

pedal me



pedal-powered passenger and cargo transport





pedal me

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INVEST NO



Pop-up Holiday Home
Mini Parklets
Walking & Running Zone
Bikes & Exercise Stages
Hill Start Ramp

Santander

Express Bank

A

9:41
pedal me

@pedalmeapp

Twitter Facebook Instagram



Jack Jack @JustJevens · Dec 5, 2018



If anyone ever tries to tell you that London will always be dependant on vans for delivery then let me introduce [@pedalmeapp](#) who are proving that sustainable solutions are possible and probable alternatives to crap on the roads and in our lungs.



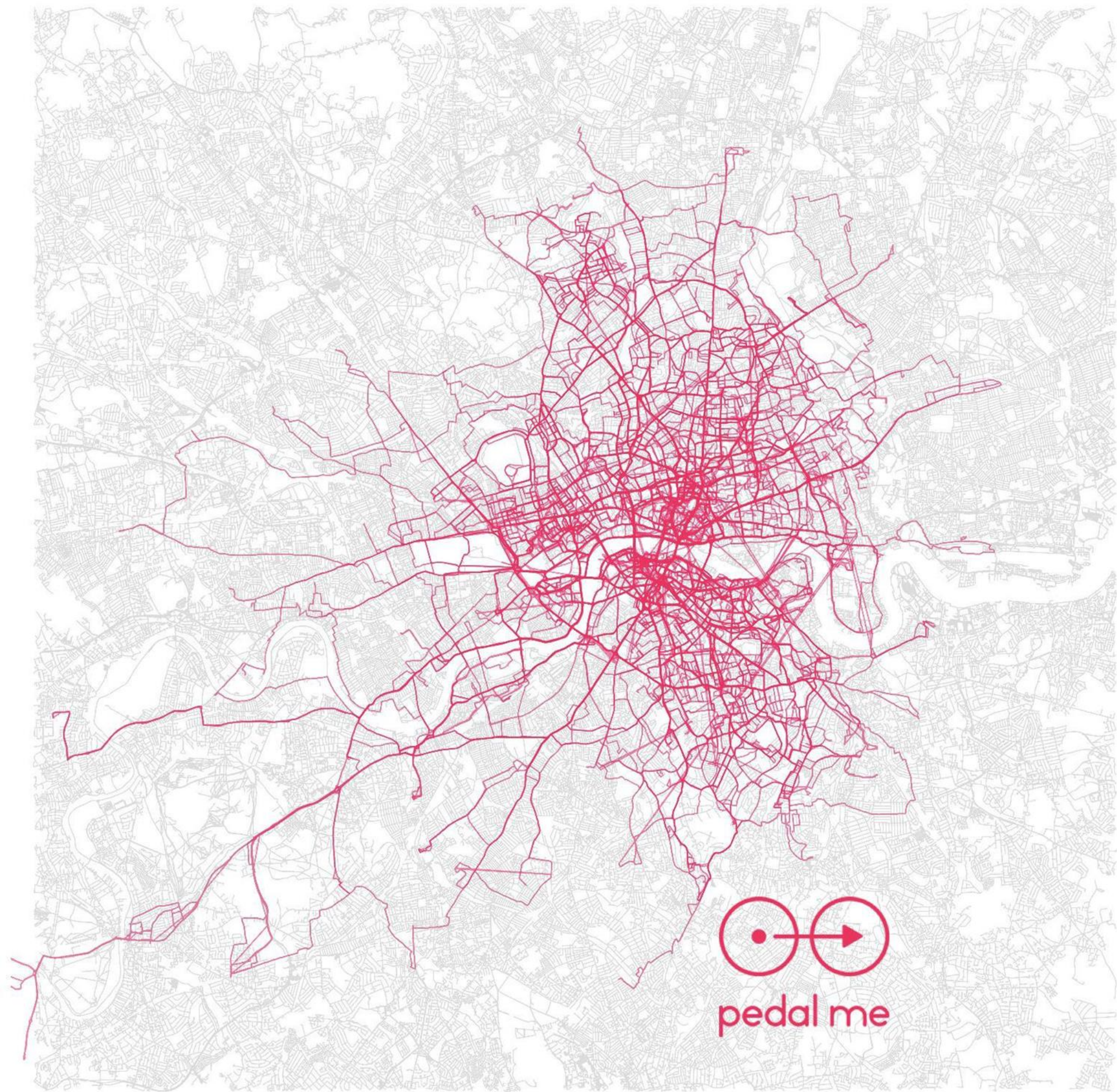
You and 4 others







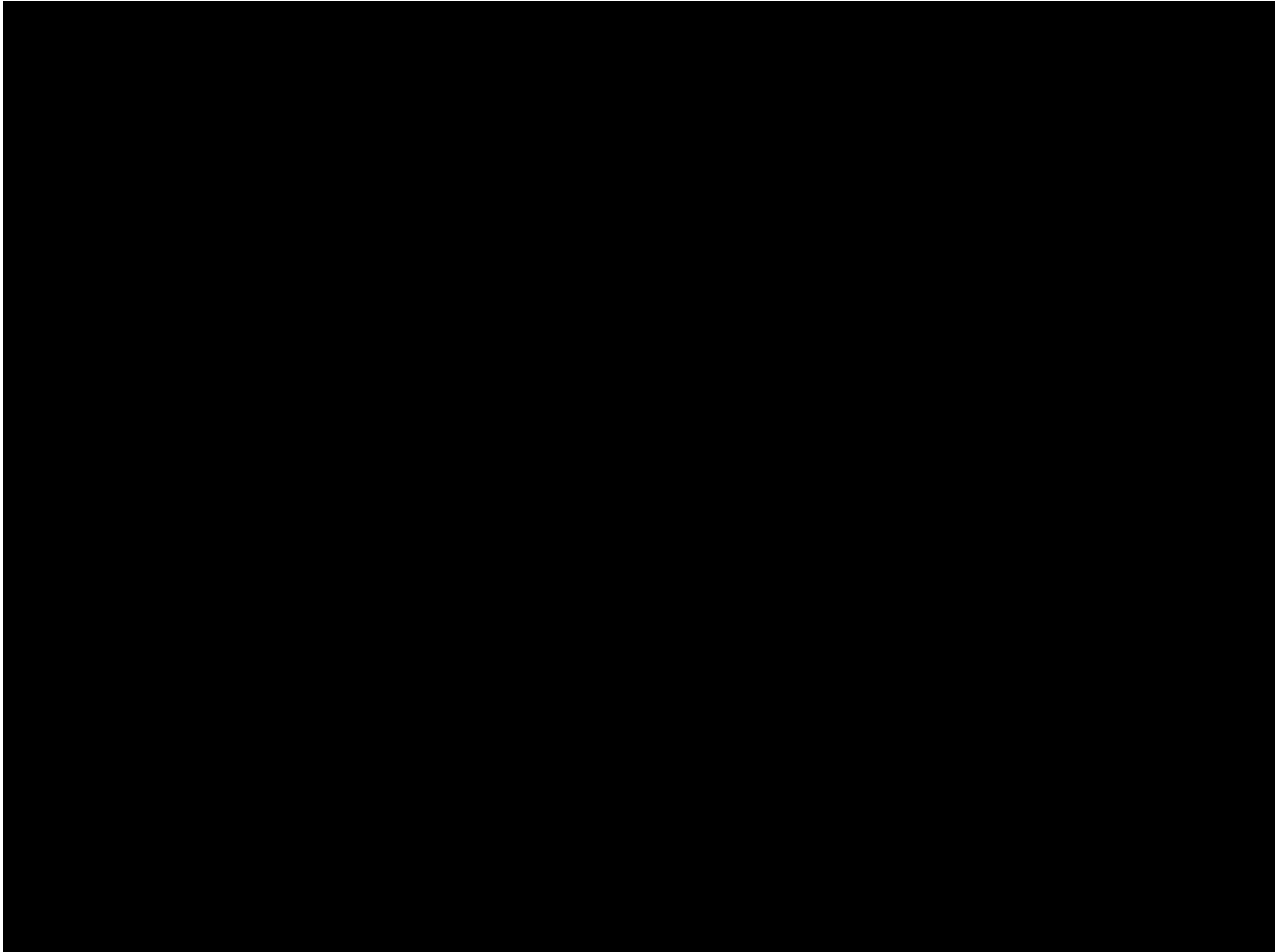




Lambeth Project:

