

North Yorkshire Council

Resources and Environment Executive Members

18 December 2023

Bikeability Grant 2024-25

Report of the Assistant Director – Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

1.0 PURPOSE OF REPORT

- 1.1 To recommend that the Chief Finance Officer, in consultation with Executive Member for Highways and Transportation, the Executive Member for Finance, Corporate Director of Environment and the Assistant Chief Executive (Legal and Democratic Services) accepts the grant of £256,100 and approve the recommended delivery model.

2.0 SUMMARY

- 2.1 To provide information on the 2024-25 Bikeability Scheme grant offer and funding considerations.
- 2.2 To seek approval for North Yorkshire Council to accept the 2024-25 Grant.

3.0 BACKGROUND

- 3.1 The Bikeability cycle training forms part of the North Yorkshire Road Safety Curriculum developed by the Road Safety and Active Travel (RS&AT) 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.
- 3.2 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.
- 3.3 The Scheme has continuously provided a cycle training programme to North Yorkshire school children since 2011. It employs seven fixed term, part time staff and approximately 30 casual relief cycle trainers.
- 3.4 In March 2020, the Business and Environmental Services (BES) Executive Member, in consultation with Corporate Director and the Corporate Director Strategic Resources agreed to recover a proportion of the costs by introducing a charge of £10 per student not in receipt of free school meals, with the intention of generating cost recovery of £30,000.
- 3.5 This charge was increased to £18 per student, following approval at the BES Executive Members meeting on 27 March 2023. The increase was necessary to meet inflation costs and was the first increase for three years. The expectation was that it would generate cost recovery of £60,000 in the 2023-24 financial year.

- 3.6 Total delivery costs for the current year, if all places are delivered, will be £331,331 funded as follows:

Grant	£186,165
Cost Recovery	£ 59,760
Environment Contribution	£ 85,280
Total	£333,331

- 3.7 A 2023 survey of schools suggests that most use their School Sports Premium grant to fund the charges and do not pass the cost on to the parents.
- 3.8 Due to a range of reasons, delivery this year will not reach target delivery numbers. These reasons are summarised below:
- Schools wish to use the sport premium on activities that benefit the whole school
 - Bikeability is a lower priority than in previous years
 - Fewer children have bikes or who wish to take part
 - School declining the offer due to the fees
 - Given the casual hours nature of the staff resource, it has not been possible to guarantee availability this year.
- 3.9 It is estimated that a maximum of 2600 places will be delivered. The subsequent drop in grant income and cost recovery will result in delivery costs exceeding income. It is estimated that delivery costs will exceed income by £37,000 this year. This represents an added pressure on the revenue budget over the £85K, which had already been approved.
- 3.10 It is recommended that the Executive Member for Highways and Transportation approves the funding of the overspend from the Civil Parking Enforcement (CPE) Miscellaneous Small Projects budget.

4.0 2024-25 GRANT OFFER

- 4.1 To meet the Government's 2020 "Gear Change" manifesto pledge to offer cycle training to anyone who wants it, DfT has set a target to deliver Bikeability to 80% of Years 6's by 2025.
- 4.2 In addition, course paperwork is being digitised. This is a mandatory requirement by the Bikeability Trust from 01 April 2024. Staff will need to access personal customer data online. Currently the Cycle Trainers are not issued phones for work.
- 4.2.1 In order to provide data security, we are required by Data Governance and ICT to issue mobile phones to all staff. The Cycle Trainers are relief staff who would not normally be issued phones. For this reason, North Yorkshire Council will need to fund this cost. The cost is approximately £14,000 per year for phones and licenses etc. (£350 per Trainer x approximately 40 staff).
- 4.3 The Bikeability Trust, on behalf of Active Travel England has offered a grant of £256,100 for 24/25 to provide 5122 places.
- 4.4 The grant per student has increased by £5 to £50 per student, reducing the overall shortfall.
- 4.5 If all places are delivered under the current model, costs will be approximately £384,644, £75 per head. Assuming no change in school fees this will leave a short fall of £128,544
- 4.6 Cost recovery of £75,256 will be generated from the charge of £18 per fee paying student (free school meal students are not charged). This will leave a remaining shortfall of £53,268
- 4.7 It is proposed that total delivery costs of £384,644 would be funded as follows
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|--------------------------------------|----------|
| Grant | £256,100 |
| Cost Recovery | £ 75,276 |
| North Yorkshire Council Contribution | £ 53,268 |
- 4.7.1 A Comparison with 2023-24 delivery costs shows that the 2024-25 grant will cover 11% more of the costs than in the current year.
- 4.8 To meet the increased delivery target, a recruitment campaign for more instructors would be implemented, subject to grant acceptance approval.

