



Department  
for Transport

**energy**<sup>®</sup>  
saving  
trust

## **eCargo Bike Webinar Questions**

### **Why is the deadline for applications so short?**

Time has been limited due to purdah restrictions around the general election and the end of the financial year. We are, however, pleased to announce an extension of the deadline to 27 March. Read the full story [here](#).

### **Where can I find out about the types of bikes available when developing an application? Can the European Cycle Logistics Federation provide advice?**

There is a list of available bikes and suppliers in the [grant fund information pack](#), you can also contact Gary Armstrong of the European Cycle Logistics Federation directly for any advice: [garya@eclf.bike](mailto:garya@eclf.bike).

### **What will happen if a local authority can't demonstrate good usage once running the scheme?**

The requirements of the scheme are that the bikes must be available for at least 36 months. The requirement for demonstrating usage will need to be evidenced in the application.

### **Could the bikes be made available to private individuals?**

Not directly no, however an ecargo bike hire scheme could be made available to the general public.

### **Can you use officer time to match fund the grant?**

Yes, provided the grant funding is only used to cover the capital costs of bikes or trailers. Please detail officer time in the application form and the finance spreadsheet.

### **Can the local authority buy the bike for secondary recipients and gift it to them or can the local authority transfer grant funds directly to the business?**

Under the terms of the grant scheme a local authority could consider both options. The recipient would still need to meet all the criteria for the grant fund, including having been running for more than 12 months if they are being directly given funds.

### **Are district councils or combined authorities allowed to apply?**

Yes, to both. Groups of local authorities could consider a joint application as well.

### **Could our parking services or parks team apply for funding?**

Yes, the scheme can also be used to enable local authority departments to make use of ecargo bikes as fleet vehicles.

**Do we need to coordinate one application from the whole authority or can I apply solely for my department?**

There is nothing to stop you from doing this, provided the application meets the full criteria shown on the guidance documents. Energy Saving Trust recommend involving the whole authority to ensure maximum buy-in across all departments.

**Are applications permitted by a group - e.g., on behalf of West Yorkshire local authorities?**

Yes, a group of local authorities would also be able to bid for multiples of £200k based on the number of local authorities in the group

**We are looking at putting in a joint bid with other West of England authorities. If one has underspend towards the end of the project (e.g. one of their businesses who expressed interest pulls out), are we able to reallocate that to one of the other West of England authorities if they are able to spend it instead? If overall, we have underspend, are we able to reallocate this into other areas. E.g. if we had originally bid for funding for a business grant, but we have businesses pull out, can the leftover funds be reallocated and put towards ecargo bikes for our own local authority service use?**

Yes – Energy Saving Trust encourage local authorities to be flexible. Diverting potential underspend to more successful areas is a logical way to ensure the grant funding is used effectively.

**If the deadline is October would that mean that ecargo bike suppliers wouldn't receive funding until then?**

This is up to the authority. They can pay the supplier up front and then make a grant claim or a local authority can claim the grant funds before November if they have decided on the supplier they are using. The deadline for the local authority to claim is November.

**How many bikes can you procure for £200,000 and what is the unit cost?**

There are a wide range of prices, 2-wheel cargo bikes are cheaper than 4-wheel. eCargo bikes range in price from around £3,000 to in excess of £10,000. Applicants need to think about what the bike is going to be used for and then find the appropriate fit.

**What is a last mile hub?**

Where a traditional lorry can't access a city centre, a hub, located outside a city centre is provided for deliveries. The cargo is then transferred to smaller vehicles, which are often more efficient, like ecargo bikes.

**Would powered/unpowered cargo trailers (Carla cargo style) be within scope?**

Powered cargo trailers are within scope; however all bikes must meet the criteria to be classed as an Electrically Assisted Pedal Cycle (EAPC). Check the [eligibility criteria](#) for further details.

**Will there be another round of funding available?**

We are unable to confirm at this time. This is a decision made by the Department for Transport.

**Have you had any experience of vandalism of bikes? (Answered by Dan, from Peloton)**

“No, the bikes turn heads and they get a lot of questions. You would want to secure them at night as they are expensive bikes.”

