

	<p><b>ACTION TAKEN UNDER DELEGATED POWERS BY OFFICER</b>  <b>26<sup>th</sup> February 2018</b></p>
<p style="text-align: center;"><b>Title</b></p>	<p><b>Approval to deliver cycle training and cycling related projects in Barnet through a Call Off contract from the London Borough of Enfield and Haringey’s joint framework agreement with Cycle Confident Ltd (Framework Agreement Reference Number: DN228703).</b></p>
<p style="text-align: center;"><b>Report of</b></p>	<p>Strategic Director - Environment, Jamie Blake</p>
<p style="text-align: center;"><b>Wards</b></p>	<p>All</p>
<p style="text-align: center;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: center;"><b>Enclosures</b></p>	<p>None</p>
<p style="text-align: center;"><b>Officer Contact Details</b></p>	<p>Ilias Ioannou                  Email: <a href="mailto:ilias.ioannou@barnet.gov.uk">ilias.ioannou@barnet.gov.uk</a>                  Tel: 020 8359 4972</p>

### Summary

This report is seeking approval to deliver cycle training and cycling related projects in the London Borough of Barnet through a Call Off contract from the London Borough of Enfield and Haringey’s joint framework agreement with Cycle Confident Ltd, for the financial year 2018 - 19.

Cycle training delivered to individuals who live, work or study in Barnet is funded through a dedicated Transport for London (TfL) funding stream, namely:

- Local Implementation Plan (LIP) Cycle Training funding. For the financial year 2018-19 Barnet’s application is £171,000.

The contract is for the financial year 2018-19 to mirror the existing TfL LIP schedule. The Call Off contract with Cycle Confident Ltd will commence on 1st April 2018 and terminate on 31<sup>st</sup> March 2019. The approximate cost for this financial year (2018-19) will be £171,000, however the TfL LIP allocation has not yet been approved but is an indication of the final award for cycle training which has also to be approved by the Council.

### Decisions

**1. Approval to deliver cycle training and cycling related projects in the London Borough of Barnet through entering an Access Agreement under the London Borough of Enfield and Haringey's joint framework agreement and a Call Off contract with Cycle Confident Ltd, for the financial year 2018 - 19.**

**1. WHY THIS REPORT IS NEEDED**

- 1.1 This report seeks to obtain approval to deliver cycle training in the London Borough of Barnet through a Call Off contract from the Enfield and Haringey framework agreement for the provision of services between these two boroughs and Cycle Confident Ltd. The proposed Barnet Call Off contract will have a value between £181,302 and £500,000 listed in the 'Contract Procedure Rules' as requiring a Full Officer Delegated Powers Report.

**2. REASONS FOR RECOMMENDATIONS**

- 2.1 Cycle training delivered to individuals who live, work or study in Barnet is funded through TfL LIP funding, namely:

TfL LIP Cycle Training funding. For the financial year 2018-19 Barnet's application is £171,000.

The TfL LIP allocation has not yet been approved but is an indication of the final award for cycle training which has also to be approved by the Council.

This report is being written at this point to allow ample time for the Call Off contract to be written and signed allowing for a seamless transition of cycle training between the current financial year 2017/18 and the next. During the transition period between financial years every March/April there is an increasing demand for schools Bikeability cycle training as the weather improves. The absence of a cycle training contract during this period would mean hundreds of children do not receive Bikeability training, essential in ensuring they are equipped with the skills to cycle safely when cycling on road.

Using a Call Off contract from the Enfield and Haringey framework agreement will allow the Safe and Sustainable Travel team to exploit any further funding opportunities either from TfL or other organisations without the constraint of having to limit the cycle training contract amount below the OJEU (Official Journal of the European Union) threshold. Should these applications for further funding be successful, as the Enfield and Haringey framework is OJEU compliant, the Call Off contract value can exceed the OJEU limit of £184,302.

In January 2018 an application for £61,000 for grant funding from TfL for further cycle training in the financial year 2018/19 has been submitted by the Cycling Officer.

If the full LIP cycle training application is confirmed at £171,000 for 2018/19 and the additional funding application of £61,000 successfully granted this would

increase the Call Off contract from the Enfield and Haringey framework to a value to £231,000.