- 10,000 deliveries
- 150,000kg
- 20,000km

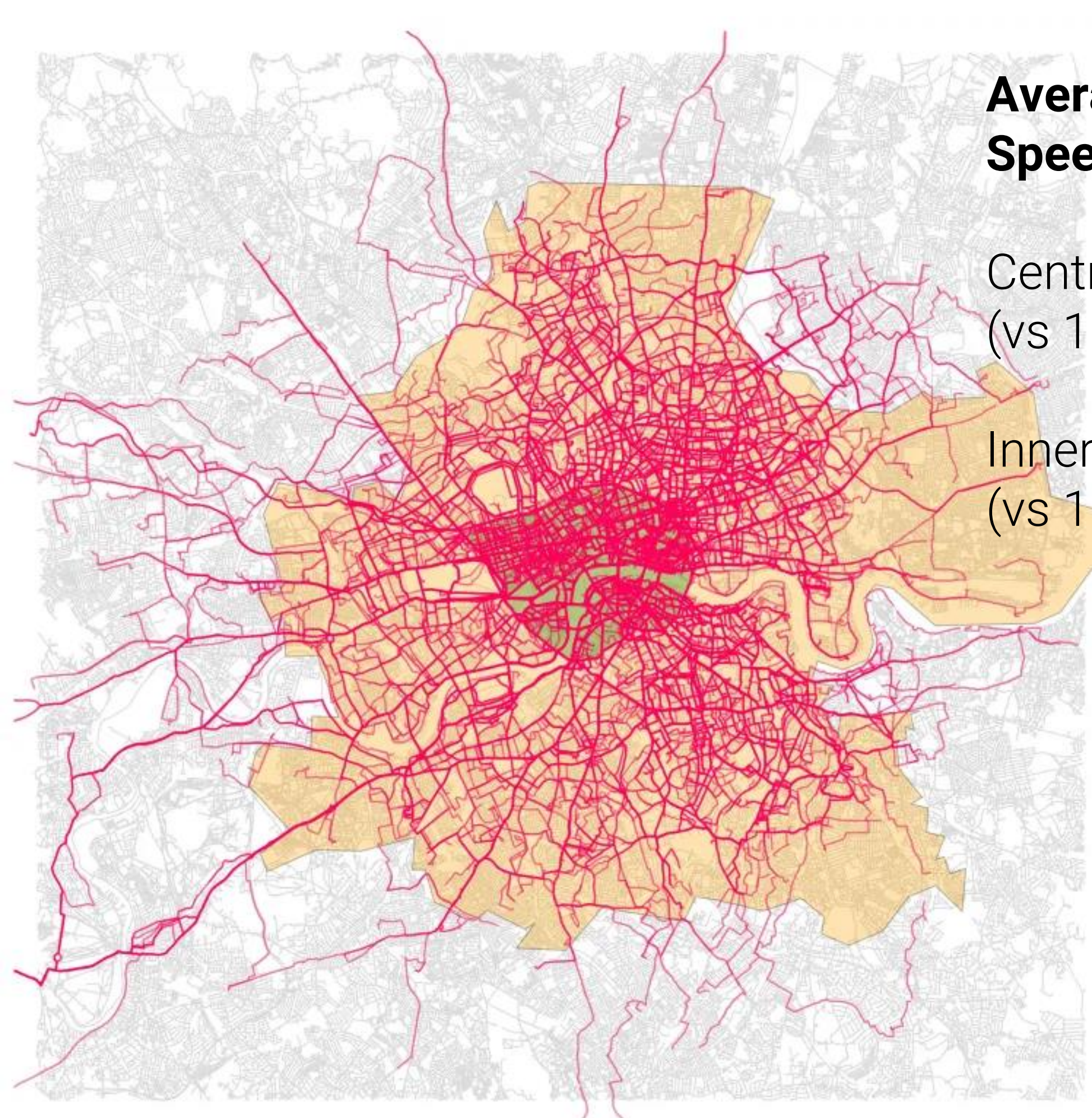




Average Pedal Me Speeds:

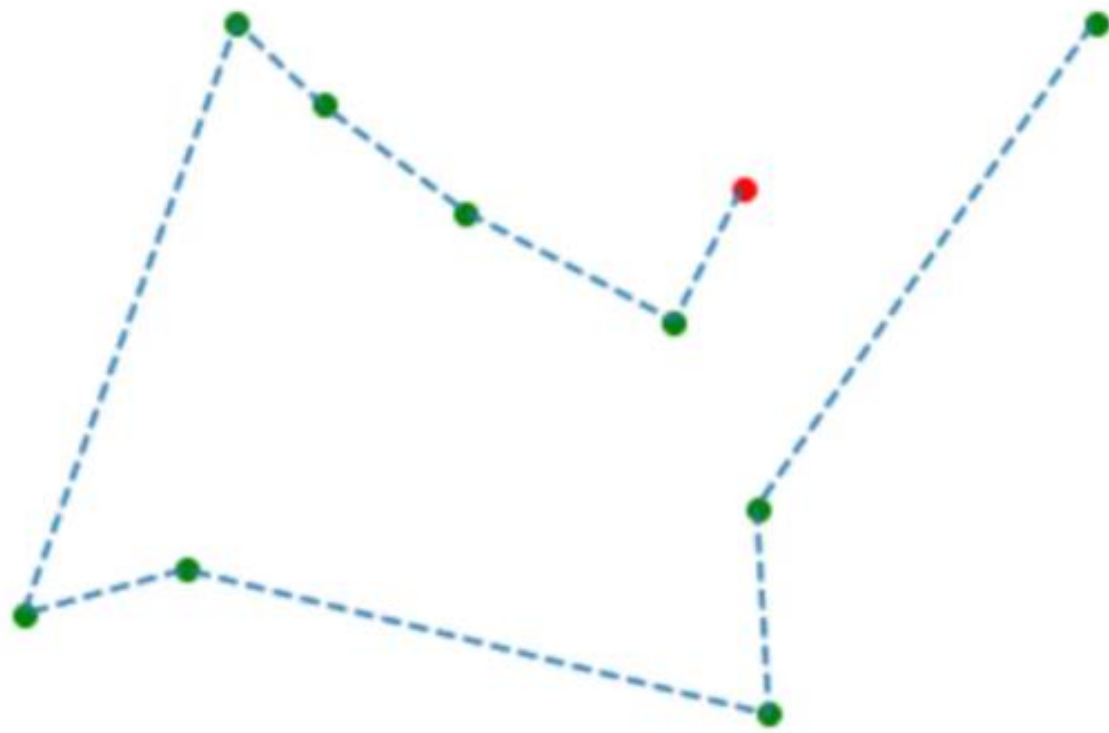
Central London - 15kph
(vs 11.4kph for motors)

Inner London - 16.4 kph
(vs 18.7kph for motors)

