

Cargobikes in Edinburgh – Spokes Public Meeting 2.9.25

BANZAI SPEAKER NOTES

BANZAI perspective: Non-commercial use i.e. individual users/small community organisations.

There are currently significant barriers to CB usage for individuals. The key ones BANZAI identified, prompting the setup of our CB Library, were:

1. cost - high cost deters occasional users who may be open to choosing CB over car
2. lack of storage - secure home storage is not an option for most tenement dwellers, and it's much easier to park a car than a CB on the street
3. confidence - people may have cycled previously but not a CB or may be concerned generally about cycling safety
4. lack of opportunity to try out a CB with support and instruction (links to 1 and 3 above)
5. visibility/awareness - because they are still relatively uncommon, many people would never consider a CB as an option for a small load, children etc. - they'd go straight for 'I need a car'. We'd like to make it a 'normal' transport choice for city dwellers with families rather than the novelty it still is.

These barriers could be lowered through:

Libraries and sharing schemes like BANZAI, Porty Community Energy, SW20 and others. We provide support, training and community and remove the issues of cost and storage for people making the switch. We also provide bikes for local community groups such as SHRUB food share scheme. We are in the early stages (with Porty) of creating an umbrella group for similar schemes to share support and knowledge and address common issues, and lobby for CEC support on things like storage provision and better infrastructure.

Local mobility hubs - currently the council support commercial car and (soon) bike sharing schemes with on-street space etc.; these are seen as public goods worthy of investment and CBs should be included. Such schemes could be located together in hubs spaced regularly across the city and people can choose the solution that best suits their needs. Granton Waterfront development will trial mobility hubs but I don't think this includes CBs for individual use?

Promoting and incentivising CBs - providing/supporting free access and trials - we do this through community events in particular targeting local primary schools. CEC could better support library schemes, particularly on our biggest issue which is storage. Community Councils and local politicians could help spread the word. Tie-ins with actual and new-style libraries (e.g. Edinburgh Tool Library/Library of Things). Financial incentives such as for EVs.and more support for cycling infrastructure from CEC, in terms of more storage hangers accommodating CBs, cycle lanes, all the usual stuff!

Actively putting more CBs on the streets would increase awareness (point 5 above), force local authorities to consider CBs in transportation planning and get vehicle drivers more accustomed to sharing space with them. We would love to see the streets around our schools thronging with CBs not cars!

95%+ of our post-use survey respondents strongly agree that they have a more positive view of CBs having tried one of ours. At least two thirds have hired multiple times, most having never used a CB before.