

## Bikeability Contract Procurement – Briefing note



### 1.0 Introduction

Bikeability is the Department for Transport's (DfT's) flagship national cycle training programme for schoolchildren in England, and is a key component of Gear Change (The walking and cycling plan for England). Bikeability cycle training is a practical training programme, which provides schoolchildren with a life skill and enables them to cycle confidently and competently on today's roads.

The programme itself is based on the [National Standard for Cycle Training](#). This is a UK Government standard created by the Department for Transport and approved by the Cycle Training Standards Board. The national standard for cycle training is there as a statement of competent cycling and cycling instruction. The National Standard sets out the skills and understanding needed to cycle safely and responsibly and to enable others to cycle. The standard provides the basis for Bikeability and a range of adult cycle training schemes.

Since 2008 Plymouth's local School Games Organisers (SGOs), Plymouth School Sports Partnership (PSSP) (part of Sir John Hunt Community Sports College) and Plymstock School Sport Partnership have, with PCC's approval, received annual funding allocations direct from the DfT to deliver school cycle training. This represents over £1m of investment and approximately 38,000 training places provided in Plymouth since 2008. The current operational SGO, Plymouth School Sports Partnership, is one of the most successful providers of Bikeability cycle training in schools in the country delivering 5006 places in 2022/23 (£234,156 worth of investment). This is 85% of the potential places available which puts them in top place nationally for performance and delivery.

From April 2023 the funding has had to be channelled through Local Highway Authorities, the 'Grant Recipients', rather than going direct to the local Training Provider – i.e. PSSP. A contract for ongoing delivery of school cycle training was awarded to PSSP in April 2023 and ends on the 31 March 2024. A competitive procurement therefore needs to be completed in order to secure a Bikeability delivery partner for the period post the 31 March 2024.

There is a risk of losing current allocated funding, and securing less funding in future allocation rounds, if we do not secure a new contract in a timely fashion as this revenue grant funding is linked to delivery performance and any underspend must be returned to the fund holder, Active Travel England, at the end of the financial year.

### 2.0 Decision to be taken

1. Approves the Business Case;
2. Authorises the commencement of the procurement process;
3. Delegates authority to award the contracts to the Service Director for Strategic Planning and Infrastructure, where they do not already have the authority to do so.