

Equality Analysis

Birmingham City Council Analysis Report

EA Name	Bikeability Grants 2016-20 - Moving Britain Ahead
Directorate	Economy
Service Area	Transportation Services Growth And Transportation
Type	New/Proposed Policy
EA Summary	<p>This Equalities Assessment reviews the request to obtain approval of the Cabinet in the bid for continued Bikeability grant funding. The EA also reviews the recommendation to authorise orders with approved cycle instructors during 2016/17 and a managed service provider from April 2017 to deliver Bikeability in accordance with Standing Orders and the Council's Procurement Governance Arrangements. Bikeability is the Government's flagship cycle training programme, and has been designed to give people the skills and confidence to ride their bikes on today's roads.</p> <p>Launched in 2006 National Standard (Bikeability) is the government's flagship cycle training programme, which has been designed to give people the skills and confidence to ride their bikes on today's roads. Birmingham has delivered Bikeability in schools since 2007 and currently this training is managed in-house by freelance cycle instructors.</p> <p>In summer 2015 the Council undertook an Options Appraisal on Bikeability delivery, as the existing arrangement of in-house delivery is resource-hungry with high staffing costs. As a consequence it was identified that the current model (in-house delivery) is not the most effective way to manage the delivery of cycle training, so existing and alternative delivery models were reviewed.</p> <p>The preferred option was to procure a managed cycle training service allowing Bikeability in Birmingham to grow to match the ambition of the City Council whilst improving the quality of delivery. This requirement was included in the Planned Procurement Activities Report approved by Cabinet as part of the sounding out process on September 22nd 2015.</p>
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Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Overall Purpose

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

Relevant Protected Characteristics

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation

- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

1 Activity Type

The activity has been identified as a New/Proposed Policy.

2 Overall Purpose

2.1 What the Activity is for

<p>What is the purpose of this Policy and expected outcomes?</p>	<p>The purpose of this policy is to obtain the approval of the Cabinet in the bid for the Bikeability grant funding, and to authorise orders to place orders to deliver Bikeability from 2016 to 2020.</p> <p>The expected outcomes are that:</p> <p>Cabinets approval will be given, and note the acceptance of Revenue grant of 1,184,613 pounds of Bikeability funding from the Department for Transport by the Strategic Director Finance and Legal, so as to meet grant acceptance deadlines;</p> <p>The Assistant Director Transportation and Connectivity is authorised to place orders up to 1,184,613 pounds with approved cycle instructors during 2016/17 and a managed service provider from April 2017 to deliver Bikeability in accordance with Standing Orders and the Councils Procurement Governance Arrangements;</p> <p>The Strategic Director for Economy be authorised to make additional bids for Bikeability funding during the period September 2016 to March 2020 and delegates resultant grant acceptance to the Strategic Director Finance and Legal in the eventuality of additional resources becoming available; and .</p> <p>The Acting City Solicitor be authorised to negotiate, execute and complete any necessary legal documentation to give effect to the above recommendations.</p> <p>Internally, consultation has been undertaken with the Deputy Leader, the Cabinet Member for Children, Families and Schools, the Cabinet Member for Clean Streets, Recycling and Environment, the Strategic Director Finance and Legal and the Assistant Director Transportation and Connectivity, who support the proposals. Officers from City Finance and Legal and Democratic Services have been involved in the preparation of these proposals.</p> <p>Externally, engagement with schools is an ongoing activity in respect of Bikeability, and the Councils broader road safety and sustainability agendas. Further engagement has taken place with the Department for Transport (DfT), cycle instructors and Transport for West Midlands (TfWM) in respect of delivery models from April 2017.</p> <p>Bikeability fully aligns with the Councils Birmingham Connected transport strategy and will continue to encourage safe and active travel, with associated benefits of reducing road congestion, improving the environment and improving health and well-being. These objectives are embedded within the Council Business Plan and Budget 2016+ and support a number of cross-Directorate projects identified in the Future Council Programme.</p> <p>The Council is continuing with the engagement of existing national standard instructors until the Framework is available (April 2017). Single contractor negotiations have been entered into with the instructors to support the continuation of service until the permanent process is completed.</p> <p>Currently each local authority is invited to bid for Bikeability grant each year from the DfT with the levels of grant sought based on the forecast number of children to be trained during the year. The level of grant is agreed with the DfT prior to the beginning of each financial year.</p> <p>The DfT has allocated 50m pounds to the Bikeability programme from 2016-17 to 2019-20 (of which 46.8m pounds is allocated to training grants). Through this process the DfT intend to award 3.5 year grant allocations to enable local authorities to plan their investment in cycle training over this period.</p> <p>The DfT has received bids totalling almost 63m, which was substantially more than the total funding currently available. They applied the sift criteria which was set out in the bidding guidance to align bids with the funding available. We have been allocated 37,742 training places with a grant funding of 1,184,613 pounds.</p>
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For each strategy, please decide whether it is going to be significantly aided by the Function.

Public Service Excellence	No
A Fair City	Yes
A Prosperous City	Yes
A Democratic City	No

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	No
Will the policy have an impact on employees?	No
Will the policy have an impact on wider community?	Yes

2.3 Analysis on Initial Assessment

This EA is concerned solely with the approval of the bid for the Bikeability grant funding, in order to continue training children and adults to cycle safely and confidently and to improve road safety which is valued by children, their parents and schools; and the authorisation to procure managed cycle training service.

A Full Equalities Assessment is therefore not required.

3 Concluding Statement on Full Assessment

This EA is concerned solely with the approval of the bid for the Bikeability grant funding, in order to continue training children and adults to cycle safely and confidently and to improve road safety which is valued by children, their parents and schools; and the authorisation to procure managed cycle training service.

A Full Equalities Assessment is therefore not required.

4 Review Date

01/10/17

5 Action Plan

There are no relevant issues, so no action plans are currently required.