

## Section A: Scheme Summary

<b>Name of Scheme:</b>	<b>Leeds Public E-Bike Share Scheme</b>
<b>Location of Scheme:</b>	<b>Leeds</b>
<b>Applicable Funding Stream(s) – Grant or Loan:</b>	Transforming Cities Fund (TCF) Carbon Mitigation Measures Fund - Grant
<b>Growth Fund Priority Area (if applicable):</b>	Not applicable
<b>Combined Authority approvals to date:</b>	Decision point 1 (Strategic Assessment) approval June 2020
<b>Forecasted Full Approval Date (Decision Point 5):</b>	August 2022
<b>Forecasted Completion Date (Decision Point 6):</b>	March 2023
<b>Total Scheme Cost for the preferred way forward (£):</b>	£2,394,178
<b>WYCA Funding (£):</b>	£2,000,000 TCF Carbon Mitigation Measures Fund
<b>Total other public sector investment (£):</b>	£0
<b>Total other private sector investment (£):</b>	£0

<b>Is this a standalone Project?</b>	Yes
<b>Is this a Programme?</b>	No
<b>Is this Project part of an agreed Programme?</b>	Yes - Transforming Cities Fund – Places Programme

A.1	Scheme Description
<p>The is a public bike share scheme, which will provide a fleet of 633 shared electric bikes (e- bikes), 136 hubs / parking locations in Leeds, where the e-bikes will be hired from / returned to. The scheme will also provide the software for the bike hiring process and equipment for running the service including one service electric vehicle (EV), four e-cargo bikes and the necessary repair and maintenance tools. The e-bikes will be available 24 hours a day and bikes accessed via an app or in person at kiosks.</p> <p>The scheme will aim to improve the public's access to bikes at an affordable price and reduce short distance trips by car. By changing the public transport on offer, this will help to address transport</p>	

related emissions as a result of high levels of dependence on car travel, which is a key challenge facing Leeds.

The key benefits of the scheme will be increases in cycling and walking, with associated beneficial effects on health and wellbeing, promoting a move away from car travel, reduction in carbon emissions through reduced car trips and improved connectivity by complementing existing public transport services.

The scheme will also provide the software for the bike hiring process and equipment for running the service including one service electric vehicle (EV), four e-cargo bikes and the necessary repair and maintenance tools. The e-bikes will be available 24 hours a day and bikes accessed via an app or in person at kiosks.

Leeds City Council will own the e-bikes and infrastructure, but the scheme will be operated by an external operator. The e-bike tariffs will be set when the operator is appointed via the procurement process, but the aim is to keep prices competitive with public transport.

The scheme is funded via the Transforming Cities Fund (TCF) Carbon Mitigation Measures Fund and supports the TCF objectives to make sustainable travel the obvious choice and decarbonise the transport network. It also supports aspirations for a 300% increase in cycle use by 2030 and aims to maximise the use of the expanding cycle network within Leeds and normalise the use of bikes by improving access to them.

## A.2 Business Case Summary

### Strategic Case

The main objective of the scheme will be to improve the public's access to bikes / e-bikes at an affordable price, which will reduce short distance travel by private car.

There is a strong evidence base showing that bike share encourages people to take up cycling, supports a move away from using cars, improves air quality (through reduced car trips), promotes health and wellbeing, and complements public transport services.

The scheme has a good strategic fit with local and wider policy objectives including supporting the Mayor's pledge to tackle the climate emergency and protect our environment, and the Combined Authority's future mobility objective of *'a step change in mobility across the region that is firmly focussed on local needs, places and people providing benefits for all in our region, including the hardest to reach communities that could be left behind as technology moves forwards'*.

The scheme also supports the West Yorkshire Transport Strategy's interim target to increase the number of trips made by bicycle by 300 per cent by 2027, the Leeds Cycling Starts Here Strategy and the TCF objectives of making sustainable travel the obvious choice and decarbonising the transport network

The scheme will complement the existing and on-going investments in an expanded, segregated, and connected cycle network across Leeds, and is expected to accelerate the increase in the use of the network and will be a visible way to normalise cycling and make it more popular.

### Economic Case

A long list of options was assessed to help select a proposed scheme which fits with local travel needs and what is available on the market. The scheme operating area, type of bikes, parking and other factors were considered when deciding on the proposed scheme.

The scheme benefits include a move away from using motorised vehicles and facilitating new trips not possible with the current public transport system. This would save journey times, improve health, congestion, air quality and social mobility among other benefits.

### Commercial Case

Bike share projects have been operating successfully in the UK for several years and have been shown to lead to significant increases in bike use. However, there are examples of some projects (particularly small scale and fully commercial) which have not been successful.

Following an unsuccessful attempt to introduce a scheme in Leeds in 2019, a commercial operator will be secured to run the scheme under the direction of Leeds City Council. Leeds City Council has been in close contact with many commercial operators since 2019, and there is a high level of interest in operating an e-bike share project in the city.

Feedback from the 2019 procurement process identified that a partnership approach, with Leeds City Council injecting a capital sum up front for the purchase of infrastructure, would be attractive to the commercial sector, as it takes away the financial risk. The partnership approach will use private operators' expertise but allows Leeds City Council to have direct control over factors including location / coverage, tariffs, and the quality of service.

### **Financial Case**

The scheme is seeking £2,000,0000 TCF Carbon Mitigation Measures Fund Authority, to deliver an e-bike share scheme in Leeds. The scheme will provide a service that is highly visible, high quality and inclusive and the levels of demand anticipated and the expected user tariffs, would be enough to generate an operating surplus to reinvest in, and / or expand the scheme's coverage. However, if levels of demand are lower than expected, or take longer to build up, there are a range of realistic opportunities to manage any revenue gaps. The scheme will establish a revenue fund, with funding secured from a range of sources including sponsorship which could be used as a means of providing subsidy, or expansion. Formal commitments will be followed up following consideration and approval of the scheme's full business case.

### **Management Case**

The Leeds City Council management board will oversee the operation of the scheme, so it achieves the desired outcomes, is financially sustainable and increases demand for cycling.

The board will work closely with the operator to effectively manage operations and performance. The operator will need to share information including number of users, performance, demand, and satisfaction levels to support the board's effective management of the scheme.

The board will have the ability to take the action needed to address any revenue gaps and will work collaboratively with the operator to promote e-bikes and increase demand. For example, the board will have the flexibility to adjust prices and hub-location.

The scheme will be delivered in parallel with the on-going expansion of the fully segregated cycle network, which is initially focused on the city centre and key routes.