

North Yorkshire County Council
Business and Environmental Services
Executive Members

18 March 2022

Bikeability Scheme Grant Offer 2022/23

Report to Executive Members – Highways and Transportation

1.0 Purpose of Report

- 1.1 The purpose of this report is to provide details on the Bikeability grant offer from the Department for Transport for the 2022/23 financial year and to seek approval for a recommendation that the Executive Member for Access authorise the Corporate Director, Strategic Resources to accept the grant for 2022/23.

2.0 Background

- 2.1 The Bikeability training forms part of the North Yorkshire Road Safety Curriculum developed by the Road Safety and Travel Awareness (RS&TA) Team together with Children and Young People's Services (CYPS) to promote appropriate road user education and training at key stages in every child's education.
- 2.2 We currently use a targeted delivery model to offer grant funded training to priority schools. Other schools are offered training on a paid-for basis.
- 2.3 In 2020/21, following the NYCC road safety service reorganisation, the Business and Environmental Services (BES) Executive Member, in consultation with Corporate Director and the Corporate Director Strategic Resources agreed to introduce a charge of £10 per student for all priority places, with the intention of generating income of £30,000. The BES Executive Member in consultation with BES Corporate Director also agreed to fund the remaining shortfall of £48,000.
- 2.4 In 2021/22, NYCC accepted a one year contract with a grant of £168,165 to provide up to 3637 places at a delivery cost of £247,165. The DfT grant contribution per pupil trained was increased to from £40 to £45 per place. This required a BES contribution of £43,000 and school fee income of £36,000.
- 2.5 In 2021 BES Executive Member for Access in consultation with the BES Corporate Director, the Corporate Director Strategic Resources and the Assistant Chief Executive (Legal and Democratic Services) approved acceptance of £207,683 revenue funding from the DfT through the Capability Fund for 2021/22. Within this approval, it was agreed that £36,000 would be used to offset school fees for 2021/22.
- 2.6 It is anticipated that a total of 3400 of the 3637 places will be delivered in 2021/22. A Capability Fund contribution of £34,000 will be used to subsidise the school fees.
- 2.7 The Scheme employs seven fixed term, part time staff and approximately 40 casual relief cycle trainers.

3.0 2022/23 Grant Offer

- 3.1 For 2022/23 the DfT have offered grant funding of £186,165, to provide 4137 places.

- 3.2 Delivery costs in 2022/23 for 4137 places will be approximately £263,664 leaving a shortfall of £87,499. This figure includes the increase in salary costs due to the 2021/22 pay award, the anticipated 2022/23 pay award and increases cost of goods and services.
- 3.3 In a similar way to the 2021/22 delivery, it is too soon at this stage to say with confidence that all places will be able to be delivered. 2022/23 will be the first full year in which fees will be charged. This may impact on the number of schools booking courses.
- 3.4 For the programme to continue, funding will be required to meet the shortfall, through either a full charging scheme or another source.

4.0 Qualification Requirements for 2022/23

- 4.1 Since 2019, the Bikeability Trust, which manages the Bikeability scheme on behalf of the DfT, has been developing new mandatory qualifications. In January 2022, the requirements were finalised. The Bikeability Trust has imposed a condition on all training providers (NYCC is the grant recipient and training provider) that all Bikeability delivery staff must complete the new “1st For Sport” re-qualification course this by March 2024. It is proposed that 20 staff attend in 2022/23 and the remainder the following year, if in 2023/24, a grant is offered and funding is sourced.
- 4.2 The cost to complete these requalification courses will be approximately £10,000 per year in 2022/23 and 2023/24. This includes course fees, staff salary and assessor expenses. It is proposed that the CPE Miscellaneous Small Projects budget is used to fund this training in 2022/23 and 2023/24.

5.0 BES Funding requirements

- 5.1 It is recommended that the current delivery model is continued and the funding shortfall of £87,499 be met with a BES contribution of £46,129 and school fee charges of £10 per place, producing income of approximately £41,370. The BES contribution is an increase of £3,165 compared to the 2021/22 contribution.
- 5.2 It is proposed that in line with previous years, the BES contribution be met with funds from the CPE Miscellaneous Small Projects budget. There is sufficient headroom within the 2022/23 CPE budget to cover off the Bikeability budget pressure. A report detailing the allocation of the CPE 2022/23 budget will be going forward for a decision by BES Executive Members in April 2022.

