

Expansion of the Electric Bike Hire Scheme

Report of the Head of Planning, Transportation and Environment

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that:

- (a) the sites proposed for electric bike infrastructure are approved, as detailed in this report and Appendix A, at an estimated cost of £240,000;**
- (b) the Head of Planning, Transportation & Environment be given delegated authority to agree the exact location for the installation of the electric bike site in consultation with the Local Member.**

1. Background

In October 2016, the UK's first on-street city electric bike hire scheme was launched in Exeter. The Co-bikes scheme currently offers twenty bikes that can be hired and returned to any of the six docks in the city. The existing docks are located at County Hall, the Civic Centre, Exeter St David's and Exeter Central rail stations, and the University of Exeter (Main Campus and St Luke's).

Following this successful trial, there are now more than 700 members and almost 2,000 trips have been registered (up to end February 2018). However, an expanded network would enable membership and utilisation to grow, with more bicycles and locations available to cater for the demand.

In October 2017, Devon County Council were successful in securing funding for the east of Exeter from the National Productivity Investment Fund. A portion of this funding was identified to increase the existing infrastructure and bikes available.

2. Proposal

The expansion of the eBike network will be important to ensure that user numbers continue to rise by offering more opportunities to travel between key locations on an increased number of bikes. Given the demand for bicycles at particular locations in the city, it is also proposed to extend some existing locations to allow for more bikes to use the docks.

The locations proposed will not all require a docked, charging station with the expanded scheme allowing for the integration of 'dockless' sites. These sites will be designated locations for bikes to be picked up/dropped off but require less infrastructure and are therefore a lower cost to implement due to reduced installation costs and no need for electrical connections and groundworks.

This proposal covers extension of the network within Exeter. The following locations have been identified:

- Honiton Road Park and Ride
- IKEA
- Heavitree High Street

- The Met Office
- Pinhoe Station
- Royal Devon and Exeter Hospital
- University of Exeter
- Pinn Hill housing development
- Bishops Court Quarry housing development
- Seabrook Orchards housing development
- Digby & Sowton (reinstatement of existing site)
- Exeter Central Station (extension of existing site)
- Civic Centre (extension of existing site)
- Exeter St David's Station (extension of existing site)

The network will also be expanded into East Devon, with new locations proposed at Cranbrook, Science Park and Old Park Farm. The East Devon sites will be considered at a forthcoming East Devon HATOC meeting.

The expansion of the network not only increases choice of destinations and encourages short to medium-distance car journeys to be made by bicycle, it also makes end-to-end journeys using other modes of transport that much easier. More sites at public transport interchanges means that more convenient access can be provided for the final part of the journey, for example from Pinhoe station to the MET Office or Exeter Science Park.

The proposal would see a mix of docked and dockless sites with an additional 55 bicycles available for hire. Information on the dock type at each location is included in Appendix A. A plan indicating the approximate locations of the sites is shown in Appendix B.

3. Financial Considerations

The estimated cost to deliver new or extended infrastructure at the sites listed is £240,000. Funding has been secured through two key external sources to support the expansion of the network:

- The National Productivity Investment Fund (NPIF) – £206,820
- S106 from Pinn Hill, Bishops Court Quarry and Seabrook Orchards - £33,180

The groundworks for the stations at IKEA and RD&E will be progressed by the organisations. In addition, IKEA are also providing 50% of the infrastructure and bikes at their site. These costs have been excluded from the amount above.

4. Environmental Impact Considerations

The expansion of the cycle hire scheme will create a wider network that links transport interchanges with key employment and residential areas. The expanded network will encourage individuals to cycle, therefore minimising car-borne carbon emissions and air pollution.

5. Equality Considerations

No new policies are being recommended in this report and no adverse impacts on any particular group are expected. Therefore, an Equality Impact and Needs Assessment is not considered necessary.

An Equality Assessment was undertaken as part of the NPIF funding application which included the expansion to the electric bike scheme.

6. Legal Considerations

The lawful implications of the proposals have been considered and taken into account in the preparation of the report. There are no specific legal consideration associated with this scheme.

7. Risk Management Considerations

There are risks associated with the delivery of infrastructure, for example a suitable site that can be identified within land ownership and with availability to an electrical supply (where a docked station is being provided). The risks at each site have been identified and suitably mitigated, and therefore it is unlikely that the risks are realised.

8. Public Health Impact

The scheme will have a positive public health impact by encouraging increased cycling throughout the city. Active travel is associated with physical and mental health benefits.

9. Reasons for Recommendations

External funding has been secured to extend the electric bike network (NPIF) which is further complemented by the use of s106 at key housing developments in the city. The scheme will provide a better connected and more attractive network that will boost the number of individuals joining the scheme and cycling in the city.

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Electoral Divisions: All in Exeter

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
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Nil		
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**Appendix A
To PTE/18/19**

List of Sites

Site	Funding source	Type	Estimated Cost	Expected Timescale
IKEA	NPIF & Ikea	Docked	£ 15,326	2018/19
Honiton P & R	NPIF	Docked	£ 42,400	2018/19
Heavitree High Street	NPIF	Dockless	£ 11,060	2018/19
The Met Office - Fitzroy Park	NPIF	Dockless	£ 12,470	2018/19
Digby and Sowton station	NPIF	Docked	£ 15,000	2018/19
Exeter Central	NPIF	Extension	£ 8,495	2018/19
Civic Centre	NPIF	Extension	£ 8,495	2018/19
Exeter St Davids - at station	NPIF	Extension	£ 8,495	2018/19
Pinhoe Station 1	NPIF	Docked	£ 47,615	2019/20
RD&E	NPIF & RDE	Docked	£ 26,404	2019/20
University	NPIF	Dockless	£ 11,060	2019/20
Pinn Hill	s106	Dockless	£ 11,060	2019/20
Bishops Court Quarry	s106	Dockless	£ 11,060	2019/20
Seabrook Orchards	s106	Dockless	£ 11,060	2019/20

TOTAL	£ 240,000
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