



Recommendations for Sustainable Urban Bicycle Logistic Policies (SUBLPs)

Version 1.0

Deliverable 5.4

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Authors:	Valentina Mena (STA), Michael Thelen (SRFG)

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List of abbreviations

D	Deliverable
STA	Südtiroler Transportstrukturen AG – Green Mobility Department
SUBLP	Sustainable Urban Bicycle Logistics Policy
SULP	Sustainable Urban Logistics Plans
T	Task
WP	Work package

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Administrative information

Basic information on the SuCoLo project and this deliverable:

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Project coordinator	Salzburg Research Forschungsgesellschaft mbH (SRFG), Salzburg, Austria; project coordinator: Michael Thelen
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Purpose of the document

The purpose of this deliverable is to provide background on the SuCoLo project's evidence-based and practice-oriented recommendations for the design and implementation of sustainable urban bicycle logistics policies (SUBLPs) based on the use of cargo bikes. The policy recommendations synthesise insights from prior project activities, including advisory board input (T1.1), virtual *Learning Circle* series (T5.2), research pilots (T4.2), and adoption plans/expert workshops thereof (T4.3), as well as a review on the current state of the art of Sustainable Urban Logistics Plans (SULPs).

As part of Work Package 5 *Dissemination and take-up measures*, this deliverable aims to support policymakers, urban planners and logistics stakeholders to better foster the adoption and scaling of cargo bicycle-based logistics solutions in urban and peri-urban contexts. The recommendations presented are intended to address key environmental, social, and economic challenges associated with last-mile delivery and mobility, while promoting more sustainable, inclusive, and efficient last-mile logistics systems and mobility. As these recommendations serve as a component of the SuCoLo toolkit for bicycle hubs & sustainable logistics (D4.4), the deliverable helps fulfil project Objective 4 *Prepare, test and evaluate a toolkit for bicycle hubs & sustainable logistics*, and more broadly Objective 5 *Ensure the take-up and exploitation of SuCoLo scientific products and results*.

Furthermore, this document builds upon the outcomes of earlier SuCoLo deliverables (e.g., D2.1 *Review of challenges for sustainable goods logistics and delivery solutions in urban outskirts*, D4.3 *Reports on the research pilots' design, implementation and results*) and contributes to the overall objective of the project by translating research findings and pilot experiences into actionable policy guidance. It is expected to inform future decision-making processes by facilitating knowledge transfer across different European (peri-)urban contexts and supporting the development of specific local and regional strategies.

The policy recommendations can be found in the interactive SuCoLo toolkit for bicycle hubs & sustainable logistics in urban outskirts [here](#).

The brochure of policy recommendations can be found [here](#).

Executive Summary

Urban logistics systems are facing increasing pressure due to the rapid growth of e-commerce, rising delivery volumes, and associated environmental and social impacts such as greenhouse gas emissions, air pollution, congestion and noise. In this context, logistics solutions based on the use of cargo bikes serve as a potential alternative to carry out sustainable last-mile delivery and mobility, especially in urban and peri-urban areas. However, their large-scale adoption requires supportive, specific policy frameworks that address existent barriers and enable long-term integration into urban mobility and logistics systems. The analysis identified several challenges that need to be addressed, including limited awareness, regulatory fragmentation, operational constraints in (peri-)urban areas, and the need for better integration with existing logistics systems. Addressing these challenges requires coordinated efforts across governance levels and sectors, as well as context-sensitive policies tailored to local conditions.

While Sustainable Urban Logistics Plans (SULPs) provide a comprehensive strategic framework for urban freight systems, Sustainable Urban Bicycle Logistics Policies (SUBLPs) focus specifically on enabling and scaling cargo bike logistics through targeted policy measures. SUBLPs can therefore be understood as a complementary and more specialised component within broader urban logistics planning processes.

Rooted in prior work conducted in the SuCoLo project, this deliverable presents a set of recommendations for sustainable urban bicycle logistics policies (SUBLPs) with the intention to scale cargo bike logistics. The recommendations are grounded in a structured methodological approach combining (1) a review and categorisation of current SU(B)LPs and academic articles describing a compilation thereof, (2) insights from an expert workshop consisting of key stakeholders in public administration, logistics federations, and (3) a final consolidation process incorporating the feedback gained in the workshop. This multi-step approach ensures that the recommendations are not only evidence-based, but also practically applicable.

