

## Report to CABINET

# Bikeability Core & Bikeability Plus 2026-2029

### Portfolio Holder:

Councillor C Goodwin – Cabinet Member for Transport & Highways

**Officer Contact:** Fiona Greenway (Executive Director Resources)

**Report Author:** Chris Moorhouse – Activation Officer (Public Health Service)

**Email:** [chris.moorhouse@oldham.gov.uk](mailto:chris.moorhouse@oldham.gov.uk)

**23<sup>rd</sup> March 2026**

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### Reason for Decision

This decision is required to ensure the continued delivery of Bikeability Core and Bikeability Plus training in Oldham for the period April 2026 to March 2029. Without approval of the proposed contract arrangements, Bikeability provision for children and young people would be disrupted, with adverse impacts on road safety, active travel, and public health outcomes.

#### Proposed contract arrangements

It is proposed to award a five-month interim contract for the period April 2026 to August 2026 via a delegated decision process (for which Cabinet approval is not required), while concurrently undertaking a competitive procurement exercise for a contract period of two years and seven months from September 2026 to March 2029 (subject to Cabinet approval).

This approach will ensure continuity of service, enable effective forward planning with schools, ensure compliance with procurement regulations, and secure value for money, while maintaining the delivery of high-quality, inclusive training in accordance with national Bikeability standards.

### Executive Summary

This report seeks Cabinet approval to commence procurement of a contract for the delivery of Bikeability Core and Bikeability Plus training in Oldham for September 2026–March 2029, subject to funding. To maintain continuity from April 2026, a five-month interim contract (April–August 2026) is proposed to be approved via the councils delegated decision process.

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Bikeability, the Department for Transport's national cycle training programme, equips children and young people to cycle safely and supports Council priorities in road safety, public health, active travel, carbon reduction, and sustainable transport.

The total estimated funding for three years is £323,516 funded through the Bikeability Trust. The five-month interim contract value will be confirmed via the delegated decision report. The longer-term contract for 2026/27–2028/29 is based on annual allocations of £100,143 (2026/27), £108,540 (2027/28), and £114,833 (2028/29). Allocations beyond 2026/27 are indicative and subject to performance, including full spend and achievement of Level 2 delivery targets (Levels 1 and 2 combined).

Without new contracts, training provision would be disrupted, affecting schools and communities. The proposed approach ensures service continuity, enables effective planning, secures value for money, and maintains national Bikeability standards.

Procurement will adhere to the Councils Contract Procedure Rules and the relevant legislation under the Procurement Act 2023, awarding a contract to the most advantageous tenderer considering quality, cost, safeguarding, social value, equality, inclusion, and provider capability.

Cabinet is requested to approve the procurement and delegate authority to the Director of Environment and Transport, in consultation with the Cabinet Member and Director of Finance, to finalise documentation, conduct the tender, and award the contract within budget and subject to funding confirmation.

## **Recommendations**

Cabinet is recommended to:

1. Approve the commencement of a procurement exercise to tender for the delivery of Bikeability Core and Bikeability Plus training in Oldham for a period of two years and seven months from September 2026 to March 2029
2. Approve the proposed contract term of two years and seven months for the Bikeability Core and Bikeability Plus contract to provide continuity of delivery and value for money.
3. Delegate authority to the Director of Environment and Transport, in consultation with the Cabinet Member for Environment and Transport and the Director of Finance, to:
  - approve the final procurement and tender documentation.
  - conduct the procurement process in accordance with the Council's Contract Procedure Rules and relevant procurement legislation; and
  - award the contract to the most advantageous tender, within the approved budget of £323,516 and subject to confirmation of funding.

## **Reasons for the Recommendations**

1. To ensure continuity of Bikeability delivery in Oldham  
The current arrangements for delivering Bikeability Core and Bikeability Plus training are due to conclude in March 2026. Approval to award a five-month interim contract (April–August 2026) to be approved via a delegated decision report, alongside commencing procurement for the longer-term contract (September 2026–March 2029), is required to avoid any disruption to cycle training provision for children and young people across the borough.
2. To support Council priorities around road safety, public health, and active travel  
Bikeability training contributes to improving road safety, encouraging active travel, reducing carbon emissions, and supporting healthier travel choices, all of which align with Oldham Council's strategic priorities. Ensuring continuity of delivery through the interim contract maintains these benefits without interruption.

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3. To secure value for money and high-quality delivery  
Procuring a longer-term contract, following a competitive tender, will provide stability for delivery, enable effective forward planning with schools, and allow the Council to achieve value for money while maintaining national Bikeability quality standards. The interim contract ensures high-quality training continues seamlessly until the longer-term contract is in place.
  4. To ensure compliance with procurement and governance requirements  
Delegating authority to the Director of Environment and Transport, in consultation with the relevant Cabinet Member and Director of Finance, enables both the interim contract and the longer-term procurement to be carried out in line with the Council's Contract Procedure Rules and relevant procurement legislation, while ensuring appropriate financial and political oversight.

