

To the Chair and Members of the Cabinet

Active Travel Officer in Schools programme/Collaboration agreement

Relevant Cabinet Member(s)	Wards Affected	Key Decision
Cllr Joe Blackham Cllr Nigel Ball	All wards	Urgent Rule 15 Decision

EXECUTIVE SUMMARY

1. The Council, in partnership with Sheffield City Region Authorities, has been successful in receiving funding from the Department for Transport to deliver the Sustainable Travel Access Fund (STAF) “Get Going, Keep Going Project”. As part of the STAF programme, the project of Active Travel Officers in Schools is to be delivered. The Active Travel Officers in Schools contract will run till July 2020 and has an allocation of £700,000.00
2. DMBC are leading on the procurement of this service on behalf of the Partner Authorities. The Partner Local Authorities have agreed Doncaster will enter into a contract with the suppliers. The Partner Local Authorities have agreed in principle, to enter in to a collaboration agreement. The Agreement sets out the terms on which the Partner Commissioners have agreed to collaborate so that the Services can be successfully delivered.

EXEMPT REPORT

3. Not exempt

REASON FOR URGENCY

4. The recommended decision in this report will need to be taken as an urgent “rule 15 decision”. The delivery of the project requires procurement to start in September in order to ensure funding can be utilised as to the profile within the STAF programme .

RECOMMENDATIONS

5. To endorse the Council entering into the Collaboration Agreement with the SCR Partner Authorities (Doncaster, Sheffield, Barnsley and Rotherham) to enable successful delivery of the Active Travel Officer in Schools project.

WHAT DOES THIS MEAN FOR THE CITIZENS OF DONCASTER?

6. The project will;
 - reduce the number of young people and adults travelling to school by car- with a shift to active travel modes
 - encourage cycling and active travel with young people and adults in the school community such as parents/carers, and all school staff
 - raise awareness of the benefits of active travel
 - create a culture of active travel within the project schools that can be sustained once the Project Officer has departed.

7. By the end of the contract in July 2020 the project will have engaged with 38 schools. The Council will have authority over which schools are engaged by the project and will ensure a fair geographical spread, schools in wards with high inactivity or obesity and schools with issues around parking.

BACKGROUND

8. The Council, in partnership with SCR Authorities, has received funding from DfT to deliver STAF, the Active Travel Officers in Schools projects forms part of the that programme.

9. The objective of the project is to promote active travels in schools with the aim of delivering a modal shift. Officers work will schools to deliver a planned programme of initiatives and activities to help deliver a culture of walking and cycling to and from school.

10. DMBC's Transportation team, in partnership with Sustrans, has been delivering the 'Bike It' project for a number of years. The Council has become aware that there are now other providers offering a similar service so have decided to go out to procurement to test the market and achieve best value for money. As part of this process the scope of the project has been extended to include all active travel modes for children and parents/ carers travelling to and from school.

11. To achieve economies of scale and ensure continuity of service across the SCR, the partner authorities wish to procure one provider to supply the service. The Partner Local Authorities of Doncaster, Sheffield, Rotherham and Barnsley have agreed to work together to procure and manage the service in a collaborative approach.

12. DMBC are leading on the procurement of this service on behalf of the Partner Authorities. The Partner Local Authorities have agreed Doncaster will enter into a contract with the suppliers. The Partner Local Authorities have agreed in principle, to enter in to a collaboration agreement. The Agreement sets out the terms on which the Partner Commissioners have agreed to collaborate so that the Services can be successfully delivered.

13. There are currently 42 Bike it schools in Doncaster. The overall percentage of pupils cycling regularly to school in Doncaster's Bike it schools, increased from 7% of pupils before Bike it to 16% after one year of engagement in the

project. Results in schools engaged for two and three years show that increases in cycling levels have been sustained with 39% of students in schools engaged for 2 years regularly cycle to school.

14. The Doncaster Growing Together (DGT) programme provides the focus on the key issues, the improvements required and the reform journey over the next four years for the Council and its partners. It provides a sense of shared strategic direction bringing clarity and purpose to councillors, staff, partners and our communities. Within the DGT programme there are a number of key programme areas; one of these is the 'Get Doncaster Moving' (GDM) programme which aims to improve physical activity rates across the borough through walking, cycling, dance, parks and sport. The encouragement and take up of active travel will support and contribute to the delivery of the outcomes contained within the GDM programme.

15. The project will seek to work with other sections ensuring that the delivery of the project compliments and supports other Doncaster initiatives on sustainable travel and public health.

OPTIONS CONSIDERED

Do Something

16. Enter into the Collaboration Agreement for the Commissioning of Active Travel Services

Do nothing

17. This option would abandon the work on the Collaboration Agreement which would put the funding and the project of the Active Travel Services at risk.

PROGRAMME

18. This report has been drafted to progress to Cabinet on the 19th September 2017 with a recommendation to support entering into the Collaboration Agreement for the Commissioning of Active Travel Services.

19. The Active Travel services could start to be delivered in October 2017 as the timeline below demonstrates;

30 th September 2017	Signing of Collaboration Agreement
October 2017	Contractor appointed
October 2017	Service starts

REASONS FOR RECOMMENDED OPTION

20. This report recommends entering into Collaboration Agreement for the Commissioning of Active Travel Services without the agreement there is a risk that the resources from the STAF will have to be returned to SCR.