The findings highlight that effective SUBLPs require a contextualised and integrated policy approach. Key areas of action include Municipal Leadership, Data-Driven Planning, Public Space, Logistics Regulation and Business Support & Uptake. Furthermore, the importance of stakeholder collaboration, public-private partnerships, and the active involvement of citizens is emphasised as a critical success factor. As well, digital solutions and behaviour-oriented measures should be prioritised to augment the uptake of sustainable delivery options.

The ten recommendations are found in the table below:

Table 1 Ten recommendations for Sustainable Urban Bicycle Logistic Policies (SUBLPs)

Key areas	Topic	Recommendation
Municipal Leadership	1. Strategic Vision and Targets	Municipalities should integrate cycle logistics into urban mobility strategies through long-term planning, adequate budgets and measurable targets adapted to local needs
	2. Governance and Institutional Coordination	Municipalities should establish a coordinated governance structure with dedicated responsibilities, stakeholder involvement and operational guidelines supporting cycle logistics implementation.
Data-Driven Planning	3. Freight flow analysis and data use	Assess urban freight flows to identify opportunities for cycle logistics and support evidence-based planning of hubs, routes and modal shift measures.
	4. Digital infrastructure	Cities should support interoperable digital infrastructure and smart management tools to improve the efficiency, coordination and data-driven operation of cycle logistics systems.
Public Space	5. Cycling infrastructure suitable for cargo bikes	Municipalities should develop continuous, safe and cargo-bike-ready cycling infrastructure supporting efficient logistics operations, inclusive urban mobility and the needs of both professional and everyday cargo bike users.
	6. Public space infrastructure; loading, parking and charging	Municipalities should provide secure and accessible parking, loading and supporting infrastructure for cargo bikes, integrating cycle logistics needs within inclusive public spaces and existing urban infrastructure.
Logistics Regulation	7. Urban access regulation and demand management	Municipalities should expand low- and zero-emission zones, prioritising cycle logistics and restricting motorised freight access to improve urban liveability, safety and environmental quality.
	8. Safety and operational standards	Municipalities and logistics operators should promote safe cycle logistics through dedicated infrastructure, safety standards, training and data monitoring to improve urban safety and support wider cargo bike adoption.

Business Support & Uptake	9. Business models and economic incentives	Municipalities should support the uptake of cycle logistics through financial incentives, shared infrastructure, SME support and sustainable public procurement policies that encourage wider adoption of cargo bikes and low-emission delivery solutions.
	10. Consumer choice and behavioural change	Municipalities should promote visible and accessible cycle logistics options through digital platforms, awareness campaigns and participatory initiatives to encourage sustainable delivery choices and strengthen public acceptance of cargo bike use.

The ten recommendations presented in this document are intended to support policymakers, urban planners, and logistics stakeholders in designing and implementing effective and scalable bicycle logistics strategies. By providing clear, accessible, and actionable guidance in a user-oriented format, this deliverable aims to facilitate the wider adoption of sustainable urban logistics solutions and contribute to the transition towards more resilient, low-emission and liveable cities.

1. Background and motivation

The SuCoLo project sought to explore how consumer behaviour, infrastructure provision and digital planning tools can be more effectively aligned to foster sustainable last-mile delivery practices. This includes examining how behavioural incentives can encourage the uptake of greener delivery options, how urban infrastructure such as micro-hubs and parcel lockers can support efficient operations, and how logistics providers can adapt their business models to integrate cargo bicycle-based delivery solutions. While SuCoLo and numerous other pilot projects and local initiatives have demonstrated the technical and operational feasibility of cargo bike logistics, their long-term success and exploitation are contingent on enabling policy environments that address structural barriers and create favourable conditions for adoption.

More broadly, the transition towards bicycle logistics requires coordinated action across multiple governance levels and stakeholder groups. Policymakers play a key role in shaping regulatory frameworks, providing financial and non-financial incentives and ensuring the integration of bicycle logistics into broader urban mobility and sustainability strategies. Equally important is the involvement of private sector actors, local communities, and civil society organisations, whose collaboration is essential for designing context-sensitive, accessible and widely accepted solutions.

