

North Yorkshire County Council

Business and Environmental Services

Executive Members

28th September 2018

Bikeability – Supplementary Grant Offer

Report to the Assistant Director – Highways and Transportation

1.0 Purpose of Report

- 1.1 That the Corporate Director Business and Environmental Services (BES), in consultation with BES Executive Members agrees to accept the supplementary grant for Bikeability for 2018/19.

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 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. Annually an average of 4100 students have received training.
- 2.3 In September 2016, BES Executive Members agreed to accept the Department for Transport (DfT) Grant offer for 2017 to 2020. In 2018, the DfT confirmed that the funding allocation for 2018/19 would provide a maximum of 2991 training places, a drop of 1100 from average delivery numbers.
- 2.4 At their March 2018 meeting, in light of a reduced funding envelope, the Corporate Director BES, in consultation with BES Executive Members agreed to a targeted delivery model for 2018/19 and to provide the additional top up funding.
- 2.5 For the last two years we have received additional grant funding for supplementary Bikeability modules, e.g. "Balance", which is a foundation training programme for reception/Year 1 children. In addition, "Fix" is a maintenance programme for Year 5 students. In June 2018, the DfT confirmed that we could redistribute the funding allocated to Balance" and "Fix" to Level1/2 Bikeability training, which in-turn meant we were then able to fund a total of 3139 places in 2018/19, an increase of 148. This did though mean that the top-up from BES revenue increased from £17,946 to £18,834.

3.0 Additional funding offer for 2018/19

- 3.1 In July 2018, the DfT invited NYCC to apply for an additional £45,000 funding identified from a grant surplus, which would provide 1100 additional Level1/2 places, to be used in 2018/19. If approved, this will mean that we are able to offer Bikeability training to the same number of students as we have in previous years; however, there will be an additional burden on the BES revenue budget to fund the top-up for the extra places. DfT has subsequently confirmed that the additional £45,000 can be provided to the County Council for the current financial year.

4.0 Financial Implications

- 4.1 The £40 DfT Grant contribution per pupil trained has remained unchanged throughout the seven years of the Bikeability programme in North Yorkshire. To-date the additional cost to the county council has been met from the Road Safety and Travel Awareness revenue budget with additional support from the 95 Alive Partnership and Public Health.
- 4.2 The additional 1100 funded places in 2018/19 would require an additional NYCC contribution of £6600; however, given the timescales and limited training opportunities between 1st October and 31st March, it is unlikely that the full amount would be required. The expectation is that approximately half of the funding could be utilised, resulting in an additional funding contribution of circa £3300. This would bring the total NYCC financial contribution to £22,134.

5.0 Equalities Implications

- 5.1 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 to increase Bikeability training provision compared with current provision will not have a negative impact. See Appendix A.

6.0 Legal Implications

- 6.1 The recommendations contained in this Report 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.

7.0 Recommendation

- 7.1 It is recommended that the Corporate Director – BES, in consultation with BES Executive Members agree to accept the additional £45,000 2018/19 grant and to fund the revenue top-up of £6600.

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)

2018/19 Bikeability Supplementary Funding

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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 پوچھیے۔

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. Acting Team Leader, Road Safety Team
Names and roles of other people involved in carrying out the EIA	Mike Douglas, 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?	August 2018

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. This year the DfT reduced the grant by approximately 27% (1100 places)

DfT have offered an additional £45000 to fund a further 1100 places in 2018/19

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.)

Provide additional grant funded training places

Section 3. What will change? What will be different for customers and/or staff?

Given the recommended option, more children will be able to undertake Bikeability training.

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 the additional funding will require additional Council funds of up to £6600.

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		Will provide more training places delivered free of charge
Disability	X			The training is offered to all Year 6 pupils, regardless of any of these characteristics.
Sex (Gender)	X			The training is offered to all Year 6 pupils, regardless of any of these characteristics.
Race	X			
Gender reassignment	X			
Sexual orientation	X			
Religion or belief	X			
Pregnancy or maternity	X			
Marriage or civil partnership	X			

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 rural area?	X			
...live in a rural area?	X			
...have a low income?	X			
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.				
Explanation of why this option has been chosen.				
The recommended option will mean an increased level of provision.				
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.				
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 2019		
Continue to measure accident rates.	Road Safety Team Leader, in association with the 95 Alive 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 increase 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:18/9/18

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

Date:19/09/18