



### **Circular Economy (Scotland) Bill – request for information**

Cargo Bike Movement set up in 2020 to support people experiencing food insecurity during the first lockdown. Quite simply, we delivered surplus food from supermarkets to those in need using our cargo bikes.

We now work with over 50 volunteers to support food banks and organisations such as Refugee Community Kitchen, Empty Kitchens Full Hearts and Shrub Zero Waste Co-Op.

Using cargo bikes to collect surplus food means that we not only save carbon emissions from reducing food waste going to landfill, but also avoid carbon emissions by not using cars/vans. This doubling of carbon savings is an initiative we are keen to roll out across other areas of activity through community and business cargo bike loans. We have also focussed our activity on private individuals using cars, attending events to tell people about cargo bikes as well as developing our loan scheme to be more accessible to individuals.

Cargo Bike Movement is a unique charity that offers solutions to a numbers of concerns:

1. Carbon emissions from cars and vans
2. Supermarket food waste and associated emissions
3. Food insecurity
4. Harmful toxins and emissions from motorised vehicles
5. Road safety
6. Community and isolation

To date we have:

- Saved 54.6 tonnes of food waste from landfill.
- Trained 155 people in Cycling Scotland cargo bike training.
- Cycled 25 000 miles.
- Delivered 1464 days of loans.
- Established 5 community loans.
- Engaged with 15 000 people at events across Edinburgh.
- Support 50 active volunteers.

1. What have been the key challenges and/or opportunities you have faced in establishing your circular economy social enterprise?

The challenges we have experienced whilst running Cargo Bike Movement are:

- A lack of secure, regular and adequate funding
- Limited reserves due to being a new charity
- A lack of policy/ legislation which support and encourage cargo bike initiatives
- A lack of confidence or knowledge in the general public about using cargo bikes
- Being under resourced and over stretched
- Being seen as a new mode of transport and so not fully understood/ some hesitancy to try cargo bikes
- The poor cycling infrastructure in the city, exacerbating a lack of confidence
- A limited access to cargo bikes in the community
- Adequate bike storage for people living in city centre
- Security and bike theft

The opportunities we have benefitted from are:

- Strong sense of community within our supporters
- City of Edinburgh Council (CEC) Bike Hire funding
- Support within CEC members and officers
- Early adopters who are eager and supportive
- High conversion rate of people purchasing their own bike after a loan from us
- Success in communities establishing a shared ownership (Porty Community Energy and SW20)
- Quickly built up a large group of volunteers who deliver surplus food and support at events
- Close working relationships with CEC, Spokes and Energy Savings Trust on their various cargo bike grants/ loans

2. What have been the key environmental, social and economic benefits to your enterprise as a result of taking an innovative approach to sustainability and consumption?

- CO2 emissions saved from replacing car/ van journeys with cargo bike journeys
- CO2 emissions saved from not using a van for food collections
- CO2 emissions saved from food waste not going to landfill
- Improvement of physical and mental health from more active travel journeys
- Improved sense of self and working together for our volunteers
- Less isolation for our volunteers and those who engage with our activities and a growth in the sense of community among our volunteers
- Savings on fuel and associated costs of running a car/van for businesses, individuals and communities
- Healthier citizens and so less healthcare required

3. Is there anything more the Scottish Government could do through the Circular Economy Bill or other non-legislative action to support your Enterprise?

- Open a conversation with supermarkets on their food waste- we currently operate as a free waste collection service for these large companies and would like to see some funding from supermarkets for initiatives like us.
- Legislation tackling food waste from supermarkets in the first instance- over ordering and production of 'loss leaders' is an industry standard
- Incentive for cargo bike adoption (examples in London as part of the Transport for London Cargo Bike Action Plan etc)
- Disincentive for car/ van usage in city centres (Low Emissions Zones could be No Emission Zones etc)
- Positive rhetoric and support for Active Travel from elected members and government (recent communication around ULEZ have reduced safety on roads)
- Regular funding would enable us to build on our initial success and deliver a long term cargo bike project for Scotland- we currently fundraise on an annual basis and are not eligible for many funding pots as well as being restricted by match funding
- From our experience, not enough of the funding is reaching community projects like us. Large investment in infrastructure is taking away from behaviour change activity which often creates immediate change to the number of people choosing active travel, whilst infrastructure takes time to plan, consult and deliver
- More emphasis on encouraging individuals to choose active travel/ public transport over car journeys. Our cities are full of cars with one person travelling a short distance

Some other statistics which are helpful when thinking about cargo bikes as an alternative to vans for parcel deliveries:

- Cargo bikes, compared to vans, were found to involve:
  - 60% reduction in time spent parking and walking to destination
  - 51% reduction in total delivery time
  - 30% shorter routes
  - 96-98% lower carbon emissions over life span
  - Significantly cheaper cost per parcel when considering all capital and revenue costs (€0.10/parcel versus €1.10/parcel)
- Other sources cited note that:
  - Global package deliveries are expected to increase from 90 billion (2018) to 200 billion (2025)
  - Urban logistics expected to increase by 30% by 2030 in worlds top cities (equivalent to 6 million tonnes of CO2 compared to 2019)
  - 67% of daily van operations in Paris case study could transition to cargo bike without incurring additional costs

Source:

[https://www.larryvsharry.com/media/wysiwyg/cms\\_pages/Stories/Last Mile Delivery/Data-driven Evaluation of Cargo Bike Delivery Performance in Brussels.pdf](https://www.larryvsharry.com/media/wysiwyg/cms_pages/Stories/Last Mile Delivery/Data-driven Evaluation of Cargo Bike Delivery Performance in Brussels.pdf)