That said, this deliverable aims to contribute to this domain by translating the insights generated on behalf of the SuCoLo project into specific and actionable policy recommendations. It seeks to move beyond isolated best practices by identifying transferable measures and policy instruments that can be adapted to different (peri-)urban contexts. In doing so, it aims to support decision-makers in creating enabling conditions for sustainable bicycle logistics; ultimately contributing to the reduction of environmental impacts, the improvement of urban liveability, and the development of more resilient and future-proof logistics systems.

1.1 Targets and main objectives

The deliverable seeks to bridge the gap between research, practice and policy to better inform decision-making, specifically in the form of recommendations for sustainable (peri-)urban logistics plans. In doing so, this document therefore aims to synthesise and contextualise this knowledge in a way that is directly applicable to real-world decision-making processes. More specifically, the document aims to:

- Describe the process of identifying and synthesising key findings from existing SUBLPs and academic literature thereof, as well as prior project activities related to sustainable urban logistics and cargo-bike delivery systems
- Integrate insights from relevant expert stakeholders to ensure relevance, feasibility, and applicability of the proposed recommendations
- Outline key policy areas and specific measures that can facilitate the uptake and scaling of cargo bike logistics in diverse urban and peri-urban contexts
- Highlight the challenges, success factors and enabling conditions for effective policy design and implementation

By providing clear and actionable guidance, the recommendations support cities and regions in navigating the transition towards low-emission logistics while responding to local needs and constraints and aligning with broader European sustainability and mobility objectives.

2. Methodology and processes

This deliverable is based on a structured and multi-step methodological approach designed to ensure both scientific robustness and practical relevance. The process combines insights from existing research, expert knowledge, and iterative validation within the project consortium.

The methodology consists of three main phases: (1) a review and categorisation of existing SULPs and academic literature thereof, (2) the integration of expert perspectives in an expert workshop, and (3) final consolidation in which findings were synthesised, refined and translated into actionable policy recommendations. As well, key findings from the SuCoLo research pilots were incorporated during the whole process.

2.1 Review of existing literature

The first step of the methodological approach involved a review and classification of existing SULPs and academic literature thereof, with a particular focus on the use of cargo bike-based delivery systems. Both academic publications and grey literature (e.g. policy reports, guidelines, and project outputs) were considered in order to capture a comprehensive and up-to-date overview of the field. The identified sources were systematically screened and categorised according to key themes:

1. Suggested frameworks, guidelines and methodologies from research projects
2. Strategies for urban logistics of specific cities (general)
3. Strategies for urban logistics of specific cities (bicycle- and cargo bike-focused)
4. Final report of urban spaces, infrastructure and logistics hubs from research projects
5. Consumer engagement and behaviour change in green urban logistics

This categorisation enabled the identification of recurring patterns, success factors, and challenges associated with the implementation of bicycle logistics solutions. In total, 14 papers, documents and guidelines were reviewed.

An annotation of the reviewed literature is below:

Table 2 Overview of reviewed literature on sustainable urban bicycle logistics

Reference	Type	Geography	Focus area(s)	Policy relevance
“Topic guide: sustainable urban logistics planning”, Aifandopoulou & Xenou (2019)	Policy guidance	Europe	Sustainable urban logistics	Rec. 1
“Guide for advancing towards zero-emission urban logistics by 2030”, POLIS & ALICE (2021)	Policy guidance	Europe	Sustainable urban logistics	Rec. 3
“Space for Cargo Bikes”, City of Rotterdam (2023)	Planning and	Netherlands	Carbo bike infrastructure planning	Rec. 5