Should this report not be approved, a National procurement exercise would need to be completed. Any funding above the OJEU limit could not be spent on the Barnet cycle training contract as this contract would not be OJEU compliant.

A procurement exercise conducted by the Safe and Sustainable Travel team to award a contract above the OJEU limit would take a considerable amount of time to arrange, far longer than the time between this report being written and the end of the financial year 2017/18, hence a National procurement exercise would need to be undertaken instead, thus limiting the contract amount to below £184,302.

2.2 The long lead in time from the beginning of the Barnet procurement process to the eventual setting up of the contract with the successful company and training being delivered in the borough can be avoided by using a Call Off contract from the Enfield and Haringey framework agreement. The procurement process to commission a cycle training company to deliver the provisions set out in the Framework agreement for Boroughs (see background papers: LB Enfield & LB Haringey Framework Agreement Reference Number: DN228703) has already been carried out by Enfield and Haringey.

2.3 The cost of using the London Borough of Enfield and Haringey's framework is 1% of the Call Off contract's value. Therefore a contract value of £200,000 would cost £2,000 to use a Call off contract via the framework.

2.4 Using a call off Contract will save Barnet and Re Officer time as the procurement process has been undertaken and completed by the London Boroughs of Enfield and Haringey.

Should the procurement exercise be undertaken within Barnet, the cost of the Procurement exercise, including officer time in arranging the OJEU compliant procurement exercise would exceed the cost of buying into a Call Off contract from the Enfield and Haringey joint framework.

2.5 The procurement process would include the following if undertaken within Barnet:

- Advice and support to officer conducting the procurement exercise from Procurement, Legal and Insurance teams.
- Writing detailed 'Invitation to Quote' ensuring compliance with OJEU process.
- Dealing with clarifications from bidders.
- Evaluation of all bids by 2 officers to ensure transparency and fairness
- Writing the final contract
- Awarding contract to successful bidder and dealing with queries and disputes from unsuccessful bidders.

- 2.6 Using a call off contract from the Enfield and Haringey joint framework agreement will allow a seamless transition of cycle training in Barnet between the 2017-18 and 2018-19 financial years. There will be no gap in training and will allow delivery of cycle training in Barnet schools during the peak demand period in the summer term (April to July 2018).
- 2.7 The purpose of the Enfield and Haringey framework agreement as set out in the Framework agreement (Background papers: LB Enfield and LB Haringey Framework Agreement Reference Number: DN228703) is to:
- a) provide a mechanism whereby the Parties / Participating Authorities may enter into Call-Off Contracts;
  - b) provide the framework to administer each Call-Off Contract; and
  - c) set out the obligations of the Parties.
- 2.8 The Services that may be requested by any Authority and provided by the Service Provider are of the type described in Schedule 3 of the Enfield and Haringey framework or as more particularly described in each Call-Off Contract. The Authority's requirements may vary and the Agreement shall not place the Authority under any obligation to procure the Services from the Service Provider at a particular time or at all. The Agreement is not an exclusive arrangement and nothing in the Agreement shall operate to prevent the Authority from engaging any other organisations or persons to provide services similar to or the same as the Services provided by through the Call Off contract.
- 2.9 Clause 3 of the framework sets out the procedure by which the Parties may enter into a Call-Off Contract. Each Call-Off Contract shall be a binding agreement on the Parties and shall incorporate the terms and conditions of the Enfield and Haringey framework agreement.
- 2.10 The Service Provider must not commence any Services without an agreed Call-Off Contract.
- 2.11 All Charges in respect of a Call-Off Contract shall be set out in the relevant Call-Off Contract and shall not exceed the rates set out in Schedule 4 of the framework.
- 2.12 TfL has a number of requirements that need to be satisfied in order for a London Borough to be awarded funding for cycle training. One of these requirements is that the Borough provides feedback on the training that is delivered. For child cycle training this includes the following:
- a) School
  - b) Year group
  - c) Date training was delivered
  - d) Level of training delivered
  - e) Number of girls / boys that were trained to a particular level
  - f) Number of girls / boys that achieved the particular level

