Electrical and cargo bike pool

Smart solution 12

Smart mobility solutions

Measured impacts

99%
reduction in CO_2 emissions per km

173
kilometers travelled with the cargo bikes

16.3%
of tenants have less interest in owning their own car

Stockholm

Technical partner

Stockholmshem
Olle Krönby
olle.kronby@stockholmshem.se

City contact

Paul Fenton
Paul.Fenton@stockholm.se

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.

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.

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.

Develop a clear idea of the service and user needs early in a development process.

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.

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