

**Spokes granted Elliott Termote £2000 in 2024 towards the cost of a *Larry v Harry eBullitt E6100* cargobike via [Soul Cycles](#). Our grant included a 50% contribution from the Galashan Trust.**

### ***Application extract [Jan 2024]***

#### **4. Your organisation – its purpose and how long it has existed...**

Elliot\_Cargobike is my micro business. I'm self employed and work to deliver and move anything possible around Edinburgh. I started the business in December 2023, but spent two and a half years previously working at Farrout Deliveries and Zedify and years on food apps before this. Working for myself has been a long time coming.

Im fully supportive of bike work in the city and our need to have this replace conventional methods of cargo transport. This a cause I really care about and wish to see change in our immediate future. Seeing is believing when it comes to this type of change - this is one way in which I hope to be a catalyst.

#### **5. For what purpose would the cargo bike be used, including how frequently?**

I currently hold one permanent commitment as in-house courier for Glutteny Bakery. This happens on Tuesdays and Fridays but its possible this may expand by another day per week. I intend to pick up work freelance outside of this as regularly as it comes.

#### **6. How do you currently undertake the above purpose, or is the cargobike for a new activity?**

Glutteny Bakery changed their practice in order to accommodate my work, which benefitted both of us. Before this they were using a van, or a car on the days their courier couldn't work. We're still excited with the switch, its working really well and allowing Glutteny change in interesting ways.

I currently do this work on a Bullitt supplied by Cargobike Movement. I know Tom well as I've been working in the space with Farrout for a few years. Tom helped facilitate my move to self employment but the loan will inevitably end with the intention that it be a chance for me to assess whether business is good enough to buy my own bike.

### ***Report [May 2024]***

The cargo bike supplied with the help of Spokes eight weeks ago has been serving its purpose in style. The bike arrived quickly and was built up at Soul Cycles within a few days. Its transition into my life and work was seamless as I had already been using a cargo bike on loan from Cargo Bike Movement.

The majority of my work involves courier services for a bakery. I cover the entirety of their wholesale deliveries and have become part of the family. I really love the work and the position I fill. The clients are excited to see me and I am offered all the coffee and cake under the sun. The transition for the bakery from van to bike has thrown them into the future and they benefit in ways that a lot of other businesses are seeing and no doubt contemplating.

The bike has been registered and is protected at all costs by insurance and my steady eye. So far no scratches but a close call with a man-in-a-van who tried to move the bike which was sat neatly in a parking space locked to itself. The bike fell and a spoke was bent. The van man reluctantly gave his number which I called many times and became acquainted with the numbers' actual recipient - the van man's aggressive wife. I dropped my efforts.

So far there have been absolutely no problems or interruptions. Edinburgh is tough on the bike but I am lucky to receive support and mechanical help from the lovely community around Cargo Bike Movement who are fundamental to the position I have been able to build for myself.

A difficulty I can note is that finding work in which replacing a van and owning the process completely by bike is tricky. I am massively lucky to have the work I do work so effortlessly by bike. This involved interest from the bakery team who also bought a flight case with specific dimensions for the size of their cake boxes. I have consistent interest from clients, most of which offer work which is feasible, but distances and loads can be tricky to manage on my own. This needs a delivery company with a fleet of cargo bikes. I see this as a reason to incentivise good infrastructure which would further encourage all the good things we so sorely lack in the UK: a readiness to use cargo bikes for their practical, ethical and economic benefit, a real understanding of their value and an unchallengeable acceptance of their presence on the streets.