

CITY OF EDINBURGH COUNCIL

Item No 3

Transport and Environment Committee

20 June 2024

DEPUTATION REQUESTS

Subject	Deputation
3.1 In relation to item 7.2 – Review of Parking and Loading within Elm Row and the Surrounding Area	Leith Central Community Council (written submission)
3.2 In relation to item 7.3 – People and Place 2024/25 and Cargo Bike Movement	Cargo Bike Movement (written and verbal submission)

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Written Deputation by Leith Central Community Council

TEC 20-06-2024

Item 7.2 Review of Parking and Loading within Elm Row and the Surrounding Area

While recognising that the report attempts to address a number of issues arising from the Trams to Newhaven project, Leith Central Community Council regrets that the report is short on detail, not least on the expected outcomes.

We are therefore concerned that it will be difficult to assess the success - or otherwise - of the proposed measures.

Like the previous close "left hand turn" decision, this report addresses only some of the many outstanding TTN issues, rather than taking a holistic view which could result in issues merely being shifted elsewhere. This is particularly concerning, as such a piecemeal approach could impact negatively on transport users which are prioritised in the transport hierarchy

We also remain concerned that there is no programme (timeline, budget/s, issue owners) visible that addresses the many other remaining issues along the TTN route: are there further £500k packages in prospect to finance these?

18 June 2024

Written Deputation - Cargo Bike Movement

This written deputation supports the verbal deputation by the Cargo Bike Movement board and staff team to be made at the Transport and Environment Committee meeting June 20, 2024.

It relates to agenda item 7.3 in the 20 June Transport & Environment Committee meeting: People and Place 2024/25 and Cargo Bike Movement – Report by the Executive Director of Place

Cargo Bike Movement is facing a funding shortfall. We have reserves to meet payroll for current staff until 31 July 2024. All staff were put on notice of redundancy on 30 May 2024 as part of the board's crisis management plan.

We currently have a pending decision on a grant from Paths for All. The £200k funding it offers (of which £50k is match-funding) represents the best value for money for CEC to support Cargo Bike Movement.

A plan if we miss out on funding

If we are **unsuccessful** in our application to Paths for All and/or do not receive support from CEC we have a financial plan that will allow us to **keep the organisation on life support** until the end of the year, scale down our work, find suitable locations to store 2-4 cargo bikes.

This plan protects our core food distribution work, while losing staff, closing the hub, ending outreach work, selling bikes, curtailing bike lending, minimising mechanical support and slimming down broader public engagement work.

We will however work to **protect our core work supporting food banks** and organisations such as Refugee Community Kitchen, Empty Kitchens Full Hearts and Shrub Zero Waste Co-Op, delivering food from supermarkets throughout the city every weekday evening. To date we've delivered 75 tonnes of food, saving 78 tonnes of CO2e from landfill waste.

Some of the key impacts of the crisis plan include:

- Our three staff will be made redundant from August 1st.
- We will give up the hub we rent from the council at 141 Lauriston Place.
- We will gradually sell assets (both working and loan-scheme cargo bikes).

- Broader outreach, engagement and support activities will be curtailed while the board considers the future of the organisation. It is a strong possibility we would be forced to wind up the project.
- Beyond 2024 we will investigate how to continue supporting active travel hubs (in partnership with Wester Hailes Community Trust and North Edinburgh Arts). These support cargo bike access for people in SIMD areas.

Broader impacts of a future without Cargo Bike Movement

Apart from the above service terminations, the board believes that winding-up of Cargo Bike Movement will stall a promising behaviour change we're already beginning to see in the city.