- 4.9 The current North Yorkshire Council contribution is funded from the Civil Parking Enforcement (CPE) Miscellaneous Small Projects budget and it is proposed to fund the 2024/25 Environment contribution from the same budget. A review is being carried out on the CPE budget to ensure sufficient headroom is available in that budget to cover the increased costs.
- 4.10 It is recommended that the Chief Finance Officer accepts the grant and approves continuation of the scheme in 2024-25, using the current financial and operational models.
- 4.11 There is a risk that in 2024-25, less than 5000 places will be delivered, which would result in expenditure over and above the agreed NYC contribution. The table below gives examples of numbers of places delivered scenarios and resulting likely costs to NYC. It is anticipated that these extra costs would be funded from the CPE budget.

Places delivered	Fixed staff costs	Variable hours staff costs	Mileage & other expenses	Fees recovery	Grant income	NYC contribution
5000	£151,708	£186,937	£46,000	£75,276	£256,100	£53,268
4000	£151,708	£146,617	£40,800	£59,040	£200,000	£80,085
3000	£151,708	£109,963	£35,600	£44,280	£150,000	£102,991
2000	£151,708	£73,308	£30,400	£29,520	£100,000	£125,896

5.0 CONTRIBUTION TO COUNCIL PRIORITIES

- 5.1 The scheme contributes to the Council plan priorities as follows:
- i) Place and Environment - Promote and encourage active travel including walking and cycling.
 - ii) Health and Well Being -Support a more active environment that makes it easier to move more and which prioritises opportunities for safe play, walking and cycling.
 - iii) People - Improve road safety in order to prevent injury, disability and death caused by road collisions.

6.0 OPTIONS CONSIDERED

- 6.1 As in previous years, a range of delivery options have been explored, from ceasing delivery, to increasing fees, to outsourcing delivery. These alternative options are reviewed on an ongoing basis.

7.0 IMPACT ON OTHER SERVICES/ORGANISATIONS

- 7.1 The recommended option would be to continue the current delivery model which would have no new impact on the Children's and Young Peoples Service.

8.0 FINANCIAL IMPLICATIONS

- 8.1 The Background Letter attached confirms that revenue-based grant payments totalling £256,100 will be made to North Yorkshire Council for the period 01 April 2024 to 31 March 2025, upon receipt of quarterly grant claims. This funding will be used to pay for the salaries and overheads of personnel required to deliver the service. The conditions of the grant are outlined on pages 4-13. These have been reviewed by Finance and Legal Services and are considered acceptable
- 8.2 By accepting the grant NYC accepts responsibility for meeting any costs over and above the Active Travel England contribution. If targets are not met there is a risk that the income from grants and cost recovery will not meet salary expenditure. In addition, under delivery may result in less future funding.

- 8.3 It is likely that in-year (2023/24) costs will exceed the already approved North Yorkshire Council revenue contribution by approximately £37,000. This is expected to be managed from within existing Environment service budgets and is included in the Q2 forecast position.
- 8.4 It is proposed that the North Yorkshire Council contribution for 2024/25 will be funded from the CPE Miscellaneous Small Projects budget, the required amount is expected to be circa £53,000. Any additional costs will also need to be met by this budget if the delivered number of places is below the expected level. In the meantime, the service will continue to explore all options to keep this financial pressure to a minimum.

9.0 LEGAL IMPLICATIONS

- 9.1 The Grant Offer Letter from Active Travel England dated 13 October 2023 including the Agreement for Funding to deliver Bikeability Cycle Training has been reviewed by the Council's legal team.

10.0 EQUALITIES IMPLICATIONS

- 10.1 There are no significant equalities implications arising from this report.

11.0 CLIMATE CHANGE IMPLICATIONS

- 11.1 There are no significant climate change implications arising from this report.

12.0 REASONS FOR RECOMMENDATIONS

- 12.1 To continue to provide the Bikeability service to customers in 2024-25.

13.0 RECOMMENDATIONS

- 13.1 To recommend that the Chief Finance Officer, in consultation with Executive Member for Highways and Transportation, the Executive Member for Finance, Corporate Director of Environment and the Assistant Chief Executive (Legal and Democratic Services) accept of the grant of £256,100 and approve the recommended delivery model.
- 13.2 To recommend that the Chief Finance Officer, in consultation with Executive Member for Highways and Transportation, the Executive Member for Finance, Corporate Director of Environment and the Assistant Chief Executive (Legal and Democratic Services) approves the funding of the council contributions from the CPE Budget.

BACKGROUND DOCUMENTS: Grant Offer Letter

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27 November 2023

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Presenter of Report – Fiona Ancell, Team Leader Road Safety & Active Travel

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.