21. Bike It, has been one of the most sustainable travel initiatives that has been delivered in Doncaster, by entering into the Collaboration Agreement it ensures delivering until July 2020 and a widened scope that could potentially

increase success.

22. By approaching delivery of the project in partnership with SCR authorities, we ensure economies of scale are enabled. It also allows for a consistent approach in delivery and of monitoring the outputs. This will subsequently provide strong evidence which can be used in potential future funding bids.

23. The Collaboration Agreement for the Commissioning of Active Travel Services provides the Council with security to successfully deliver the project.

IMPACT ON THE COUNCIL'S KEY OUTCOMES

	Outcomes	Implications
	<p>All people in Doncaster benefit from a thriving and resilient economy.</p> <ul style="list-style-type: none"> • <i>Mayoral Priority: Creating Jobs and Housing</i> • <i>Mayoral Priority: Be a strong voice for our veterans</i> • <i>Mayoral Priority: Protecting Doncaster's vital services</i> 	<p>A key aspect of employing local people is ensuring that employment sites are accessible by all modes of travel and not reliant on car journeys. By working with school children and parents/ carers the project has the potential to inspire people in Doncaster to use alternative to the private car.</p>
	<p>People live safe, healthy, active and independent lives.</p> <ul style="list-style-type: none"> • <i>Mayoral Priority: Safeguarding our Communities</i> • <i>Mayoral Priority: Bringing down the cost of living</i> 	<p>Transport is an essential element in helping people to access education, work and leisure activities. By educating and promoting the use and benefits of active travel in school age children and parents/ carers it is envisaged this will improve activity and subsequently health.</p>
	<p>People in Doncaster benefit from a high quality built and natural environment.</p> <ul style="list-style-type: none"> • <i>Mayoral Priority: Creating Jobs and Housing</i> • <i>Mayoral Priority: Safeguarding our Communities</i> • <i>Mayoral Priority: Bringing down the cost of living</i> 	<p>Increasing the number of active travel trips to and from school will reduce the number of cars using the network therefore reducing congestion and improving air quality.</p>
	<p>All families thrive.</p> <ul style="list-style-type: none"> • <i>Mayoral Priority: Protecting Doncaster's vital services</i> 	<p>The project will deliver many activities that families will be engaged in around active travel.</p>
	<p>Council services are modern and value for money.</p>	

	Working with our partners we will provide strong leadership and governance.	

RISKS AND ASSUMPTIONS

24. The only risk associated with this service is that as it is a new contract we may not receive any tenders. However early discussions seem to indicate there are several interested parties in delivering the contact.

LEGAL IMPLICATIONS

25. Any contracts entered into using this funding must be procured in accordance with Contract Procedure Rules and EU Procurement Regulations as appropriate.
26. Any external funding received must be used strictly in accordance with the requirements of the external funder.

FINANCIAL IMPLICATIONS

27. Funding is allocated as a as part of the STAF. If the recommendation is not approved then there would be an impact on delivery which may require funding allocated to the project from STAF is removed and allocated to other projects. As this formed part of a submission to DfT to secure STAF there is an expectation that this would be delivered within the grant period
28. Whilst there is no direct cost to the Council associated with the service, the Council will provide the Active Travel Officer with office space and recorded as match funding.
29. Monthly monitoring will be carried out as part of the South Yorkshire Transport Delivery Group (SYTDG) to ensure that spend is on track. Where there is concern that projects will underspend then the funds may be reallocated to other projects. Claims will be managed by SYTDG and each Local Authority will make their claims direct.
30. Internally there is a process currently in place through corporate quarterly reports which will be used to update actual spend with the profile spend. Any variations will be explained as part of the reporting process.
31. Any underspend is likely to be challenged by SYTDG and there is no guarantee that funds will remain with the relevant Local Authority allocation.
32. Whilst this is collaboration between the four South Yorkshire Local Authorities for procurement, each Local Authority will be responsible for claims submitted to SYTDG for their respective Active Travel Officer.

HUMAN RESOURCES IMPLICATIONS

33. There will be officer time involved in the procurement of the service provider and on-going claims for expenditure.
34. TUPE of the current Bike-It officer will be a requirement of the procurement exercise.

PUBLIC HEALTH IMPLICATIONS

35. Developing active travel amongst school children will provide a daily exercise routine which will help to address the challenges currently being faced with childhood obesity. This approach will also remove some of the dependency on travelling by car and can help to develop attitudes towards healthy lifestyles.
36. By increasing the number of children walking and cycling to school will help to reduce volumes of traffic outside schools which will benefit those that are already walking to school with the reduction of traffic and associated vehicle emissions.

EQUALITY IMPLICATIONS

37. The Bike It scheme works with 12 schools each year. The selection of the schools that were taken onto the programme were based on the interest shown in cycling and demonstrating the enthusiasm to promote cycling and meet the requirements on becoming a Bike It School. Widening the scope so that Walking becomes an integral part of the programme will ensure that the scheme is more inclusive, particularly with those schools that have concerns about cycling to and from school.
38. Walking can also be something that can be combined with other travel modes. Park and Stride schemes or five minute walking zones can therefore encourage participation from the whole school.

CONSULTATION

N/A

Procurement	x	Crime & Disorder	
Human Resources		Human Rights & Equalities	
Buildings, Land and Occupiers		Environment & Sustainability	x
ICT		Capital Programme	

BACKGROUND PAPERS

Collaboration Agreement for the Commissioning of the Active Travel Services

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