

# BUDGET CUT ASSESSMENT FORM

W16

<b>Budget Cut Assessment Form</b> <b>CYCLE TRAINING LEVEL 3</b>	Ref No W16	Responsible AD	Responsible Finance Manager	Responsible HR Manager	Responsible Lawyer	Responsible EIA Officer
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**Description of Proposal: Cease Level 3 Cycle Training**

Level 1 & 2 cycle training that is provided to circa 650 children yr.5/6 will continue subject to ongoing funding from the Department for Transport (DfT) Bikeability Grant.

Level 1 - At Level 1 new riders learn to control and master their bikes in a space away from traffic such as a playground or closed car park. Trainees will usually be trained in a group of 3-12, though individual training may also be available in your area. At Level 1 riders will prepare themselves and the bike for cycling, get on and off the bike without help, start off, pedal and stop with control, pedal along, use gears and avoid objects, look all around and behind, and control the bike, share space with pedestrians and other cyclists

Level 2 - takes place on local streets, giving trainees a real cycling experience. Trainees learn how to deal with traffic on short journeys such as cycling to school or the local shops. Trainees are usually trained in small groups. At Level 2 riders will prepare for on-road cycling, start and finish an on-road journey, recognise typical hazards, let others know what you are about to do, know where to ride on the road, pass parked vehicles and side roads.

However, the Level 3 training for 200 yr.7 that was previously funded by Grant will cease.

Level 3 - equips trainees with skills for more challenging roads and traffic situations – busier streets, queuing traffic, complex junctions and roundabouts. It also includes planning routes for safe cycling. Level 3 training is delivered one-to-one or in groups of up to 3 so can be tailored to a trainee's individual needs, such as a route to work or school. At Level 3 riders will prepare for a journey, understand advanced road positioning, pass queuing traffic, perceive and deal with hazards, understand driver blind spots, react to hazardous road surfaces

The service contributes to strategies to reduce the numbers of cars on the road network and at the school gate in the morning and afternoon traffic peaks, as part of the Council's traffic management duty. There are wider benefits for road safety, physical activity, mental wellbeing and air quality.

The Cycle Training service operates on a pool of 11 instructors with a supervisor who organises the scheme. The instructors are invited to deliver training courses. The proposal will mean reduced number of training courses and work opportunities placing a risk on continued sustainability of the pool of instructors. Annual cost of the training is £17,000.

Human Resources Impacts	Asset Management Impacts	Decommissioning Costs	Cost Shunting
No. of posts to be deleted   No. of potential redundancies   Estimated Redundancy costs	Staff required to deliver Levels 1 and 2 training but there will be a reduction in work available   £	Detail any released buildings/building space Identify disposal or requisition issues  In addition to HR and Asset costs identify any others e.g. early contract termination costs  The impact of reducing the service significantly and the effect on the remaining staff will need to be assessed by HR regarding the consequences and potential redundancy/sustainability issues.	Is there any known or potential to increase costs elsewhere within Council budgets

	Financial Summary				
	2016/17	2017/18	2018/19	2019/20	2020/21
Estimated reduction to budget	Nil previously grant funded	Nil previously grant funded	Nil previously grant funded	Nil previously grant funded	Nil previously grant funded
Redundancy Costs					
Asset Implication					
Decommissioning Costs					
Known Cost Shunting					
Overheads	0	0	0	0	0
NET Budget Reduction	0	0	0	0	0

**Equality Impact Assessment**

Officers have considered the proposal's relevance to Darlington Borough Council's Public Sector Equality Duty. Councillors should note that an initial equalities impact assessment screening was conducted and determined that this proposal has no or negligible impacts on protected characteristics and therefore a full EIA was not undertaken.