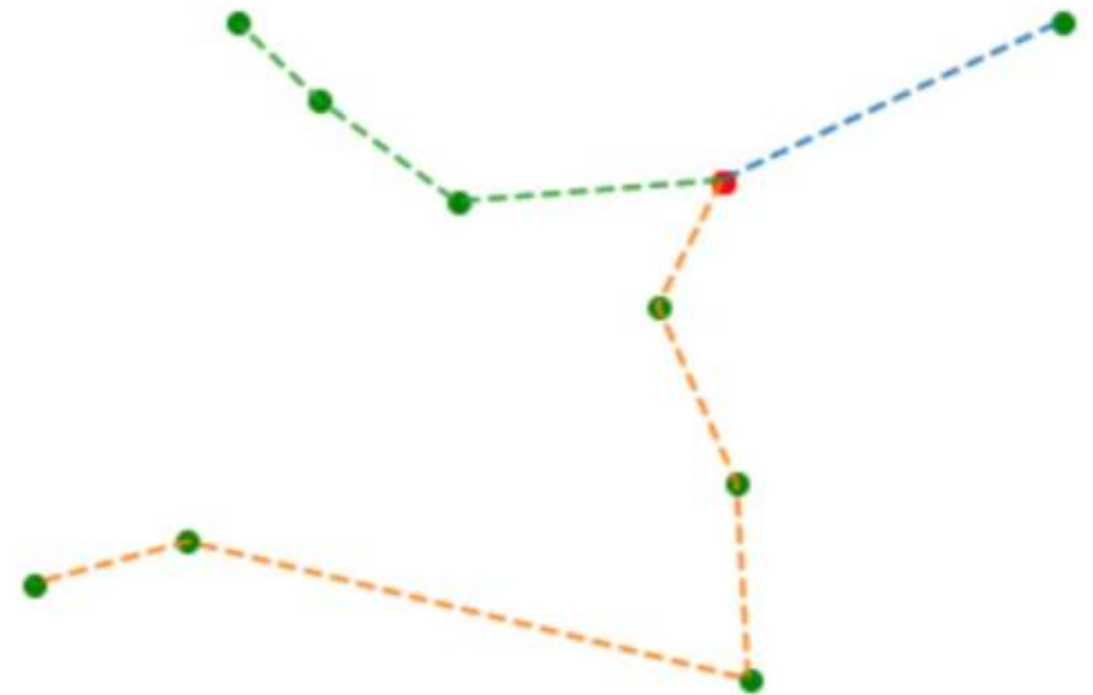


Surveys show that on average, 9-15 minutes for motors to park up



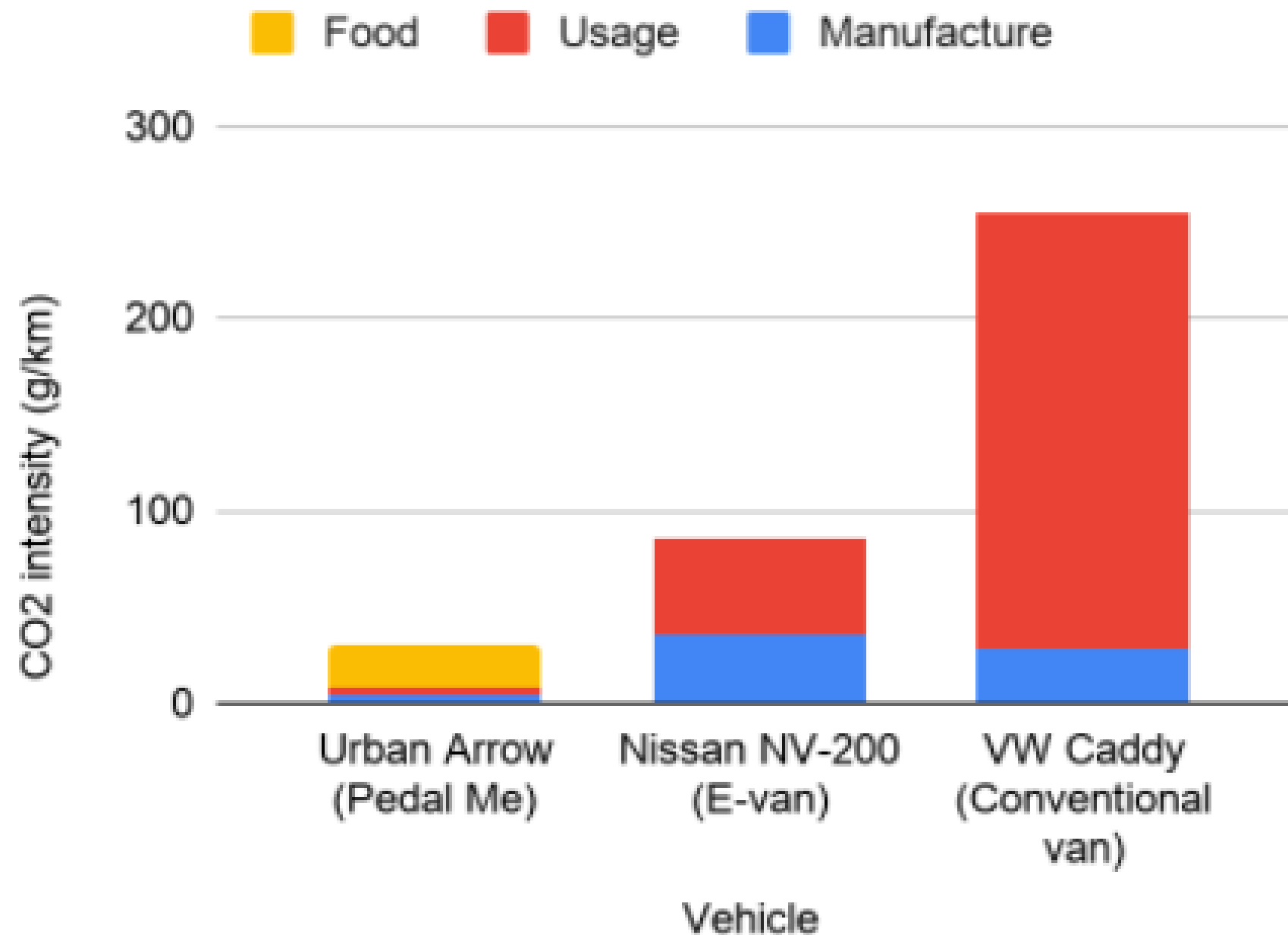


as the crow flies route for a single van for all 9 drops (total distance 54km)



as the crow flies routes for three cargo bikes (total distance 48km)

Life Cycle CO2 emissions of cargo bike, e-van and conventional van



OR - you can get 288,000km from a cargo bike on the CO2 emissions embedded in manufacture of an electric van.

Summary:

- e-Cargo bikes are faster than motors in tight urban centres - and there's potential for more speed improvements
- e-Cargo bikes cover less distance per drop off by using cut-throughs and smart optimisation of routes
- e-Cargo bikes spend less time at each drop, improving economics
- Cargo bikes are more efficient for the bulk of logistics being carried out by motors currently in cities
- Please do not design urban environments for motor based logistics. They are obsolete.