**Electrical and cargo bike pool**

**Smart solution 12**

Smart mobility solutions

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**Measured impacts**

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
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<tbody>
<tr>
<td>99% reduction in CO₂ emissions per km</td>
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<tr>
<td>173 kilometers travelled with the cargo bikes</td>
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<td>16.3% of tenants have less interest in owning their own car</td>
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**What is it?**

An electric cargo bike pool located alongside the electric vehicle car-sharing pool (see factsheet 40) in a residential housing area. Use of electric bicycles makes it possible to travel further with greater comfort for a wider range of citizens than normal bicycles. Electric cargo bikes offer a practical solution for families without cars or individuals shopping or making other large purchases.

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**What did GrowSmarter do?**

The rental housing company Stockholmshem procured an e-cargo bike pool service from a contractor to be placed at their housing complex at Valla Torg. The measure was also supposed to include an e-bike pool, but the combination of a national subsidy for e-bike purchases and the inclusion of procurement criteria for e-bikes in a bike-sharing scheme led to the decision to focus exclusively on e-cargo bikes.

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Implementation of this measure was complicated, as few companies existed that offered e-cargo bike pool services. Similar services operate in other locations in Sweden, but most are operated by members or volunteers, or linked to local businesses/public services. By launching this measure, Stockholmshem demonstrated a service that can add-value for tenants by increasing access to sustainable transport.

Lessons learnt

The business model for private e-cargo bike pools is emerging and until now has mainly been the domain of not-for-profit service providers. Key issues to resolve when implementing e-cargo bike pools include the issues of maintenance and storage, along with the business model for concessions, membership, etc. However, there is potential to develop this service, as e-cargo bikes offer advantages over conventional bicycles and other mobility services, such as free-floating scooters or kickbikes, as e-cargo bikes are suitable for family travels or transportation of large bulky items.

Upscaling & replication potential

Cities across Europe are increasingly adopting similar approaches towards clean urban mobility. Incentives such as the Swedish Government’s 25% subsidy for purchases of e-bikes and e-cargo bikes can help stimulate adoption by individuals, but other tools could be considered to help stimulate e-cargo bike pools. These could include zoning restrictions allowing e-cargo bikes where motorized traffic is not allowed (see factsheet 34: ‘Distribution of freight.’), green parking indexes that oblige developers or property owners to deliver such services or integration into bike-sharing systems or mobility stations (see factsheet 45: Mobility station’) offering “Mobility-as-a-Service” subscription packages. It is recommended that cities regulate cost of private parking in order to support expansion of car-sharing services.

How did the measure work?

Technical feasibility
No major technical issues, but securing the bikes has proven an issue. Placing the bikepool inside a building to prevent theft could be advantageous.

Economic feasibility
It is difficult to assess the economic feasibility in existing residential areas. The measure is economically feasible in new construction thanks to the green parking index (factsheet 40).

Replication potential
The measure is more feasible in new construction as the cost-reduction of fewer parking spaces, due to green parking index, makes up for the cost of running the bike-pool.