- 2.13 By using the a Call off contract from the Enfield and Haringey framework this allows overall control of the cycle training to sit with the Cycling Officer in the Safe and Sustainable Travel team. Since the financial year 2015/16 the use of a direct contract with a cycle training company has allowed for increasing numbers of children, adults and families to receive cycle training in Barnet, as well as allowing timely and more accurate feedback to TfL and greater coordination of cycle training delivery in Barnet.
- 2.14 In the financial year 2014/15 cycle training funds were awarded directly to Barnet schools to arrange their own cycle training. Consequent feedback from the schools regarding the number of pupils receiving cycle training to Barnet and then Transport for London was sporadic. Transport for London subsequently advised Barnet to establish a contract directly with an accredited cycle training company to deliver the borough's cycle training requirements.
- 2.15 Training numbers since 2014/15 are as follows:

Financial year	Number of children trained	Number of adults trained
2014/15	1051	0
2015/16	1682	261
2016/17	2999	657

- 2.16 A direct contract also facilitated the application for further TfL funding and delivery of specific cycling projects in order to use the funding. In the financial year 2015/16 a further £14,400 was awarded to Barnet to run Balance Bike and Level 1 Bikeability cycle training in Barnet schools.
- 2.17 Use of the Enfield and Haringey framework will allow Barnet to exploit additional funding opportunities from TfL (as described in 2.16) during the course of the financial year without the risk of exceeding the OJEU contract limit value as the framework is OJEU compliant.
- 2.18 The training is demand led by schools as well as adults who live, work or study in Barnet, and so the contract amount will not be definitive and an approximation has been calculated on the basis of previous years training delivered.

### **3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

#### **Option 1: Procuring a single cycle training company and award a contract to deliver cycle training in the London Borough of Barnet.**

This was discounted for the following reasons:

- i. The use of a Call Off contract will allow a seamless transition between financial years and prevent any unexpected Procurement or Legal issues from delaying the start of cycle training. Any delay from March

- onwards will affect delivery of cycle training as peak demand in schools spans from March/April to July.
- ii. Once the successful cycle training company was announced for the financial year 2015/16 the cycle training contract start date was delayed due to external legal queries. These were eventually overcome but the delay in the contract starting caused schools to miss out on receiving cycle training.
  - iii. Barnet and Re Officer time spent on the procurement process particularly if the contract is to be OJEU compliant would be expensive and time consuming. The procurement process for the Call Off contract has been undertaken jointly by the London Boroughs of Enfield and Haringey, and so will save Barnet and Re Officer time in repeating this process solely for Barnet. The 1% cost of using a Call Off contract from the Enfield and Haringey framework represents a saving in costs when compared to the cost of Officer time in running a procurement exercise.

**Option 2: Awarding a number of cycle training companies a contract to deliver cycle training in the London Borough of Barnet.**

This was discounted for the following reasons:

- i. A contract with a single cycle training company will make it easier to standardise the delivery and booking of cycle training in the borough.
- ii. A single contract will allow the Safe and Sustainable Travel team to quality control the training more efficiently and effectively.
- iii. Economies of scale can be achieved with a single company, for instance, targeting cycle training to groups of schools in the same area at the same time will allow reduced costs, particularly if schools require the loan of Barnet's pool bikes for some of their pupils who do not have bicycles. There will be a reduced cost in moving bicycles from one local school to another rather than back to a central depot and then out again.
- iv. Using a single company will facilitate groups of adult trainees with similar cycling abilities who live locally to each other, to be trained as a group at a reduced cost per person rather than trained on a one to one basis.
- v. Using a single company will allow adults requesting cycle training to be directed to a single cycle training company's web form to fill in so that the company has information on the individual's current cycling ability and desired outcomes of their cycle training. This will facilitate promotion of adult cycle training and the booking process.