	design guideline			
"Cargo Bike Action Plan" London, Transport for London (2023)	Action plan	United Kingdom	Cargo bike implementation	Rec. 5
"The cargo bike in Dutch Zero Emission Zones for Logistics", Dutch Cycling Embassy (2024)	Policy analysis report	Netherlands	Demand management and traffic restrictions	Rec. 7
"Cargo bike safety standards", Transport for London (2025)	Technical standard	United Kingdom	Cargo bike safety	Rec. 8
"Cargo bike operations in London: a guide", Transport for London (2024)	Operational guide	United Kingdom	Cargo bike implementation	Rec. 8
"Electromobility: E-load bike funding program", City of Stuttgart (2025)	Financial incentive scheme	Germany	Cargo bike incentives	Rec. 9
"Guidelines: Developing and implementing a sustainable urban logistics plan", Ambrosino, G. (2015)	Policy guidance / Planning guideline	Europe (small & medium cities)	Sustainable urban logistics; Sulp; governance	Rec. 1 Rec. 2 Rec. 3
"Sulp (Sustainable Urban Logistics Plan) as a Tool for Shaping Sustainable Urban Logistics: a Review of European Projects Supporting the Creation of Sulp", Matusiewicz, M. (2019)	Policy analysis report	Europe	Sulp methodology; governance	Rec. 1 Rec. 2 Rec. 3
"Fact-finding study on status and future needs regarding low- and zero-emission urban mobility: final report", European Commission: Directorate-General for Mobility and Transport, Isinnova, ECORYS, PwC & Rupprecht Consult (2021)	Policy analysis report	Europe	Sustainable urban mobility; Sump; Sulp; governance; monitoring	Rec. 1 Rec. 2 Rec. 3 Rec. 4
"Sustainable Urban Freight Final Report", POLIS & Environmental Defense Fund Europe (2022)	Project final report /	Europe	Zero-emission freight; demand management; implementation	Rec. 7 Rec. 9

	Policy guidance			
"Making mobility hubs smarter", 10 recommendations for practitioners & policy makers", Geurs et al. (2024)	Project final report	Europe	Mobility hubs; multimodality; urban logistics	Rec. 4 Rec. 6
"Logistics Action Plan 2030+", Nachhaltige Logistik 2030+ Niederösterreich – Wien (n.d.)	Regional action plan	Vienna & Lower Austria (Austria)	Sustainable urban logistics; freight strategy; implementation	Rec. 1 Rec. 2 Rec. 7 Rec. 9

All in all, the literature review provided the analytical foundation for this deliverable by highlighting existing knowledge gaps, relevant best practices, and transferable policy approaches. It also informed the design and focus of subsequent expert discussions and the development of preliminary recommendation areas.

Resulting from the literature review and incorporation of SuCoLo results, the following ten recommendation macro areas were initially formulated:

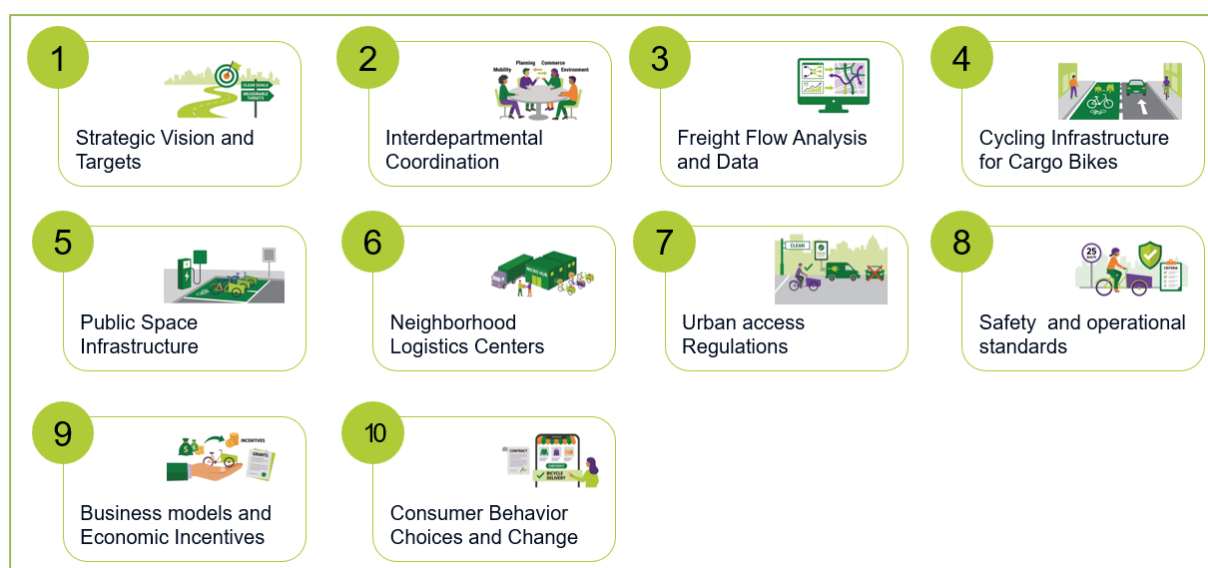


Figure 1 Overview of the ten macro areas in which the recommendations are situated

