

**ROTHERHAM METROPOLITAN BOROUGH COUNCIL  
REPORT TO COMMISSIONER**

1.	<b>Meeting:</b>	<b>Commissioner Kenny</b>
2.	<b>Date:</b>	<b>21 July 2015</b>
3.	<b>Title:</b>	<b>DfT and Carplus Electrically Assisted Pedal Cycle (EAPC) Hire and Yorkshire Bike Library Cycling Funding Bids</b>
4.	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

5.1 To seek approval to make the following bids:

5.1.1 A £50,000 bid (£37,500 – Capital Funding for bike purchases and £12,500 revenue funding for staffing costs) to the ‘Department for Transport (DfT) and Carplus Electrically Assisted Pedal Cycle (EAPC) Hire fund’, which aims to promote the uptake of EAPCs. If successful the funding would extend and support the current oversubscribed EAPC bike loan scheme delivered by the Lcal Sustainable Transport Fund (LSTF) Rotherham Mobile Cycle HUB, and;

5.1.2 A £9,300 bid to the ‘Yorkshire Bank Bike Library fund’, which aims to provide access to bikes for children that don’t have their own bike at home. If successful the funding would be used to provide a range of children’s bikes which would be made available to children through the LSTF funded Rotherham Mobile Cycle HUB.

**6. Recommendations**

**It is recommended that:**

- i) A bid seeking £50,000 is submitted to the ‘DfT and Carplus Electrically Assisted Pedal Cycle (EAPC) Hire fund’, and**
- ii) A bid seeking £9,300 is submitted to the ‘Yorkshire Bank Bike Library fund’.**

## 7. Proposals and Details

7.1 Rotherham MBC has operated a successful public cycle hire project for the last 3 years. It is currently operated via the Mobile Cycle HUB – a purpose built vehicle that offers cycle hire and other services in places across the whole Borough. (HUB website at [www.journeymatters.co.uk](http://www.journeymatters.co.uk))

7.2 To date, the project has been wholly funded by successful bids to the LSTF but this funding source ends in March 2016. Funding for the hire project is being sought from elsewhere to allow it to continue. Funding streams being sought include:

- **Income from developer Travel Plans** – deployment and funding of the HUB in new developments may be offered as a proxy for detailed developer Travel Plans and monitoring. This will have the added benefit of making Travel Planning a more active rather than a passive process.
- **Income from Local Transport Capital funding** – a useful source for funding to replace capital assets such as bicycles and vehicles but it is subject to competing demands and priorities.
- **Income from charges** – charges may be introduced. For example, for bike hire and associated home delivery / collection.
- **Income from other grant funding** – bids to any appropriate revenue or capital grants funds.

7.3 Two applicable grant funding sources are currently available and bids have been prepared at very short notice with deadlines for submission to both funds being 24<sup>th</sup> July 2015. Both funding sources would enable the Mobile Cycle HUB offer to extend the number and range of bikes available for hire.

### 7.4 Carplus Electrically Assisted Pedal Cycle Fund

7.4.1 The first funding opportunity is the 'Carplus Electrically Assisted Pedal Cycle Fund'. This £500,000 fund, provided by the DfT, is aimed at promoting the use of EAPC's through public hire and better understanding the benefits for riders, the environment and transport networks. Car Plus will administer the fund and monitor the schemes delivered. Car Plus have indicated that it is highly unlikely that they will fund any individual project in excess of £100,000.

7.4.2 Rotherham is currently the only local authority to offer EAPC public hire across its whole administrative area and is well placed to meet the aims of the Carplus EAPC project. This is delivered via the Mobile Cycle HUB and the bid to the 'Carplus EAPC Fund' would be for £50,000 to extend the number of EAPCs available for hire from 40 to 70. The bid consists of £37,500 capital funding for the bike purchases and £12,500 revenue funding in respect of additional staffing and repair and maintenance costs. This will address the current high demand for EAPCs with our existing public hire scheme currently being oversubscribed.

7.4.3 A copy of the latest version of the EAPC bid is attached at Appendix 1. It should be noted that due to the short timescale to prepare bids that further amendments to the bid documentation will be made in advance of submission, although this will not affect the funding or commitments from the Council.

## 7.5 Yorkshire Bank Bike Library Fund

7.5.1 The second fund available is the Yorkshire Bank sponsored 'Bike Library' fund. This is one of the 2014 Tour de France (Yorkshire Grand Depart) legacy projects with the fund provided to establish children's bike libraries. These will provide a fleet of children's bikes available in deprived areas where children may not have access to bicycles of their own. The fund will provide up to £10k to each successful library 'host' organisation.