**Option 3: Employing cycle training apprentices and National Standards Instructors on an 'As and When' basis i.e. as and when required.**

This was discounted for the following reasons:

- i. The Safe and Sustainable Travel team has in the past attempted to recruit two Cycling apprentices for a considerable period of time without success.
- ii. The process of delivering courses in this way would take up considerable Officer hours. For instance, in order to achieve the number of children

and adults that were trained in 2016-17, as set out below, and submitted to TfL, would require a large amount of organisation and time with regard to Human Resources processes, recruitment and payroll, supervision of each instructor to ensure highest quality of training and that this is standardised from one instructor to the next.

***Training achieved in 2016-17***

*2999 children received Bikeability training*

*657 individuals attended adult and family cycle skills training*

#### **4 POST DECISION IMPLEMENTATION**

- 4.1 Once the decision has been approved the Cycling Officer and the Procurement Team will set up the Call Off contract with Cycle Confident Ltd, the cycle training company that is delivering the provisions in the Enfield and Haringey framework agreement (Background papers: LB Enfield and LB Haringey Framework Agreement Reference Number: DN228703). The Call Off contract will commence on 1<sup>st</sup> April 2018 and run through to 31<sup>st</sup> March 2019.

#### **5 IMPLICATIONS OF DECISION**

##### **5.1 Corporate Priorities and Performance**

- 5.1.1 The 2015-20 Corporate Plan identifies the following relevant priority outcomes which the delivery of the cycle training programme supports:

‘Barnet’s residents will be some of the most active and healthy in London, benefitting from improved leisure facilities and making use of the borough’s parks and open spaces.

‘The position of Public Health within the council ensures that increasing health and well-being and reducing health inequalities is a central theme to all activities across the council by 2020 – not only in how services to residents are designed and delivered but also the physical regeneration of the borough.’

‘The Council will implement a new Health and Well-Being Strategy, with actions for the council and its partners to improve the health and wellbeing of residents and a framework for achieving this.’

‘Traffic flow on Barnet’s roads will be managed to reduce congestion’

The Corporate Plan 2015-20 states:

‘The council, working with local, regional and national partners, will strive to ensure that Barnet is a place:

1. of opportunity, where people can further their quality of life.
2. where people are helped to help themselves, recognising that prevention is better than cure.

‘we will encourage people to make healthy choices, with an increase in the

proportion of adults taking part in regular sports activity or exercise to 55.6%.’

The ‘London Borough of Barnet, Corporate Plan 2015-20, Delivering the Plan-Technical Appendix’ identifies the following relevant Priorities and Outcomes:

### **CHILDREN, EDUCATION, LIBRARIES AND SAFEGUARDING COMMITTEE**

Outcome 5. Parenting: All parents and carers are able to develop high quality relationships with their children, establishing effective boundaries and support physical and emotional well-being.

### **PUBLIC HEALTH AND HEALTH & WELL-BEING BOARD**

‘Barnet’s residents live longer and are in better health than in many parts of London and England. Nevertheless, there are also worsening health trends in the borough, a number of which are connected to lifestyle choices made by individuals, such as whether they smoke, take regular exercise, eat healthily, or misuse alcohol or drugs.’

Outcome 1. Give every child the best start in life. Children, young people and families are supported to be physically, mentally and emotionally healthy.

Outcome 2. Enable all children, young people and adults to have control over their lives. People are discouraged from adopting unhealthy behaviours, and encouraged to make healthier choices.

Outcome 4. Create and develop healthy and sustainable places and communities. The built environment is conducive to healthy and active living choices such as walking, active travel, sports and recreation.

‘We have a number of targets in place which we will use to track achievement of the vision for 2020; and which we will use to ensure the delivery of effective and efficient services to residents.’

5.1.2 The Joint Health and Wellbeing Strategy for Barnet (JHWB), 2015-2020 identifies the following relevant priorities:

Aims:

One of the Joint Health and Wellbeing Strategy’s overarching aims is as follows:

#### **1. Keeping Well**

Based upon a strong belief that ‘prevention is better than cure’, the JHWB Strategy aims to begin at the very earliest opportunity by giving every child in Barnet the best possible start to live a healthy life. It aims to create more opportunities to develop healthy and flourishing neighbourhoods and communities as well as to support people to adopt healthy lifestyles in order to prevent avoidable disease and illness.