We risk:

- **Losing the city's largest cargo bike loan scheme**, which has built on last year's growth and has exploded; in total we've now delivered over **2,500 days of free cargo bike loans** to the city, and we have five community loan schemes running.
- **Losing 50 active volunteers delivering food**. We're currently **oversubscribed** too - there are more people asking to help us than we have work available.
- **Slowing sustainable modal change**: over 30 people, families, and professionals have now contacted us to say they went on to **purchase their own cargo bike** following engagement with Cargo Bike Movement - and the frequency of this is increasing as our visibility, reach, testimonials and engagement grows.
- **Losing active travel visibility and engagement**: We've now **engaged more than 15,500 people** at events across the city, and focused on **low SIMD areas** through our work with Wester Hailes Community Trust and North Edinburgh Arts, introducing the city to the opportunities offered by cargo bikes - with plans to launch more Active Travel Hubs shortly. Low or no-cost access to our cargo bikes is a key principle, enshrining access to zero carbon transport or freight to those on low-incomes.
- **Losing our Lauriston Place Hub**, which serves as an essential anchor and incubator for other organisations and movements, including Edinburgh Garden Partners, Critical Mass, Edinburgh Board Game Library and Infrastesters and - previously - the team at Farr Out Deliveries. Loss of the hub would impact them more than Cargo Bike Movement.

Broader impacts on the city's strategy

The board notes that the need for sustainable freight and last-mile deliveries solutions are repeatedly mentioned in the City Mobility Plan. We are concerned that Cargo Bike Movement's current funding challenge may harm this strategic goal.

We risk:

- Losing one of the few opportunities for SMEs in Edinburgh to **trial the use of cargo bikes for B2B and B2C deliveries**. To date Cargo Bike Movement has enabled ten businesses to trial cargo bike operations. These include couriers, plumbers, council employees, and embedding bikes with various workshops in the city. We are planning to build on our current momentum and expand this in the year to come.
- **Losing a key cargo bike training school**. So far we've trained **164 cargo bike riders in the city** with Cycling Scotland's Cargo Bike training, **with a plan to double this in the next 18 months**.
- Losing support for the circular economy. We already work with **Edinburgh Tool Library and Edinburgh Cat and Dog Home** to shift materials, and see an opportunity to be a key (zero-carbon) element in the circular economy **linking organisations with materials around the city**. This is a growing part of our activity, and will form a key part of our expanded work - and potential revenue streams - in the year to come.

A strategy for the year ahead, with funding

No matter what happens with the current funding, the board recognises that **Cargo Bike Movement must become more resilient and offer better value for money** for the city and our funders.

In February 2024 we refreshed our board, appointing **5 new board members** including a new chair, treasurer and secretary. The board is currently running a financial review to make sure that the organisation is **running as lean as possible**.

After Farr Out Deliveries ceased trading earlier this year our Lauriston place hub has become a significant cost burden.

We have a plan to cut costs, augment and diversify our income streams, and reduce our reliance on grant income. We are making good progress in this area, but need time to put this plan into effect:

- The expanded and refreshed board - along with **our move to become a SCIO** - are part of ongoing active work to make Cargo Bike Movement sustainable and **eligible for funding from private charities and organisations**. Alongside this we plan to explore additional crowdfunding opportunities, supported by the board and volunteers.
- We plan to grow our **food collection** from 11 city centre supermarkets every weekday evening.
- With the ongoing success of our **cargo bike loan scheme**, we've identified promising opportunities to generate revenue from loans and/or hires of cargo bikes to individuals and businesses who can afford to pay. We've got a **target of making**

1,000 unique individual eCargo bike loans in the next project year, alongside **training an additional 100 cargo bike riders**

- Similarly, our **business engagement** work will be accelerated, with a target to expand the number of businesses we support borrowing bikes trialling cargo bike operations, while offering people and businesses greater support on the journey from lending to purchase or long term hire.
- With our momentum growing, we're going to **increase our visibility and availability** through social media and our web presence, aiming to **boost Edinburgh's reputation** as a cycling destination, a net-zero pioneer, and a green, community city.
- We plan to explore options to relocate to an alternative hub and / or storage space to lower our costs, allowing operations to continue. Positive discussions have occurred between Cargo Bike Movement and **Fountainbridge Canalside Community Trust** on sharing cargo bike storage space.
- We will explore a hub and spoke model in partnership with organisations across the city to provide cargo bikes for community use - further lowering our overheads.