

BIKEABILITY CONTRACT

To: **Economy and Environment Committee**

Meeting Date: **5th March 2020**

From: **Steve Cox, Executive Director – Place and Economy**

Electoral division: **All**

Forward Plan ref: **2020/009** *Key decision:* **Yes**

Purpose: **To seek approval to let a contract for Bikeability cycle training and funding allocation methodology.**

Recommendation: **Committee is asked to;**

- a) Agree to let a contract for delivery of Bikeability training and allocation of annual Department for Transport funding proportionally by district area.**
- b) Delegate authority to award the contract to the Executive Director – Place and Economy in consultation with the Chairman and Vice Chairman of the Committee.**

<i>Officer contact:</i>	<i>Member contacts:</i>
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1. BACKGROUND

- 1.1 Free cycle training in primary schools has been offered in Cambridgeshire since the 1970s. In 2009 the County Council moved from volunteer-led cycle training (cycling proficiency), to Bikeability training, delivered in accordance with national standards, and managed by the Cycling Projects Team.
- 1.2 Bikeability is offered free to all schools in the County, with the majority taking up the offer. Each year around 6,000 pupils undertake the training, generally in Year 6. The provision of training is funded entirely through a Department for Transport (DfT) grant.
- 1.3 The delivery model is an outsourced one, contrasting with the previous model pre 2009. The current supplier is Cambridge based company Outspoken. The current contract for the training concludes at the end of March 2020.

2. NEW CONTRACT

- 2.1 The procurement process to replace the existing contract has commenced.
- 2.2 Due to the uncertainty of year on year funding from DfT, it is proposed to let a one year contract, with the option to add up to three additional years (ie, 1 year + 1 + 1 + 1). This approach meets procurement rules, and gives enough flexibility to reflect how funding is given.
- 2.3 The total contract value is expected to be around £860,000, and it is programmed to commence on 1st June 2020 once the procurement process is completed. £213,000 of DfT funding has been confirmed for 2020/21 and this figure will form part of the procurement.
- 2.4 This is a competitive open tender process, and all tenders will be evaluated based on both cost and quality. As long as tenders meet the funding criteria set out in paragraph 2.3, it is recommended that the final decision to award the contract be delegated to the Executive Director - Place and Economy in consultation with the Chairman and Vice Chairman of the Economy and Environment Committee.
- 2.5 To ensure the available training places for 2020/21 are allocated fairly, a methodology is proposed to be put in place whereby the budget will be allocated proportionally by district area based on pupil numbers and will be opened up on a first come first serve basis. All additional demand that exceeds the available budget in each area will be retained on a reserve list until further funding becomes available. A link to a spreadsheet showing the proportional split by district area is included in Appendix A.

3. FUNDING UPDATE

- 3.1 The DfT has confirmed that they will provide Cambridgeshire County Council with an additional £56,000 required to meet the additional demand for Level 2 Bikeability training in the current 2019/20 financial year
- 3.2 In recognition that demand for training is growing not just in Cambridgeshire but nationally too, the Government announced on the 7th February 2020 that all children in England will be taught the skills for a lifetime of cycling. The commitment will see an additional 400,000 training places offered on the Bikeability scheme each year. What this means for Cambridgeshire is yet to be confirmed, but it is hoped that the current £213k funding will see an increase to at least match the annual demand for training across the county.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 A good quality of life for everyone

Riding a bike is healthy, fun and a low impact form of exercise for all ages. It's easy to fit into your daily routine by riding to the shops, park, school or to work. Cycling is mainly an aerobic activity and the health benefits of regular cycling can include many aspects such as reduced anxiety and depression, decreased body fat levels, decreased stress levels and increased joint mobility.

4.2 Thriving places for people to live

More people cycling contributes to a healthier population, improved productivity, reduced traffic congestion, reliability of journey times and adds capacity into an already constrained road network, all of which contributes to thriving places.

4.3 A good quality of life for everyone

Currently many people feel unsafe cycling, although cycling is potentially a form of economic, reliable transport that allows them to access employment or training and hence enjoy a good quality of life, and the opportunity to incorporate active travel into their lives.

4.3 The best start for Cambridgeshire's children

It is proposed that Bikeability cycle training would still be offered free to all schools across the County irrespective of geography or school size.

4.4 Net zero carbon emissions for Cambridgeshire by 2050

Encouraging more children to cycle will have a positive impact on the carbon emissions within Cambridgeshire in the lead up to 2050.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

The resource implications are contained within the body of the report.

5.2 Procurement/Contractual/Council Contract Procedures Rules Implications

The purchase is over the EU Threshold for public sector, so the Public Contract Regulations will apply which includes the need for a competitive procurement.

5.3 Statutory, Risk and Legal Implications

There are no significant implications within this category.

5.4 Equality and Diversity Implications

There are no significant implications within this category.

5.5 Engagement and Consultation Implications

There has been discussions with our supplier Outspoken and some potential sponsors, as well as with local Councils and schools.

5.6 Localism and local member engagement

All divisions would be impacted by these proposals. To date the member involvement has been confined to discussions with the Chair and Vice Chair of the Committee.

5.7 Public Health Implications

The Transport and Health Joint Strategic Needs Assessment (T&HJSNA) references the importance of providing free opportunities for people in areas of high deprivation to be physically active.

Source Documents	Location
Previous Committee reports	www.tinyurl.com/y78pzcsy
Cambs CC Bikeability Schools Summary Jan 2020	Bikeability 2019 - 20\Monitoring\Cambs CC Bikeability Schools Summary Jan 20 Rev A.xlsx

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus De Silva
Has the impact on Statutory, Legal and Risk implications been cleared by the Monitoring Officer?	Yes Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Are there any Localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Andy Preston
Have any Public Health implications been cleared by Public Health	<i>awaiting</i> Name of Officer: Iain Green