Delivery cost	£263,664
Implementation of new qualification	£ 10,000
Sub Total	£273,664
Grant income	- £186,165
Shortfall	£ 87,499
School Fees income	- £ 41,370
BES contribution	£ 46,129

6.0 Financial Implications

- 6.1 For 2022/23 the DfT has offered grant funding of £186,165, to provide 4137 places. Delivery costs in 2022/23 for 4137 places will be approximately £273,664 (including £10,000 cost to implement the new qualification) leaving a shortfall of £87,499. It is proposed that this shortfall is met in part by a contribution of £41,370 from School Fee

income, leaving a balance of £46,129 to be met by North Yorkshire County Council. This revenue funding will be provided by a contribution from the CPE Miscellaneous Small Projects budget.

- 6.2 There is also an additional cost of £10,000 in 2023/24 to fund the remaining of the qualification places – it is proposed that this is funded from the CPE Miscellaneous Small Projects budget in 2023/24.

7.0 Equalities Implications

- 7.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. See Appendix A

8.0 Legal Implications

- 8.1 If followed the recommendations contained in this Report would help go toward the County Council fulfilling its statutory duty under Section 39 of the Road Traffic Act 1988 to *“prepare and carry out a programme of measures designed to promote road safety”* and having elsewhere complied with its duty to *“carry out studies into accidents on roads”* within its area, to *“take such measures as appear to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads and the giving of practical training to road users”*.

9.0 Climate Change Implications

- 9.1 It is the view of officers that this proposal will have a positive impact on climate change, see Appendix B.

10.0 Recommendations

- 10.1 It is recommended that the Executive Member for Access following consultation with the Corporate Director, Business and Environmental Services, the Corporate Director Strategic Resources and the Assistant Chief Executive (Legal and Democratic Services) to authorise the Corporate Director, Strategic Resources, to accept the DfT grant offer for 2022/23.
- 10.2 It is also recommended that Corporate Director, Business and Environmental Services approve the funding model as outlined in 5.1 above.

BARRIE MASON
Assistant Director - Highways and Transportation

Author of report: Fiona Ancell

Background documents: None

Equality impact assessment (EIA) form: evidencing paying due regard to protected characteristics

(Form updated May 2015)

2022/23 Bikeability Funding

If you would like this information in another language or format such as Braille, large print or audio, please contact the Communications Unit on 01609 53 2013 or email communications@northyorks.gov.uk.



যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھئے۔

Equality Impact Assessments (EIAs) are public documents. EIAs accompanying reports going to County Councillors for decisions are published with the committee papers on our website and are available in hard copy at the relevant meeting. To help people to find completed EIAs we also publish them in the Equality and Diversity section of our website. This will help people to see for themselves how we have paid due regard in order to meet statutory requirements.

Name of Directorate and Service Area	Business and Environment Services, Highways & Transportation, Road Safety
Lead Officer and contact details	Fiona Ancell. Team Leader, Road Safety Team
Names and roles of other people involved in carrying out the EIA	Stephen Lilgert, Senior Strategy and Performance Officer, BES
How will you pay due regard? e.g. working group, individual officer	Individual Officers using service data.
When did the due regard process start?	February 2022

Section 1. Please describe briefly what this EIA is about. (e.g. are you starting a new service, changing how you do something, stopping doing something?)
 Bikeability training forms part of the North Yorkshire Road Safety Curriculum developed by the Road Safety and Travel Awareness (RS&TA) Team together with Children and Young People’s Services (CYPS) to promote appropriate road user education and training at key stages in every child’s education.

The provision of Bikeability cyclist Level 1/2 training to all Year 6 primary school pupils is one of the Tour de France Legacy commitments made by the County Council.

1. DfT have offered £186,165 to fund 4137 Level 1/2/3 places in 2022-23.
2. The council wish to continue the charging scheme for priority schools to cover the funding shortfall.

This EIA seeks to assess the impact.

Section 2. Why is this being proposed? What are the aims? What does the authority hope to achieve by it? (e.g. to save money, meet increased demand, do things in a better way.)

1. The grant does not cover full cost of delivery
2. The aim is to continue to deliver the service by charging all students a fee to offset the funding shortfall. The charge will be made to the school, and it will be the schools decision whether to pass any of those costs to parents.

Section 3. What will change? What will be different for customers and/or staff?
 Bikeability training and delivery will continue to be provided by NYCC staff. Charging has changed the administrative procedure (purchase orders and invoicing will require additional officer time to process)

Section 4. Involvement and consultation (What involvement and consultation has been done regarding the proposal and what are the results? What consultation will be needed and how will it be done?)
 No consultation has been undertaken and none is planned.