In line with the macro-areas defined above, the following ten recommendations initially drafted were (respectively):

- 1. Strategic vision and target:** Municipalities should recognise cycle logistics as a key pillar of urban freight strategies. For this reason, cycle logistics should be explicitly integrated into urban mobility planning frameworks, such as Sustainable Urban Mobility Plans (SUMPs) or Sustainable Urban Logistics Plans (SULPs). These strategies should be supported by clear and measurable quantitative targets, such as the share

of deliveries carried out by cargo bikes, the reduction of van kilometres travelled, or the decrease in CO₂ emissions from urban freight transport. A strategic approach of this kind contributes to long-term decarbonisation objectives, reduces urban congestion and improves the quality of life for citizens.

2. **Governance and institutional coordination:** To start, municipalities should establish an interdepartmental coordination body bringing together departments responsible for mobility, urban planning, commerce and environmental policy. This coordination structure should work transparently and collaborate with a multi-stakeholder platform including logistics operators, local businesses, associations and citizens. Through this participatory process, guidelines for the development of cycle logistics can be defined and addressed to the relevant target groups. Key topics may include business implementation, safety standards and operational action plans.
3. **Freight flow analysis and data use:** The interdepartmental coordination body should conduct a comprehensive analysis of the current urban freight flows. This analysis should consider the different logistics segments and identify those most suitable for cycle logistics, such as last-mile deliveries, urban services and local retail distribution. The objective of this assessment is to identify optimal locations for micro-hubs or logistics hubs, define suitable logistics routes and estimate the potential for replacing van deliveries with cargo bikes. Planning decisions should also rely on scientifically sound forecasting scenarios, aligned with the quantitative targets defined in the strategic vision. A data-driven approach ensures more effective, efficient and evidence-based urban logistics policies.
4. **Cycling infrastructure suitable for cargo bikes:** The interdepartmental coordination body should ensure that the cycling network is continuous, safe and dimensioned to accommodate cargo bikes. This requires infrastructure designed with appropriate lane widths, turning radii and gradients suitable for larger bicycles used in logistics operations. Cargo bikes should also be considered in urban design policies and road design manuals, recognising their role within the urban mobility system. By doing so, the logistics routes identified through freight flow analysis can be designed without infrastructural bottlenecks, ensuring efficient cargo bike operations. This design approach contributes to balanced and inclusive urban streets, accommodating different road users while improving public acceptance of cycle logistics.
5. **Public space infrastructure: loading, parking and charging:** The interdepartmental coordination body should provide dedicated cargo bike parking, including street-level spaces for short delivery stops and secure overnight facilities, ideally enclosed and monitored due to the high value of the vehicles. Charging infrastructure for e-cargo bikes should also be available. Cities should also create flexible loading and unloading areas, which may coincide with cargo bike parking. Their location should reflect the operational needs of local businesses, reducing delivery times and avoiding conflicts with pedestrians, residents and customers. This approach also supports accessible public space design, ensuring pedestrian routes remain unobstructed and usable for people with reduced mobility. Municipalities should encourage local businesses to request loading points near their premises, which should be considered an integral part of the urban cycle logistics network.
6. **Micro-hubs and neighbourhood logistics hubs:** The interdepartmental coordination body should develop urban logistics hubs or neighbourhood microhubs to facilitate the

transfer of goods from motorised vehicles to cargo bikes. The size and number of these hubs should be defined according to the city's logistics needs and freight flow analysis. Hubs should ideally be multifunctional spaces, combining logistics services with mobility and urban services to attract a broader range of users. Their location should be based on data-driven analysis, ensuring strategic positioning that supports cargo bike logistics even in areas that are not accessible to motorised vehicles. Hub management may rely on public-private or cooperative models, involving municipalities, logistics operators, local bicycle couriers and retailers. The operation of these hubs should also be supported by digital infrastructure, enabling efficient access management, coordination of arrivals and organisation of logistics flows.

