

**Forward Plan reference number: FP/043/04/21**

<b>Report title:</b> Clacton to Jaywick Infrastructure & Essex Pedal Power Project (Tendring Bikes & Cycle Infrastructure)	
<b>Report to</b> Cllr Lee Scott, Cabinet Member for Highways Maintenance & Sustainable Transport.	
<b>Report author:</b> Paul Crick, Director of Highways and Transport	
<b>Report Date:</b> 8 August 2022	<b>For:</b> Decision
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<b>County Divisions affected:</b> Clacton North, Clacton West	

**1. Everyone's Essex**

- 1.1 Essex County Council (ECC) sets out four strategic aims and 20 commitments for ECC to deliver over the next 4 years. The upgraded Clacton to Jaywick cycle route and Essex Pedal Power bikes will help deliver against all four of the aims, providing a high-quality environment, support a strong, inclusive and sustainable economy, provide a good place for children and families to grow, as well as promote health, care and wellbeing within the local community.
- 1.2 Essex County Council (ECC) is proposing to passport £2.3m Getting Building Fund (GBF) as awarded by the South-East Local Enterprise Partnership (SELEP) to ECC as scheme promoter for delivery of the Clacton to Jaywick Sands cycle infrastructure and Essex Pedal Power schemes which will improve connectivity between Clacton and Jaywick by providing a low carbon, healthier and affordable means of transport. This will contribute towards the actions of the Essex Climate Action Commission as well as Levelling Up. Enhanced cycle infrastructure will increase levels of physical activity in one of the County's and indeed England's poorest wards and will contribute towards improving connectivity through better links to jobs and opportunities and services which are accessible for everyone.
- 1.3 The project will support local economic growth by improving access to jobs, skills and services. Moreover, it will contribute towards creating a renewed sense of community and place.
- 1.4 The recommended option is to award the funding from ECC as Accountable Body of SELEP to ECC as scheme promoter delivering the project. There will be no impact on ECC's borrowing. The funding must be paid via ECC who are accountable to SELEP for the delivery of the project. ECC as scheme promoter is responsible for delivery of the project and may be required to repay funds to SELEP if it fails to deliver the scheme.

**2. Recommendations**

- 2.1. To agree to award a contract to Henderson and Taylor to undertake the cycle infrastructure works between Jaywick Sands and Clacton Pier at a cost of up to £1.4m.

- 2.2. To agree to transfer ownership of bicycles, locks and GPS trackers to The Active Wellbeing Society.

### **3. Background and Proposal**

- 3.1. The Getting Building Fund was launched by HM Government in 2020 as a response to the secondary economic impacts of the COVID-19 lockdown. LEPs were asked to submit a list of potential projects in the first instance, which were reviewed and approved by MHCLG. A guidance on prioritisation was also submitted by MHCLG, which the SELEP Strategic Board took into consideration when allocating funding.
- 3.2. Essex County Council was subsequently awarded £2.3m from the fund managed through SELEP for this project. This included funding for infrastructure work and bicycles and equipment. The GBF fund aims to deliver jobs, skills, and infrastructure across the country, to help with economic recovery as a result of the Pandemic. The effect of this scheme will be to provide safer, more direct infrastructure; and improve access to jobs, skills and opportunities, while boosting physical activity.
- 3.3. The funding received from SELEP was awarded to deliver an upgraded cycle infrastructure between Clacton Pier and Jaywick Sands via the sea front. It will include better lighting, enhanced cycle track quality, partial cycle segregation and enhanced safety. ECC has engaged with its Highways contractor, Ringway Jacobs (RJ), for them to manage delivery of the upgraded infrastructure as ECC's managing agent under the terms of the Highways Strategic transformation Contract between ECC and RJ. As managing agent, RJ identified a contractor via an open competition for suppliers. This process identifies best value and efficiency of costs from suppliers. RJ will manage the works on behalf of ECC within the timescales required by the terms of the SELEP funding and to the scope and quality standards specified.
- 3.4. Part of the project relates to infrastructure works for an upgraded cycle route between Jaywick Sands and Clacton Pier, including bringing the route up to standards as well as new street lighting, cycle parking and other improvements. RJ have concluded a tender exercise and evaluated the tenders. The winning bidder was Henderson and Taylor, and the cost of the works will be approximately £1.4m. It is proposed that the tender is accepted and that ECC enter into a contract with Henderson Taylor for delivery of the infrastructure works by March 2023.
- 3.5. The £2.3m of funding from SELEP also included funding to purchase 1100 bicycles, locks, stands and helmets to form part of a new and innovative bicycle loan scheme in Tendring District, targeting the most deprived wards in Jaywick Sands and Clacton. The total cost allocated to the purchase of the bicycles was £706,000. A decision was taken by the Director of Highways in February 2021 to run a tender exercise and award a contract to the winning bidder. A competitive tender process to procure the bicycles was undertaken in March 2021, Raleigh UK, were the successful bidder and will supply the bicycle package in tranches.

The bicycle package includes stands, locks and helmets. Orders have been made to date to the value of £400,000. A competitive tender process was undertaken for GPS trackers and orders have been subsequently placed with See Sense to the value of £160,000.