Section 5. What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?
 The recommendation to accept funding will require Council funds of £46,129

Section 6. How will this proposal affect people with protected characteristics?	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
Age	x			The training is offered to all Year 6 pupils, regardless of any of these characteristics.
Disability	X			
Sex (Gender)	X			
Race	X			
Gender reassignment	X			
Sexual orientation	X			
Religion or belief	X			
Pregnancy or maternity	X			

Marriage or civil partnership	X			
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Section 7. How will this proposal affect people who...	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
...live in a urban area?	x			
...live in a rural area?	x			
...have a low income?	x			May impact of low income families if schools pass the cost onto parents.

Section 8. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men) State what you think the effect may be and why, providing evidence from engagement, consultation and/or service user data or demographic information etc.

No

Section 9. Next steps to address the anticipated impact. Select one of the following options and explain why this has been chosen. (Remember: we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us)	Tick option chosen
1. No adverse impact - no major change needed to the proposal. There is no potential for discrimination or adverse impact identified.	x
2. Adverse impact - adjust the proposal - The EIA identifies potential problems or missed opportunities. We will change our proposal to reduce or remove these adverse impacts, or we will achieve our aim in another way which will not make things worse for people.	
3. Adverse impact - continue the proposal - The EIA identifies potential problems or missed opportunities. We cannot change our proposal to reduce or remove these adverse impacts, nor can we achieve our aim in another way which will not make things worse for people. (There must be compelling reasons for continuing with proposals which will have the most adverse impacts.	
4. Actual or potential unlawful discrimination - stop and remove the proposal – The EIA identifies actual or potential unlawful discrimination. It must be stopped.	
<p>Explanation of why this option has been chosen. Bikeability is an inclusive service and caters for pupils with a range of skills and abilities and where necessary additional support is available.</p> <p>The recommendation will mean maintaining current level of provision.</p> <p>The recommended option will enable the County Council to continue to fulfil its statutory duty under Section 39 of the Road Traffic Act 1988 to prepare and carry out a programme of measures designed to promote road safety and to carry out studies into accidents on roads within their area, taking such measures as appear to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads and the giving of practical training to road users.</p>	

Section 10. If the proposal is to be implemented how will you find out how it is really affecting people? (How will you monitor and review the changes?)

NYCC will continue to measure take up and accident rates in accordance with their statutory duty to give road safety information and training (See Section 9 above).

Section 11. Action plan. List any actions you need to take which have been identified in this EIA, including post implementation review to find out how the outcomes have been achieved in practice and what impacts there have actually been on people with protected characteristics.

Action	Lead	By when	Progress	Monitoring arrangements
Continue to measure take up rates	Road Safety Team Leader	March 2023		
Continue to measure accident rates.	Road Safety Team Leader, in association with the Road Safety Partnership	Quarterly		

Section 12. Summary Summarise the findings of your EIA, including impacts, recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

The proposal to provide Bikeability training provision will have a positive impact on the overall cohort of young people.

Section 13. Sign off section

This full EIA was completed by:

Name: Fiona Ancell

Job title: Team Leader, Road Safety & Travel Awareness

Directorate: BES

Signature:

Completion date: 22.2.22

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 03/03/2022



Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Bikeability Scheme 2022/23
Brief description of proposal	DfT Grant for delivery of Bikeability cycle training scheme
Directorate	BES
Service area	H&T
Lead officer	Fiona Ancell
Names and roles of other people involved in carrying out the impact assessment	none
Date impact assessment started	22.2.2022

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

None.

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

Increase costs to council compared to 2021-22. Funding required increased from £43,000 to £46,165

How will this proposal impact on the environment? N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.		Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.	
Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel	x			More sustainable travel (cycling) over the coming years as the students become independent travellers.		Promote positive sustainable travel messages	
	Emissions from construction		x					
	Emissions from running of buildings		x					
	Other		x					
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			x					
Reduce water consumption			x					

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise pollution (including air, land, water, light and noise)</p>	x			<p>More sustainable travel (cycling) over the coming years as the students become independent travellers.</p>		<p>Promote positive sustainable travel messages</p>
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		x				
<p>Enhance conservation and wildlife</p>		x				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		x				
<p>Other (please state below)</p>		x				

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

None

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

The proposal to accept the 2022-23 Bikeability grant offer and the subsequent delivery of the scheme will have a positive impact on climate change.

Sign off section

This climate change impact assessment was completed by:

Name	Fiona Ancell
Job title	Team Leader, Road Safety
Service area	H&T
Directorate	BES
Signature	Fiona Ancell
Completion date	22.2.22

Authorised by relevant Assistant Director (signature): **Barrie Mason**

Date: **03/03/2022**