7. **Urban access regulation and demand management:** The interdepartmental coordination body should designate urban areas where liveability and environmental quality are prioritised, such as Zero Emission Zones (ZEZ), Low Emission Zones (LEZ), pedestrian areas or restricted traffic zones. Within these areas, access for motorised freight vehicles should be progressively restricted, while cycle logistics solutions should be prioritised. Fossil fuel vehicles should not be allowed access, in line with zero-emission policies. Larger electric vehicles may be granted specific time windows for logistics operations, whereas cargo bikes should retain continuous access to these areas. Additional measures may prioritise deliveries serving local retailers, supporting local commerce and neighbourhood economies.
8. **Safety and operational standards:** The development of cycle logistics requires clear safety standards for vehicles and operators. The interdepartmental coordination body should promote or introduce mandatory training programmes for cargo bike operators and riders, ensuring that logistics services operate safely and professionally. Policies may also include technical requirements, such as speed limitations for electric cargo bikes. In addition, cities should establish systems for regular data collection on accidents and near-miss incidents, enabling continuous monitoring and improvement of safety conditions. Such measures contribute to safer urban streets and better working conditions for logistics operators.
9. **Business models and economic incentives:** The interdepartmental coordination body should develop a package of financial measures and incentives to support the uptake of cycle logistics. These measures may include financial incentives for the purchase or leasing of cargo bikes and e-cargo bikes, support for cargo bike sharing services for businesses, and the inclusion of sustainable delivery criteria in public procurement processes. Cities should also facilitate access to cycle logistics models for SMEs and local operators, either using their own cargo bikes or through partnerships with bicycle courier services.
10. **Consumer choice and behavioural change:** The interdepartmental coordination body should develop a package of financial measures and incentives to support the uptake of cycle logistics. These measures may include financial incentives for the purchase or leasing of cargo bikes and e-cargo bikes, support for cargo bike sharing services for businesses, and the inclusion of sustainable delivery criteria in public procurement processes. Cities should also facilitate access to cycle logistics models for SMEs and local operators, either through the use of their own cargo bikes or through partnerships with bicycle courier services.

2.2 Workshops with experts

Building on the insights from the literature review, an expert workshop was conducted to incorporate practical knowledge into the development of the recommendations. The workshop took place in a virtual setting on 2 April 2026 with 13 participants and a duration of 90 minutes. The event brought together representatives from relevant fields from SuCoLo-involved countries Italy and Germany, including public authorities (e.g., in urban mobility department, members of municipal council), as well as cycle logistics federation members (Radlogistik Verband Deutschland) and a local bicycle courier directly involved in the SuCoLo pilot (Fix Fahrradkurier).



Figure 2 Initial plenary presentation of SuCoLo during the workshop (02/04/2026)

The workshops served as a platform for discussing preliminary findings, validating identified challenges and opportunities, and co-developing potential policy measures. Emphasis was placed on capturing context-specific insights, as well as identifying barriers and enabling factors for the implementation of bicycle logistics solutions in different urban and peri-urban settings. The interactive format of the workshops facilitated knowledge exchange and encouraged dialogue among participants, allowing for the integration of diverse viewpoints. The sequence of the workshop was structured as follows:

Table 3 Structure of the workshop session (02/04/2026)

Part 1	Part 2	Part 3
Plenary session & background of SuCoLo	Breakout sessions according to stakeholder groups: ▪ Policymakers / municipal administrations ▪ Citizens / local residents	Plenary session & review of feedback, next steps

In the two breakout sessions, there was a degree of roleplay involved. The first group, *policymakers/municipal administrations*, discussed the recommendations from the standpoint of a legislator, while the second group, *citizens/local residents*, discussed the recommendations from the standpoint of either a local business, private cargo bike user, a person with disabilities or a parent/caregiver (with these roles assigned to certain participants).

For each recommendation draft, the participants discussed its (1) key strengths, (2) potential weaknesses or critical issues, and (3) any suggested modifications that could enhance the policy's effectiveness. Due to the multilingual nature of the respondents, the recommendations drafts were also displayed in German and Italian. Outcomes stemming from these discussions were systematically logged in a collaborative online tool and incorporated into the further refinement of the recommendations.

