by the local Council for stopping in the cycle lane however if the vehicle has to park in contravention (and this should always be a last resort with no alternative) to facilitate the delivery, there is an appeal process that should be followed and details of the nature of the delivery and the H&S aspects should be highlighted if a PCN is issued.

Councils should be understanding of the circumstances outlined above but the driver where possible should park where loading is permitted and not in a position that is dangerous or obstructive.

Any appeal will be considered by the issuing Council, and if the appeal continues an adjudicator will consider the appeal and make the final decision.

Where loading is distance critical and where it is essential for a vehicle to be parked as close to the delivery point, and where there is a potential health and safety issue due to the nature of the operation and or the goods involved, e.g. Glaziers or Scaffolders then operators should contact the local Council to arrange permits.

Distance critical operators (example Brewery deliveries and Cash in Transit) who make their deliveries on a weekly basis should ensure that they have completed operational risk assessment prior to the first delivery.

For all other types of delivery, delivery companies should consult with the Council on arrangements at locations where loading and unloading may be difficult and the actions are regular.

For more information, please visit the Central London Freight Quality Partnership website at <https://www.centrallondonfqp.org/>