JHWB strategy theme:

How we live – encouraging healthier lifestyles. Focus on reducing obesity and preventing long term conditions through promoting physical activity

*Another aspect of our Child Weight Management programme is Alive and*



*Kicking which, through information on nutrition and physical activities, is successfully supporting weight loss. Alive and Kicking is also engaging with schools and parents to embed healthy weight principles.*

Alive and Kicking has promoted free Family cycle training offered by Barnet to encourage more active lifestyles.

*What does Barnet's Joint Strategic needs Assessment tell us?*

*• in Barnet, only 1% of all trips between 2007/08 – 2009/10 (baseline figures) were made by bike (Keeping Well, Promoting Independence – A joint Health & Wellbeing strategy, p24)*

JHWB - What we plan to do

Sport and physical activity

Barnet Sport and Physical Activity Needs Assessment (2012) highlighted that whilst health behaviours and outcomes are more favourable in Barnet than in England as a whole, sport and physical activity rates and the use of outdoor spaces are below the national average.

A breadth of evidence demonstrates that a more active lifestyle is essential for physical and mental wellbeing. Regular physical activity helps to reduce the risk of stroke, type II diabetes, development of dementia, incidences of heart disease, cancers and high blood pressure.

Physical activity supports the prevention and management of long term conditions as well as being a component of achieving and maintaining a healthy weight.

Physical inactivity currently costs the UK economy £7.2 billion. Additional costs are incurred via the wider economy; through sickness absence, premature death of productive individuals and increased costs for individuals and their carers.

Within Barnet, the health costs of physical inactivity currently cost £6.7 million. This is approximately £1.9 million per 100,000 of the Borough population. However as measured by the Sport England Active People Survey Data (APS9 Quarter 2) 43.8% of the Borough are currently inactive and would like to do more.

We aspire to ensure our residents lead an active and healthy lifestyle. Our ambition is underpinned by a commitment to:

- develop the Fit & Active Barnet network that encourages engagement and collaboration.
- facilitate partnerships and develop opportunities that demonstrate a commitment to embed an 'active habit'.
- support early intervention and health promotion pathways such as the children and young people's obesity pathway and cardiovascular disease, highlighting the benefits of leading an active lifestyle. We will improve the post Health Check service offer to ensure that people engage in services and lifestyle changes

where necessary

The London Healthy Workplace Charter

A Greater London Authority programme, asks employers to review the support they offer their employees in a number of areas including active travel.

## **5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

### **5.2.1 Cycle training delivered to individuals who live, work or study in Barnet is funded through: Transport for London (TfL) funding stream:**

Transport for London Local Implementation Plan (LIP) Cycle Training funding. For the financial year 2018-19 Barnet's application is £171,000.

The TfL LIP allocation has not yet been approved but is an indication of the final award for cycle training which is subject to approval by the Council.

Using a Call Off contract from the Enfield and Haringey framework agreement which is OJEU compliant will allow the Safe and Sustainable Travel team to exploit any further funding opportunities either from TfL or other organisations. Should these applications for further funding be successful, as the framework is OJEU compliant, the Call Off contract value can exceed the OJEU limit of £184,302.

In January 2018 an application for £61,000 for grant funding from TfL for further cycle training in the financial year 2018/19 has been submitted by the Cycling Officer.

If the full LIP cycle training application is confirmed at £171,000 for 2018/19 and the additional funding application of £61,000 successfully granted this would increase the Call Off contract from the Enfield and Haringey framework to a value to £231,000.

### **5.2.2 Costs for cycle training per adult and child for the financial year 2018/19 will be equal to those for the London Borough of Haringey and the London Borough of Enfield as part of the framework agreement.**

### **5.2.3 The evaluation by the London Boroughs of Enfield and Haringey determined the most economically advantageous offer by means of applying Price and Quality, with the highest scoring Contractor (Cycle Confident Ltd) being awarded the framework.**

### **5.2.4 The LIP cycle training funding stream would also fund the purchase of cycling equipment/materials and the promotion of cycle training throughout Barnet which will not form part of the Call Off contract with Cycle Confident Ltd. The budget apportioned to cycle training will not therefore be the full value of the LIP cycle training budget. However it is important to note that when including possible additional grant funding the Call off contract amount may exceed the OJEU threshold as described in 5.2.1.**

