

Sasha Taylor  
The Bike Station

Talking Points:  
2nd September Spoke Mother load

TBS - Historically The Bike Station was predominantly a bike refurbishing charity, seeded from an informal bike swop outside of Sciences school gates over 20years ago.

In more recent years, The Bike Station has also established itself as a leading organisation in community based active travel behaviour change.

Our mission is for more people to choose cycling and we do this through our free to access community based programmes, our skills development programme and the sale of affordable refurbished bikes.

In 2025 we also become custodians of Cargo Bike Movements mission and vision - encouraging more people to choose cargo bikes.

With this custodianship we also received CBMs domestic cargo bike fleet - including Terns and Urban arrows - perfect for family life.

TBS secured funds to integrate the domestic fleet into our successful Wee Bike Library. A bike library where all children can access a bike for free then change it for the next size up. We currently have 1800 bikes on the library.

The cargo bikes, 15 in total, are available on a month loans to families.

Although the fleet is small, the emerging data is very strong.

Cargo bikes as we know are alternatives to car use for short journeys  
But they also solve logistical issues common with family life - particularly with women

As well as understanding the benefits of cargo bike - we are building an evidence bank of the barriers to cargo bikes

Emerging evidence includes  
Confidence riding on the main road  
Need for infrastructure  
Cost of purchase  
Storage  
Theft / insurance

From a delivery perspective we also see the costs incurred and logistical challenges of facilitating a free to access loan scheme.

In addition to the integration of domestic cargo bikes we are also evaluating the costs and benefits of community based distribution hubs.

To better understand what's needed to set up, run and maintain free to access hubs and how to make the cost benefit case to funders at a time when funding is scarce.

We look to work in partnership with existing hubs whilst looking to attract funding to support maintenance and servicing across the Hubs in city and establish 2 new hubs in 2026/27.

We know that the current domestic fleet is often benefiting those with a higher social economic status than many of our other programmes and we are interested in developing our understanding of the benefits of cargo bikes for more diverse communities.

On a day to day basis we are not prioritising cargo bikes as the preferred way to move items between our branches utilising a new cargo bike volunteer role. As a way to explore b2b and b2c cargo bike logistics.

It is our expectation we will begin a small scale pilot to explore b2b/b2c cargo bike use as part of last mile logistics in 2026/27.

Call to action

We are all too aware of the funding challenges faced by our sector and we look to facilitate a city wide discussion on cargo bike use to build a strong application for 2026/27.

And suggest an event in Early October for interested parties (contact [sasha@thebikestation.org.uk](mailto:sasha@thebikestation.org.uk))

We would like to explore the definitions of cargo bikes, the scale of use, set up costs and continuation costs to community based hubs and discuss emerging evidence and themes.

Note: I am happy if you would like more detail I am happy to add more - but keen to keep to five mins