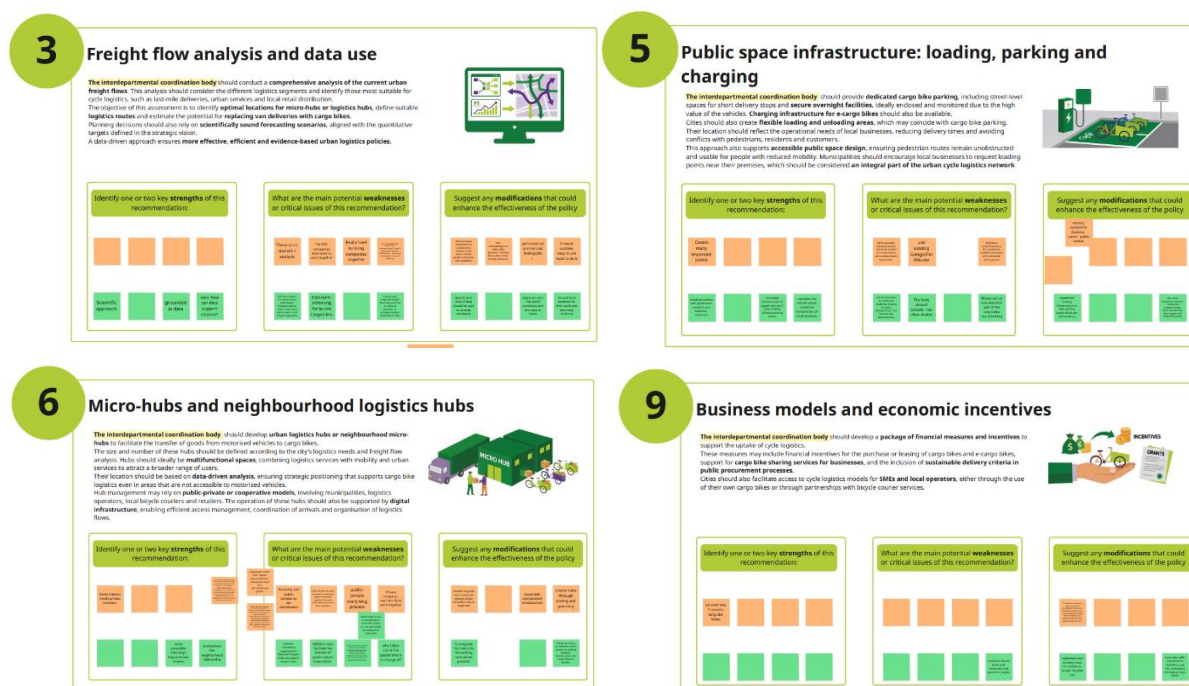


Figure 3 Excerpt from the online collaborative board developed during the workshop (02/04/2026)

Overall, participants expressed strong support for the proposed policy framework, recognising its strategic vision, evidence-based approach, and potential to improve urban sustainability and cycle logistics. At the same time, they highlighted the need for greater attention to implementation feasibility, adequate funding, and stronger consideration of local contexts and the needs of diverse user groups. Participants also called for more practical guidance, real-world examples, and inclusive governance to facilitate successful policy implementation.

2.3 Final consolidation

After gaining insights in the workshop, the final consolidation of the ten policy recommendations took place. This was facilitated during an internal design sprint at the responsible partner, STA. Here, the original recommendations were benchmarked according

to the written input on the collaborative platform and the content discussed during the workshop. The intention of this further refinement was to make the recommendations as concrete and exploitable to the maximum extent. The following recommendations are:

1. **Strategic Vision and Targets:** Municipalities should integrate cycle logistics into urban mobility strategies through long-term planning, adequate budgets and measurable targets adapted to local needs.
2. **Governance and Institutional Coordination:** Municipalities should establish a coordinated governance structure with dedicated responsibilities, stakeholder involvement and operational guidelines supporting cycle logistics implementation.
3. **Freight flow analysis and data use:** Municipalities should integrate cycle logistics into urban mobility strategies through long-term planning, adequate budgets, progressive implementation and measurable targets based on local data and needs.
4. **Digital infrastructure:** Cities should support interoperable digital infrastructure and smart management tools to improve the efficiency, coordination and data-driven operation of cycle logistics systems.
5. **Cycling infrastructure suitable for cargo bikes:** Municipalities should develop continuous, safe and cargo-bike-ready cycling infrastructure supporting efficient logistics operations, inclusive urban mobility and the needs of both professional and everyday cargo bike users.
6. **Public space infrastructure: loading, parking and charging:** Municipalities should provide secure and accessible parking, loading and supporting infrastructure for cargo bikes, integrating cycle logistics needs within inclusive public spaces and existing urban infrastructure.
7. **Urban access regulation and demand management:** Municipalities should expand low- and zero-emission zones, prioritising cycle logistics and restricting motorised freight access to improve urban liveability, safety and environmental quality.
8. **Safety and operational standards:** Municipalities and logistics operators should promote safe cycle logistics through dedicated infrastructure, safety standards, training and data monitoring to improve urban safety and support wider cargo bike adoption.
9. **Business models and economic incentives:** Municipalities should support the uptake of cycle logistics through financial incentives, shared infrastructure, SME support and sustainable public procurement policies that encourage wider adoption of cargo bikes and low-emission delivery solutions.
10. **Consumer choice and behavioural change:** Municipalities should promote visible and accessible cycle logistics options through digital platforms, awareness campaigns and participatory initiatives to encourage sustainable delivery choices and strengthen public acceptance of cargo bike use.