- 5.2.5 The available budget for the 2018/19 cycle training will not be exceeded through regular monitoring of the costs and expenditure related to the training programme. The LIP cycle training funding is to be claimed retrospectively after the training has been provided. The training programme will be delivered within the funding approved.
- 5.2.6 The performance of the contract will be monitored as per conditions of the contract and specification, to include:
- Monthly performance reporting accompanying invoices to outline training delivered
  - Monthly invoicing
  - Regular random spot checks and shadowing of training by the Cycling officer
  - Cycling Officer to manage and pass on school bookings to the cycle training company
- 5.2.7 Staffing is required to monitor the contract both financially and qualitatively. These duties are included in those of the existing Cycling Officers duties. No additional staffing, resources or support from other council services will be required as a result of the contract.
- 5.2.8 No procurement exercise needs to be undertaken as this has been carried out jointly by the London Boroughs of Enfield and Haringey.
- 5.2.9 There are no Information Technology or property implications as a result of the Call Off contract from the Enfield and Haringey framework.
- 5.2.10 Insurance arrangements to cover all aspects of cycle training are the responsibility of the cycle training company and are part of the terms and conditions of the Call Off contract.
- 5.2.11 Contract procedure rules have and will be adhered to.
- 5.2.12 The Terms of the Call-Off contract from the Enfield and Haringey framework will apply.
- 5.2.13 Transport for London LIP cycle training funding has been funding cycle training in Barnet for the last 15 years continuously. The likelihood that TfL would withdraw this funding in the future is small thus the sustainability in funding for cycle training is somewhat assured but cannot be guaranteed. The reputational risk of cancelling cycle training is also a consideration that would need to be taken into account.

### **5.3 Social Value**

- 5.3.1 As a result of the Call Off contract from the Enfield and Haringey framework children and adults will receive cycle training which will help to keep them safe when cycling, particularly when on the public highway. Increasing their skills and confidence will encourage those who live, work or study in Barnet to start to cycle or to cycle more and to do so more safely. Family cycle training will

equip parents and carers with the skills to cycle as a family. Cycle skills adult training will allow commuters to cycle to and from work and Bikeability training in school will allow pupils to cycle safely to school and for leisure.

This in turn will provide a wider public benefit of reducing congestion as commuters turn to their bicycles rather than their cars, or reduce the school run as children cycle to school. Reduced congestion in turn means fewer vehicles on the road and fewer combustion engines contributing to air pollution and climate change.

## **5.4 Legal and Constitutional References**

- 5.4.1 The Council's Constitution within the Contract Procedure Rules , Appendix 1 - Table A, (CPR's) sets out the Authorisation and Acceptance thresholds and tendering requirements. Elsewhere in this report Officers have advised that the procurement has been authorised as having been included in the Annual Procurement Forward Plan agreed the Policy and Resources Committee and is within Budget. Authority to agree to enter into a contract between £181,302 and £500,000 lies with the Chief Officer in consultation with the Chairmen of the Thematic Committee through a Full Officer Delegated Powers Report.
- 5.4.2 As explained elsewhere in this report the estimated value of the Council's spend for these services is likely to exceed the EU threshold of £181,302 which would require a full EU Procurement under the Public Contract Regulations 2015 (the Regulations). Regulation 37 (5) of the Regulations provides that compliance with the requirement to undertake a full procurement exercise can be fulfilled by using a framework set up by Central Purchasing Body intended for contacting authorities used strictly in accordance with the framework rules and terms and conditions
- 5.4.3 The CPR's require that where the Council accesses an existing Framework Agreement, the Framework Agreement terms and conditions of contract must be used, amended as appropriate as permitted by the Framework Agreement. Before entering into a Framework Agreement due diligence checks must be carried out to demonstrate that the Council can lawfully access the Framework Agreement and that it is fit for purpose and provides value for money.
- 5.4.4 Officers have explained elsewhere in this report how the procurement was conducted by the Framework Central Purchasing Body (the London Borough of Enfield along with the London Borough of Haringey) to secure the most economically advantageous tender and the achievement of value for money. The London Borough of Enfield as lead authority have concluded the Framework and awarded to Cycle Confident Limited after following a 'standstill-period' as required under the Regulations .During the advertising of this opportunity in OJEU the Boroughs amended the Contract Notice to make it clear that the Framework when concluded would be available to Barnet to access and enter into a call-off contract after having carried out any further due diligence by Barnet when it carries out its own call-off procedure. HBPL should be contacted should officers require any legal assistance in carrying out framework access and call-off