- 3.6. The bicycles and equipment detailed in paragraph 3.5 above are loaned out to residents on a loan to give away basis. This means that the bicycles are loaned to residents and if used frequently, will be given to the resident after 6 months. The bicycle loan scheme is being delivered through the Active Wellbeing Society (TAWS) who are a charity and a partner of the Sport England Local Delivery Pilot (LDP) with ECC. TAWS has significant experience in this new and innovative area of bike-loan-to-give-away schemes, through their delivery of Big Birmingham Bikes with Birmingham City Council. TAWS are able to provide support to ECC as a strategic partner and will manage insurance and bicycle distribution prior to give-away. The bicycles will be gifted to TAWs, as they are best placed to manage the assets prior to transfer of ownership to the recipients on behalf of ECC. TAWS have a grant agreement with ECC for delivery of ECC's LDP which includes the pedal power project. The bicycles will form part of the grant agreement.
- 3.7. The wider Essex Pedal Power project also includes activities to support and motivate bicycle recipients and is being delivered in partnership with Active Essex, Local Delivery Pilot (LDP), Tendring District Council and TAWS. In addition to the £2.3m funding, further funding has been received from the Sport England LDP to support delivery. The scheme has received very positive feedback from the local community and generated substantial interest to date.
- 3.8. The scheme will provide support services to local residents, including bicycle training and community led rides. This will give people the confidence to cycle between Jaywick Sands and Clacton and will open up new travel horizons for residents to access wider opportunities from upskilling and education to direct access to potential new, higher paid jobs. All residents in receipt of a bicycle will be required to confirm their capability to ride safely, or if not take up training.

#### **4. Links to our Strategic Ambition**

- 4.1. This report links to the following aims in the Essex Vision

- Enjoy life into old age
- Strengthen communities through participation
- Develop our County sustainably
- Connect us to each other and the world
- Share prosperity with everyone

#### **5. Options**

- 5.1. Option 1 - ECC to use the SELEP funding to deliver the Essex Pedal Power infrastructure requirements and to purchase up to 1100 bicycles (Recommended)
- 5.2. Option 2 – do nothing (Not Recommended)
  - 5.2.1. The project would not be implemented, the opportunity to deliver a coastal cycle route and bicycle loan scheme in line with Government ambition and funding would be lost. There would be no benefit to the local community, with no employment or training opportunities generated as a result of the scheme (Not recommended)

## **6. Issues for consideration**

### **Financial implications**

- 6.1. The total costs of the pedal power GBF funded project are £2.3m, with £1.6m of capital expenditure and £706,000 of revenue expenditure. The infrastructure costs are £1.6m including design and a contingency of £284,000 for project risks and inflation, £706,000 is being spent on Essex Pedal Power bicycles (EPP) and GPS trackers.
- 6.2. In addition to GBF funding, the EPP project (funded by GBF) has leveraged £405,000 of revenue funding from the Sport England Local Delivery Pilot (LDP) which is being administered by Active Essex. The LDP funding will be used to fund premises, a local coordinator, bike training, led rides and behaviour change activities.
- 6.3. The GBF grant has been awarded on the understanding that ECC will deliver the objectives as set out in the original SELEP bid, as amended by the March 2022 accountability board, which approved extended timescales to September 2022. A further extension to March 2023 is being sought to mitigate any risks of potential delays as a result of supply chain challenges caused by Brexit and Covid and also experienced by other SELEP funded schemes. There will be no clawback of the grant received up to that point and no abortive costs incurred.

### **Legal implications**

- 6.4. ECC is a contracting authority for the purposes of the Public Contract Regulations 2015 (PCR). Where it is procuring works, it must run a compliant process. RJ procure on behalf of ECC and are required to run a compliant procurement process where this occurs. The infrastructure works are below the EU threshold for works, however, a fair and transparent process will have been required.
- 6.5. ECC will need to ensure that the Grant Agreement with TAW is updated to include provision for the bicycles, including any update to pass through terms of SELEP funding or requirements for recipients

## 7. Equality and Diversity implications

- 7.1 The Public Sector Equality Duty applies to the Council when it makes decisions. The duty requires ECC to have regard to the need to:
- a) Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act. In summary, the Act makes discrimination etc. on the grounds of a protected characteristic unlawful
  - b) Advance equality of opportunity between people who share a protected characteristic and those who do not
  - c) Foster good relations between people who share a protected characteristic and those who do not, including tackling prejudice and promoting understanding.
- 7.2 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, gender, and sexual orientation. The Act states that 'marriage and civil partnership' is not a relevant protected characteristic for b) or c), although it is relevant for a).
- 7.3 The Equalities Comprehensive Impact Assessment indicates that the proposals in this report will not have a disproportionately adverse impact on any people with a particular characteristic.
- 7.4 Making transport and infrastructure more accessible to everyone continues to be an important objective and a major challenge for Transport Authorities, operators, and service providers. Improving accessibility to create a highly accessible environment over time is important to enabling an inclusive environment whereby people with mobility impairments are not prevented from participation. However, it is also recognised that improving accessibility and availability through an affordable scheme such as Essex Pedal Power is an integral part of high quality, sustainable transport systems, with benefits accruing to all user and in particular women in poorer communities.

## 8. List of appendices

Appendix A – Equalities Comprehensive Impact Assessment

Appendix B – Plan of cycle route from Clacton Pier to Jaywick Sands

<b>I approve the above recommendations set out above for the reasons set out in the report.</b>	<b>Date</b>
<b>Councillor Lee Scott, Cabinet Member for Highways Maintenance and Sustainable Transport</b>	15..08.22

**In consultation with:**

<b>Role</b>	<b>Date</b>
<b>Paul Crick, Director of Highways and Transport</b>	15.08.22
<b>Stephanie Mitchener on behalf of</b> <b>Executive Director for Finance and Technology (S151 Officer)</b> <a href="#">Stephanie Mitchener on behalf of</a> Nicole Wood	12.08.2022
<b>Director, Legal and Assurance (Monitoring Officer)</b> Laura Edwards on behalf of Paul Turner	9 August 2022