**How complex is maintenance? (Gary Armstrong, European Cycle Logistics Federation)**

As with any vehicle if the service engineer has received appropriate training then maintenance is quite straightforward. Bike shops are increasingly having to get to grips with Electric Assist standard bikes and battery technology and the reputable manufacturers will offer training to service engineers. When purchasing an ecargo bike you should seek advice from the retailer on the service plan they offer and liaise with other people with an ecargo bike on how they maintain their bikes.

**If SMEs are interested in the grant would they have to apply themselves?**

If they wish to apply directly, they will need to do so via the existing national grant scheme.

**Are we able to use one fund to match the other?**

No, they are both funded by the Department for Transport.

**Any tips to maximise the utilisation of the bikes?**

This is a hard question to answer, as it depends on the use and business model being used. Energy Saving Trust and the European Cycle Logistics Federation recommend thinking carefully about the potential use case of the bike and that an appropriate bike is chosen for that use case. It will be important to ensure any partner organisations have a strong business case and are completely on board with the project from an early stage.

**How much is in the grant pot?**

There is a total of £1.2million available to local authorities.

**Do you think there are enough ecargo bikes available?**

Yes, there are lots of solutions out there. The starting point is what you want to use it for and deciding the best bike.

**Is the scheme open to Business Improvement Districts (BIDs)?**

They can't apply themselves, but Energy Saving Trust are open to local authorities working with BIDs to develop a project. The application would have to come from the local authority itself.

**Could you run something like a buy a bike voucher scheme?**

Without having more detail, it is difficult to say, however if the application and the planned project meets the criteria then anything will be considered.

**We already have a well-established Wheels to Work provider who handles loans of electric bikes and also several, very active cycling hubs. Would such organisations be able to provide the match funding in kind by way of underwriting the operational costs? And, would we need to go out to procurement in order to appoint such organisations as delivery partners?**

You do not have to go out to procurement to appoint organisations as delivery partners. Staff time is accepted as match funding in kind, as long as the money received from the grant funding only covers capital costs of bikes/trailers.

**On the requirement for riders of grant funded ecargo bikes to be bikeability level 3 qualified, the local authority walking and cycling team I work for is almost completely funded by the Department for Transport (Access Fund) - this includes our bikeability programme. We were looking to match-fund our grant with cycling training support to businesses/communities to get the riders to level 3. However, it is extremely difficult for this to be funded by internal funds as it already set up and operated under Department for Transport funds. Any options to get around this?**

Department for Transport provided funding for the bikeability and access fund for a specific purpose in local authority's proposals and was awarded on that basis. It is Department for Transport's view that local contribution needs to be used to gauge the level of commitment from local authorities and using existing funds does not achieve that objective. Therefore, bikeability or Access Fund funding cannot be included as match-funding contribution.

**In terms of timescales from application submission how soon would a business receive a bike?**

That is dependent upon the supplier the local authority has chosen – it is worth checking lead times with suppliers before ordering, to ensure long lead times don't interfere with project delivery.

**Are Rickshaws eligible for funding?**

No, bikes must be designed and intended to carry cargo rather than people.

**Is cycle parking (for the ecargo bike) an eligible match funding (in-kind) purchase?**

Dedicated secure parking such as Sheffield stands, or a shelter would be eligible as in-kind funding.

**How do you charge them up, do they plug in?**

Batteries are detachable from the ecargo bike and will come with a charger which can be plugged into the mains electricity network via the typical 3-pin socket.

**Are you able to offer advice on the types of bike that might be suitable as we develop our application?**

As mentioned in the presentation there are many different types of cargo bikes/trikes and the key is to identify what the bikes are going to be used for in the first instance. Gary Armstrong from the European Cycle Logistics Federation is happy to receive enquiries and talk through options available.

**Do riders need to be insured?**

It is not a legal requirement for ecargo bikes and their riders to be insured. The [code of conduct](#) that recipients must adhere to requires appropriate public liability insurance is provided, that all bikes have logos so that their operator is easily identifiable and riders must have a minimum of bikeability level 3 training. The code of conduct also covers roadworthiness requirements too.

**Do you have any experience of dealing with insurances and liabilities for bike usage if they are either pool bikes or allocated to businesses?**

You will need to get advice from your insurance broker or specialist underwriter in cycle insurance.