

Project Overview

Project Title	Leeds City Bikes
Main Funding Programme	Transforming Cities Fund
Funding Applied for from the Combined Authority now	£1,700,000
Total scheme costs	£2,861,369

Business Case Summary

Scheme Description

This scheme will introduce an electric bike (e-bike) share/hire scheme. This will provide improved sustainable transport options for short trips in Leeds city centre and surrounding areas, increasing convenience and options for travel, whilst contributing to reducing the carbon emissions produced by the local transport network.

The scheme is to be delivered through the Transforming Cities Fund (TCF) Carbon Mitigation Measures Fund.

Strategic Case

The Leeds City Bikes scheme is part of the Department for Transport's (DfT) Transforming Cities Fund (TCF) which aims to drive up productivity through improved connections in urban centres and suburbs by investing in infrastructure to improve public and sustainable transport connectivity.

The shared e-bike scheme will cover Leeds city centre and surrounding area and will encourage more people to travel by bicycle instead of by car. This will reduce congestion on the roads, improve air quality, and provide better opportunity for sustainable travel for short trips to, from and within the city centre. This supports the objectives of the TCF programme, the West Yorkshire Mayor's pledge to 'tackle climate emergency'. In addition it supports the Combined Authority's Strategic Economic Framework (SEF) Investment Priority 4: Tackling the Climate Emergency and Environmental Sustainability and Investment Priority 5: Future Transport.

The scheme will also complement several other planned schemes that will encourage and enable more active forms of travel such as walking and cycling across the Leeds district and, in particular, within the city centre.

The scheme supports inclusive growth and inclusivity as it will benefit many of the areas in and surrounding Leeds city centre, including those living with high levels of income and health inequality, to access active transport options, to improve opportunity for access to employment, education, and housing.

Economic Case

This scheme is based on a forecast of 10 years and has a Benefit to Cost Ratio (BCR) of 6.2, which falls in the 'Very High Value for Money (VfM)' category.

This scheme has been developed using a range of scenarios and assumptions about demand for e-bike hire and the change in likely benefits to the public to test the strength of the VfM. The lowest VfM (BCR of 1.58 which equates to 'Medium VfM') may occur if expected bike use by 30% of the expected demand.

Although there will be carbon emissions of approximately 80 tons of carbon (tCO₂e) from the work required to manufacture and install the bikes and their infrastructure, including docking stations and charging, it is expected that over a 10 year the overall reduction in carbon will have a monetary value of around £20,200.

Commercial Case

Demand for e-bikes has been assessed using a variety of scenarios and assumptions, including analysis of similar schemes in other cities.

The preferred supplier has been procured following Leeds City Council's (LCC) established procurement processes. The supplier will run and maintain the e-bike share scheme on behalf of LCC over a five year contract, with the potential for extensions if desirable. A percentage of revenue will be paid to LCC which will be fed back into the scheme.. The supplier will cover any revenue shortfalls for the duration of the contract.

At the end of the contract all infrastructure purchased using the Combined Authority contribution will be returned to Leeds City Council.

Financial Case

The total scheme cost is £2,861,369, of which the Combined Authority will contribute £2,000,000 from the Transforming Cities Fund's Carbon Mitigation Measures Fund sub-programme. The remaining cost, £861,369, is being provided by the supplier.

Management Case

Leeds City Council is the lead promoting authority and will manage the contract with the identified supplier. Governance structures have been developed, based on existing structures and a dedicated scheme manager in place to manage the contract.

Infrastructure is to be mainly located on the public highway and permissions such as Traffic Regulation Orders are in development. Planning permission is not required to deliver the scheme however, agreements will be needed if third party land is to be used for siting of docking stations.

A Risk Register is being used to monitor and manage risks.

A Monitoring and Evaluation (M&E) plan is in place to monitor, record, and evaluate the benefits of the e-bikes. As this is the first scheme of its kind in West Yorkshire lessons from the planning, implementation and running of the e-bike system will also be recorded and examined to contribute to the planning of future works and schemes.