## **5.5 Risk Management**

- 5.5.1 If permission is not granted to spend on this service there is a risk that adequate provision will not be made to cycle train the target number of children and adults as will be agreed with TfL. As noted previously TfL provide the funding for this programme through the LIP funding stream. The application for £171,000 of TfL LIP cycle training funding will relate to a target of 2000 children and 500 adults receiving cycle training in 2018/19.
- 5.5.2 The absence of an efficient and effective cycle training programme would contribute to levels of dissatisfaction from residents and carry with it a reputational risk, but more importantly children and adults may be cycling on road without the skills required to keep themselves safe.

## **5.6 Equalities and Diversity**

- 5.6.1 Under current Equalities legislation the Council and all other organisations exercising public functions on its behalf are required when doing so to have due regard to the need to (i) eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited under the Equality Act 2010; (ii) advance equality of opportunity between those with a protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. It also covers marriage and civil partnership with regards to eliminating discrimination.
- 5.6.2 This duty, also, applies to a person, who is not a public authority but who exercise public functions and therefore must, in the exercise of those functions, have due regards to the general equality duty. This includes any organisation contracted by a local authority to provide services on its behalf. The Council will therefore take all necessary and reasonable steps to ensure that all companies comply with this general equality duty.
- 5.6.3 The contract for the service will include requirements which cover the Council's duty under Equalities Legislation.

## **5.7 Corporate Parenting**

- 5.7.1 None in context of this report

## **5.8 Consultation and Engagement**

- 5.8.1 A formal consultation is not required in relation to this procurement.

## **5.9 Insight**

- 5.9.1 No specific insight data has been used in relation to this report, but the development of the national standards for cycle training (Bikeability) was developed to reflect the needs of cyclists and provides a series of outcomes

covering the skills necessary for making cycling trips and to develop better, safer cycling habits.

5.9.2 The Public Health Outcomes Framework

(<https://fingertips.phe.org.uk/profile/public-health-outcomes-framework> )

shows the percentage of physically inactive adults in Barnet between 2015 and 2016 at 23.2%. Between 2015 and 2016, 48.9% of adults in the borough aged 18 years and over were classified as overweight and obese, and 34.4 % of children aged 4 to 5 and 10 to 11 years old were classified as 'child excess weight'.

5.9.3 Transport for London, Surface Transport fact sheet, September 2017, Casualties in Greater London during 2016, shows there were 8 fatalities where a 'pedal cycle' was the mode of travel. This was an 11% decrease from 2015. The same report shows an increase of 18% (from 2015) for pedal cyclists seriously injured (446 individuals) in 2016 and a decrease of 3% for pedal cyclists involved in an accident causing slight injury (3,970 individuals).

5.9.4 Cycle training delivered as a result of the Call Off contract will contribute to the encouragement of a more active lifestyle as well as equipping cyclists with the skills to keep themselves safe when cycling on road.

## 6.0 BACKGROUND PAPERS

6.1 London Borough of Enfield and Haringey's Framework Agreement Reference Number: DN228703

## 7. DECISION TAKER'S STATEMENT

7.1 *I have the required powers to make the decision documented in this report. I am responsible for the report's content and am satisfied that all relevant advice has been sought in the preparation of this report and that it is compliant with the decision-making framework of the organisation which includes Constitution, Scheme of Delegation, Budget and Policy Framework and Legal issues including Equalities obligations. The decision is compliant with the principles of decision making in Article 10 of the constitution.*

Jamie Blake  
Strategic Director- Environment

**Signed:**



**Dated:** 28/02/2018