7.5.2 In Rotherham adults often enquire about hire for their children via the Mobile Cycle HUB. The £9,300 sought will be used to provide, manage and maintain a fleet of children's bikes. Again this would be made available to children as one of the services offered by the Mobile Cycle HUB.

7.5.3 A copy of the latest version of the Bike Library bid is attached at Appendix 2. It should be noted that due to the short timescale to prepare bids that further amendments to the bid documentation will be made in advance of submission, although this will not affect the funding or commitments from the Council.

## 8. Finance

8.1 Bids for £50,000 and £9,300 respectively will be made to the EAPC and Children's Bike Library funds. Our outline financial proposal for the EAPC bid is shown in table 1.

IDENTIFIED COST	ESTIMATED COSTS IN FUTURE YEARS			
	2015/16 (£)	2016/17 (£)	2017/18 (£)	2018/19 (£)
HUB vehicle capital	60,000	Nil	Nil	Nil
HUB vehicle running	4,000	4,200	4,400	5,000
HUB vehicle staffing*	52,000	53,040	54,100	55,180
Hire bike storage	Nil	Nil	Nil	Nil
Hire bike delivery transport	11,230	11,454	11,683	11,917
EAPC bike purchase	80,000	Nil	Nil	15,000
EAPC bike maint'nce**	2,000	3,000	4,000	5,000
Promotion	5,000	5,000	4,000	3,500
Internal set up costs / m'mnt	50,000	5,000	5,000	5,000
<b>TOTAL COSTS</b>	<b>264,230</b>	<b>81,694</b>	<b>83,183</b>	<b>100,597</b>
	<b>345,924</b>			
<b>INCOME</b>				
LSTF2	290,000		n/a	
EAPC bid	50,000 (£37,500 – Capital, £12,500 – Revenue)		n/a	
LTP	Nil	5,924	LTP contribution towards HUB capital costs (up to £25k/yr)	
Travel Plans Etc.	Nil	Nil	It is forecast that approx. £40k/yr could be generated	
Other tbc	Nil	Nil	Appropriate grant contributions would be sought (local or national)	
Income from hire charges	Nil	Nil	Up to £10k/yr from hire charges	
<b>TOTAL INCOME</b>		<b>345,924***</b>		

\*Includes day to day maintenance \*\* Non-standard repairs.

\*\*\* The appropriate contractual arrangements are currently being considered for delivery in 16/17.

Table 1 – EAPC Outline Financial Proposal

- 8.2 The funding available from the Car Plus EAPC fund must be committed and spent by March 2016. The Yorkshire Bank funded Bike Library fund will be available from October 2015 and projects must be delivered and spent by October 2016.
- 8.3 The wider Mobile Cycle HUB services will be funded from the £290,000 Step 2 Access to Employment grant in 2015/16 and will be presented as match funding within the two bids.
- 8.4 The availability of funding in future years is clearly uncertain. Given the levels of grant funding available in 2015/16 we are currently considering the contractual arrangements that are required for delivery of the service in 2016/17 and beyond. Any tender process will undertake a due diligence process on the companies involved. The risks associated with payment in advance for future year's delivery in 2016/17 will be considered carefully through this process.
- 8.5 Local Transport Plan (LTP) (Integrated Transport) funding of approximately £6,000 is required in 2016/17. Whilst final allocations per South Yorkshire district are not yet finalised the overall South Yorkshire allocation from the LTP IT block is the same as in 2015/16 and therefore Rotherham's allocation is likely to be approximately £1.2m.
- 8.6 Whilst both funds aim for their projects to become sustainable, and are seeking a commitment from bidders to put in place appropriate arrangements, should this not be achieved neither fund will impose 'clawback' conditions to recover committed expenditure. There is therefore a possibility that if funding is not secured, or if appropriate contractual arrangements cannot be put in place in 2016/17, the service will cease at the end of March 2016.

## **9. Risks and Uncertainties**

- 9.1 External grant funding in future years is uncertain beyond March 2016. Appropriate external grants (national and local) will be sought whenever available.

## **10. Policy and Performance Agenda Implications**

- 10.1 Both bids are in line with the Sheffield City Region Transport Strategy and the emerging Rotherham Transport Strategy. There are also clear links to health and social wellbeing agenda's

## **11. Background Papers and Consultation**

- 11.1 Shared EAPC Guidance (<http://www.carplus.org.uk/wp-content/uploads/2015/06/Carplus-Shared-EAPC-Programme-Guidance.pdf>)
- 11.2 Yorkshire Bank Bike Libraries Project (<http://sites.yorkshire.com/assets/bikelibraries/docs/Bike%20Libraries%20Get%20Involved%20FINAL.pdf>)
- 11.3 Due to the restrictive deadlines associated with these two funding opportunities consultation on the proposed bids has not been possible.

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