

Acceptance of Grant Award from DfT for E-Cargo Bikes

Date: 19th August 2021

Report of: Sustainable Energy & Air Quality

Report to: Director resources

Will the decision be open for call in?

☐Yes ☒No

Does the report contain confidential or exempt information?

☐Yes ☒No

What is this report about?

Including how it contributes to the city's and council's ambitions

- As the council continues to work to decarbonise transport in response to the Climate Emergency it is imperative that the council continues to support the reduction in the emissions from not just its own fleet, but also identify new opportunities to support the uptake of zero emission vehicles by external fleets.
- Leeds City Council - with support from the Combined Authority - has been successful in securing a grant of £160,000 to support the purchase of E-Cargo bikes that can be used both internally and externally to encourage zero emission last mile delivery practices.
- This grant award allows for the purchase of electric cargo (E-Cargo) bikes that the council will be able to make available to internal service areas and other public sector organisations and businesses in the city region, offering a viable alternative to van use. This is particularly suitable for last mile delivery in built up areas, which are those locations most susceptible to being poor air quality hot spots.
- Acceptance of the grant offer will allow for the procurement of E-cargo bikes that will be used by both LCC services and support transition to zero emission travel by businesses through loan of the vehicles contributing to improved air quality and lower carbon footprint in delivery services.

Recommendations

- a) The Director approve the acceptance of the grant offer from the Department for Transport to support delivery of E-Cargo bikes for the sum of £160,000
- b) Approve the injection of £160,000 into the Capital Programme, funded by this approved Department for Transport (DfT) funding awards
- c) Authorise expenditure of up to £160,000 to be funded via the DfT funding award to cover the cost of the purchase of E-Cargo bikes as outlined below.

Why is the proposal being put forward?

- 1 The E-Cargo scheme funding is valid until 14 February 2022, as such we need to have committed spend on the E-cargo bikes by that time to successfully draw down the funding following acceptance of the grant offer.
- 2 The funding for this has been approved by the DfT on the basis of Leeds City Council delivering the successful procurement of the below.
- 3 A mixed fleet of up to 32 bikes and trailers, subject to the supplier costs that will be determined as part of the procurement process. The types of bikes and trailers have been selected to meet the requirements of the identified end-users of the vehicles, as well ensuring we have a range of options available to local businesses through our loan fleets.
- 4 The specific makes and models of bikes and trailers will be dependent on the outcome of the procurement process, but examples of the types of bikes and trailers we expect to procure are below, with minimum quantities of each specified:
 - 2 wheeled 'long-john' type with lockable flight case e.g. Urban Arrow Cargo (L) - £4,700 ex. VAT
 - 2 wheeled 'long john' type with open cargo box e.g. Riese and Muller Load 75 - £5,340 ex. VAT
 - 3 wheeled 'box bike' with lockable box – e.g. Urban Arrow Tender 1000 - £4,000 ex. VAT
 - 3 wheeled 'box bike' with open cargo box – e.g. Butchers and Bicycles MK1 e - £4,871 ex. VAT
 - Flatbed cargo trailer – e.g. Carla Cargo eCARLA (48v) - £5,229
 - Cargo box for cargo trailer – e.g. Carla Cargo Max Messenger - £2,000
- 5 Approval of this decision will allow for the project team to progress to establishing a capital scheme and procure the E-Cargo bikes in order to deliver these to services and trial users in support of the council's wider Climate Emergency and Air Quality targets.

What impact will this proposal have?

Wards Affected:

Have ward members been consulted? ☐ Yes ☒ No

- 6 Acceptance of these recommendations will allow the Council and the SEAQ team to continue to support the decarbonisation of transport in support of the Transport Strategy and Climate Emergency targets through encouraging the uptake of zero emission last mile transport.
- 7 A decision to not accept the grant offer would mean that LCC would not be in a position to procure E-Cargo bikes and would prevent us from utilising these vehicles to decarbonise our operations and reduce our ability to encourage other businesses and organisations to trial and subsequently adopt these as methods of zero emission transport.

What consultation and engagement has taken place?

- 8 The grant application was delivered with consultation with the West Yorkshire Combined Authority (WYCA), bike friendly businesses, the EV Trials centre, LCC Influencing Travel Behaviour (ITB) team, the Energy Savings Trust and Fleet Services as well as having received approval to submit an application from the Director and Lead member through briefings from the Chief Officer.

What are the resource implications?

- 9 The procurement will be delivered by the Sustainable Energy & Air Quality Team with support from WYCA and ITB subject matter experts who can advise on specifications and technical detail when delivering tender requirements. The ITB team, WYCA and Fleet Services will assist with the delivery of bikes to end users both internal and external to LCC.

What are the legal implications?

- 10 There are no legal implications. Procurements will be conducted in line with Leeds City Council CPR's.

What are the key risks and how are they being managed?

- 11 The key risk would be that procurement is not completed in the timescales required to allow for the grant to be called off from DfT. This would be mitigated by advertising the tender opportunity as subject to funding being confirmed as available and completing the tender process and raising orders within the timeframe prescribed by DfT.
- 12 There is a risk that utilisation of the E-Cargo bikes is low and that there are not sufficient expressions of interest from businesses or other organisations to trial the vehicles. However the vehicles could then be absorbed into the local authority fleet to provide local service delivery alternatives to small van use, or DfT rules would allow them to be made available on a permanent basis to other public sector bodies, or SME's in order to guarantee utilisation and realisation of the benefits of their purchase.

Does this proposal support the council's 3 Key Pillars?

☒ Inclusive Growth ☒ Health and Wellbeing ☒ Climate Emergency

- 13 This proposal directly supports the Climate Emergency through encouraging the decarbonisation of transport as well as potentially supporting SME's or other organisations with lower cost alternatives to diesel van use for local deliveries. This will subsequently support the improvement in air quality Leeds is targeting by encouraging the use of zero emission vehicles in place of diesel vehicles that produce harmful pollutants and therefore providing better health outcomes.

Options, timescales and measuring success

a) What other options were considered?

- 14 Leeds City Council does not have an internal budget to support E-Cargo uptake or purchase, as such the grant opportunity is the only available route to support this work.

b) How will success be measured?

- 15 Success will be delivered by the successful procurement of E-Cargo bikes in the number detailed above and the subsequent utilisation and distribution of those bikes.
- 16 This should be measurable in terms of zero emission miles offsetting miles driven in a diesel alternative as well as providing businesses with the opportunity to trial these vehicles allowing for more informed decisions to be made, ideally encouraging uptake of E-cargo, which again could be measured through feedback gathered from those who trial the bikes.

c) What is the timetable for implementation?

- 17 Procurement will need to be commenced in Autumn 2021, with the contract award and orders raised, with committed spend by February 2022 in order to meet DfT timescales for the drawing down of the grant. This would then enable a roll out of the E-Cargo bikes in spring/summer 2022 subject to delivery timeframes of suppliers.

Appendices

- 18 None

Background papers

- 19 None