3. Format and language

The document has been developed as a practical policy guide for municipalities and public authorities. It follows a clear and consistent structure, with each recommendation presented through a common format that combines the policy rationale, implementation guidance, and references to relevant practices or SuCoLo use cases. The language is concise, non-technical and action-oriented, making the recommendations accessible to both policymakers and practitioners.

3.1 Accessibility considerations

Accessibility has been considered both in the content and in the design of the document. Recommendations consistently promote inclusive planning by addressing the needs of different user groups, including people with disabilities, families and older adults. The layout uses a clear visual hierarchy, descriptive headings, icons and illustrations to improve readability and facilitate navigation through the document.

3.2 Usability considerations

The document is designed as a user-friendly reference for policy development. Recommendations are organised into thematic sections, allowing readers to quickly identify topics of interest. Each recommendation includes practical implementation measures and, where relevant, links to SuCoLo pilot actions or external resources, enabling municipalities to translate the guidance into concrete actions and adapt it to local contexts.

4. Conclusion and next steps

This deliverable has presented and described the process of formulating a compilation of policy recommendations to support the development and implementation of Sustainable Urban Bicycle Logistics Policies (SUBLPs) as a targeted policy area focused specifically to scale cargo bike logistics. These recommendations were built on the insights generated throughout the SuCoLo, as well as through a review of external literature and consulting external stakeholders in a co-creative setting. Thus, the recommendations are grounded in empirical findings from pilot activities, stakeholder engagement processes, and cross-European knowledge exchange, ensuring both practical relevance and transferability to other (peri-) urban contexts.

The results highlight that advancing cargo bike logistics requires a comprehensive and integrated approach, combining infrastructure development, regulatory frameworks, economic incentives, and behavioural measures. In particular, the findings emphasise the importance of embedding bicycle logistics within broader urban mobility and logistics strategies, while also addressing local context-specific conditions.

Beyond its role within this deliverable, the recommendations constitute a key component of the project's broader knowledge base and capacity-building efforts. They recommendations constitute a part of the SuCoLo project toolkit, accessible via the project website, with the aim of supporting multiple governance levels (i.e., EU transnational frameworks, national regulation, regional coordination and municipal implementation) in respect to designing and implementing sustainable last-mile logistics processes.

In addition, the results will be further disseminated and discussed through upcoming project-related events and external platforms. Notably, the recommendations will be presented and exchanged with a wider audience at events such as the Driving Urban Transitions Conference, contributing to ongoing European discussions on sustainable urban mobility and logistics transitions.

Looking ahead, the following next steps can be identified:

- **Dissemination and uptake.** Promoting the recommendations through the project website and events to ensure visibility and accessibility for relevant stakeholders.
- **Knowledge transfer and replication.** Facilitating the transfer of lessons learned to other cities and regions, including those beyond the immediate project context.
- **Contribution to future research and policy initiatives.** Informing ongoing and future European initiatives in the field of sustainable urban logistics and behavioural change.

Overall, the work carried out within SuCoLo carries the intention to provides a solid foundation for advancing sustainable urban bicycle logistics policies in Europe. Looking ahead, the continued uptake and future adaptation of these recommendations will be essential to achieving long-term impacts in terms of reduced emissions, improved urban liveability, and more inclusive and efficient last-mile delivery systems.

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