

## CLEAN FREIGHT AND LOGISTICS CARGO AND E-CARGO BIKES DELIVERIES

### EVIDENCE AND KEY ISSUES

20% of inner city deliveries could be undertaken by cargo bikes (Amsterdam University of Applied Sciences, 2018)

Electric cargo bikes are more cost effective than delivery trucks for journeys under 6-mile in high density residential areas with low delivery volumes (Sheth & al., 2019)

19% of vehicle kilometres in London in 2017 were light or heavy goods vehicles (TfL, 2019)

**Supporting the uptake of cargo bikes and e-cargo bikes helps achieve clean logistics. E-cargo bikes are light electric vehicles (LEV) that can help deliver clean air in urban areas, for both point to point and last mile deliveries.**

**When used for last mile deliveries, it is imperative that cargo bikes are integrated into a wider logistics strategy, which demands a holistic approach from city planners and organisations. The use of cargo bikes also invites us to rethink the way kerbside and road space is currently allocated in urban areas.**

### LONDON CONTEXT

In April 2019, the Department for Transport opened a £2 million funding stream to support organisations in the acquisition of e-cargo bikes, covering up to 20% of the price. The measure was informed by an earlier call for evidence that resulted in the 'The Last Mile – Delivering goods more sustainably' response' which contains elements supporting the uptake of e-cargo bikes.

The key targets for switching to cargo bikes are often private businesses as they are responsible for most deliveries. The **Zero Emissions Network** (a partnership between

the boroughs of Hackney, Islington and Tower Hamlets supported by the Mayor of London) **provided grants for businesses** to switch to green last mile delivery and support for businesses to plan smart deliveries.

In January 2018, the **City of London Corporation** launched a programme in partnership with cargo bike operator **Zedify**, giving access to Square Mile businesses for cargo bike and trike services with trained riders. The scheme was introduced following a successful four-week trial over Christmas 2017 during which free delivery was offered. This is part of the **City's Low Emission Neighbourhood (LEN)** strategic plan, that is co-funded by the Mayor of London. **Waltham Forest** also has developed a **zero-emission delivery scheme** thanks to the Mayor's Air Quality Fund. It is delivered by the same **external partner** as the City's scheme. Other providers in London are fast growing and provide direct services to consumers or organisations, such as **PedalMe** or **e-cargo bikes**.

In West London, the borough of Ealing has introduced a scheme for residents to **borrow cargo bikes for free**, for a period of up to two weeks. The only requirement is for the resident to have cycle insurance. It can be used by any individual, but also for deliveries (e.g. to allotments) and is a good first step for a business to change practice as it is free of charge. **Waltham Forest** has a **similar scheme**, with bike models that can be used for families and for deliveries.

Through the **Horizon 2020** project **Sharing Cities**, Greenwich worked with a local butcher to trial an e-cargo bike. During the six-month trial, the shop used the bike for 95% of deliveries under 5km. The project now plans to expand to additional businesses and to accompany them in establishing a strategy for travel planning.

At the local level, some Business Improvement Districts (BIDs) have also been proactive in their support for cargo bikes: In April 2019, Team London Bridge introduced "**Bikes for Businesses**", a

support scheme to identify how they could switch to cargo bikes with subsidies to purchase them. The scheme is supported by Transport for London (TfL) and aimed at sixty businesses of the area.

Calculating the impact of the switch from diesel vans to cargo bikes is a key element of a successful strategy. The 'Cycle Freight Study' commissioned by TfL gives some indicators that can be used, such as changes in congestion levels and kerbside activity (see section 5 of the document).

## INSPIRATION FROM ELSEWHERE

British charity Sustrans ran a trial similar to Greenwich in Bristol, followed by a publication of a [list of benefits and considerations when using cargo bikes for businesses](#). Alongside obvious environmental benefits, they quote staff wellbeing as a key positive externality.

Across the EU, many regions and cities have decided to subsidise cargo bikes for commercial uses. The German state of Baden-Württemberg for example has subsidised up to €4,000 since 2017. Thanks to the URBACT project [Freight Tails](#), the Dutch city of Maastricht [piloted a scheme for businesses](#) to lease or buy cargo bikes. The city also offers [free e-cargo bikes](#) to companies. The usage of the bike is then monitored by the Amsterdam University of Sciences, providing insights into the impact of the use.

The EU has been funding a series of projects focusing on the switch to cargo bikes for deliveries. [City Changer Cargo Bike](#) is a current Horizon 2020 funded project that builds upon the heritage of Cycle Logistics 1 and 2 ([2011-2014](#), [2014-2017](#)). The project brings twenty stakeholders together including many European cities (Lisbon, Utrecht, Strasbourg, Dubrovnik) the European Cyclist Federation (ECF) and the European Cycle Logistics Federation. The main aim is to raise awareness and support the uptake of cargo bikes in 100 European cities. It has been allocated €4 million funding to reach that goal.

If integrated in a smart way in logistics plans, cargo bikes can be part of the wider distribution system by acting as last mile solutions from pre-determined logistic hubs. The Interreg North-Sea Region project [Surflogh](#) is looking into that issue in six pilot areas, by trialling ways to optimise the interaction between hubs and innovative urban logistics solutions.

Companies are also developing their own solutions, using mixed fleets. German delivery service DHL, for example, created a delivery hub for last mile services ('CityHub') in Groningen (The Netherlands). From that hub, parcels are delivered either by cargo bikes or electric delivery vans. The company uses a specific container (80x120x100cm) that can be fixed on both vehicles.

Cooperation between industry actors is increasing around these topics. In June 2019, [a strategic partnership was created between two European industry associations](#): the European Cycle Logistics Federation (ECLF) and Cycling Industry Europe (CIE) to strengthen collaboration in the development of cargo bike logistics.

Finally, a key consideration when designing policies around cargo bikes is road safety and integration with other users, be it motorised vehicles or other types of bicycles. There is currently no European safety standard for cargo bikes, but the German national government is looking into developing this. Cycle path width is not always adapted, but motorised vehicles lanes can expose drivers to high levels of particulate pollution and increase journey times. As with other modes that are becoming more widely used, there is a need to create appropriate infrastructure and regulations to ensure optimal conditions are in place for a greener mobility mix.