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## Bikeability Core & Bikeability Plus 2026-2029

### 1. Background

Bikeability training in Oldham has historically been delivered through annual contracts, enabling alignment with yearly funding arrangements. From September 2026, it is proposed that delivery moves to a new contract for two years and seven months (September 2026–March 2029), providing greater stability of provision, improved forward planning for schools, and increased certainty for delivery partners. To ensure continuity of training during the transition, a five-month interim contract (April–August 2026) is also proposed, to be awarded via delegated decision.

In the 2025–2026 financial year, a total of 1,299 Bikeability Level 1 and Level 2 training places were commissioned across Oldham. Of these, 893 places were delivered during Quarters 1 to 3 by NCA, with performance indicating that delivery is on track to meet agreed targets by the end of Quarter 4.

Alongside this, the Oldham School Sports Partnership delivered Bikeability training beyond the 165 funded places, demonstrating strong demand for the programme and effective delivery capacity within the borough.

The proposed transition to a contract for 2 years and 7 months from September 2026, alongside the interim contract, builds on this positive delivery performance and ensures continuity of service. It will support the continued provision of high-quality Bikeability training across Oldham schools, in line with national standards and local priorities, while allowing sufficient time to undertake a fully compliant and competitive procurement exercise.

#### 1.1 Introduction

This report seeks approval to procure a contract for two years and seven months from September 2026 to March 2029 for the delivery of Bikeability Core and Bikeability Plus training in Oldham with an interim five-month contract (April–August 2026) to be approved via the delegated decision process, to ensure continuity of provision. Bikeability has historically been delivered through annual commissioning arrangements; moving to a multi-year contract provides greater stability, continuity of service, and improved forward planning for schools and delivery partners. The interim arrangement ensures no disruption to training during the procurement period.

The report takes account of recent delivery performance during 2025–2026, which demonstrates strong demand for Bikeability training and effective delivery across Oldham schools. Of the 1,299 commissioned training places, 893 were delivered during Quarters 1 to 3 by NCA, with additional delivery through the Oldham School Sports Partnership exceeding the funded allocation of 165 places. The proposed procurement builds on this experience, supports continued high-quality delivery, and aligns with national Bikeability standards.

Link to Corporate Plan and Priorities:

#### 1. Healthier, Happier Lives

Promote healthy and active lifestyles for all residents, supporting wellbeing and reducing health inequalities. Enhance access to services and opportunities that improve physical and mental health outcomes.

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## 2. A Great Place to Live

Improve road safety for children and young people, ensuring safer routes to school and community facilities. Strengthen neighbourhood connectivity, fostering safe, inclusive, and welcoming communities.

## 3. Green and Growing

Support sustainable and low-carbon travel options, including walking, cycling, and public transport.

Enhance access to economic, educational, and social opportunities through sustainable transport links.

Bikeability training contributes to these outcomes by enabling children and young people to travel safely, confidently and independently.

### (a) Community Cohesion and Crime and Disorder Implications (Section 17, Crime and Disorder Act 1998)

Bikeability training contributes to safer communities by improving cycling skills, road awareness and responsible behaviour on the public highway. The proposals are consistent with the Council's duties under Section 17 of the Crime and Disorder Act 1998.

### (b) Risk Assessment

Key risks relate to service continuity, funding certainty and procurement timescales. These will be mitigated through early commencement of procurement, clear specifications, and delegated authority arrangements. Further details are set out elsewhere in the report.

### Other Implications

(c) Co-operative Implications: Supports partnership working with schools and delivery providers.  
Human Resource Implications: No direct staffing implications for the Council.

Procurement Implications: Procurement will be undertaken in accordance with Contract Procedure Rules and relevant legislation.

Environment and Health and Safety Implications: Supports active travel and carbon reduction; safeguarding and health and safety requirements will be integral to the contract.

## 2 Current Position

### 2.1

Bikeability training in Oldham is currently delivered through annual commissioning arrangements, with provision in place for the 2025–2026 financial year. A total of 1,299 Bikeability Level 1 and Level 2 training places have been commissioned across Oldham schools.

Delivery during Quarters 1 to 3 has achieved 893 completed places, with performance indicating that agreed delivery targets are expected to be met by the end of Quarter Delivery to date demonstrates strong demand for Bikeability training and effective provision across the borough.

The current annual commissioning arrangements will conclude at the end of the 2025–2026 period. In order to ensure continuity of Bikeability Core and Bikeability Plus training from April 2026, a decision is required now to approve the procurement of a contract for two years and seven months (September 2026–March 2029). In addition, approval for a five-month interim contract (April–August 2026) will be sought via a delegated decision process to maintain uninterrupted training provision during the procurement period.

Early approval will enable officers to commence the tender process promptly, secure delivery continuity, and support long-term planning with schools and delivery partners, while ensuring compliance with procurement regulations and maintaining high-quality, nationally accredited Bikeability training.

### 3. Options/Alternative

Option 1 – Do nothing. The current delivery arrangements would end with no replacement contract, resulting in cessation of Bikeability training in Oldham. **Not recommended.**

Option 2 – Extend existing arrangements for three years. Extending the current arrangements would limit market testing, could conflict with procurement rules, and may not deliver best value. **Not recommended.**

Option 3 – Procure a new contract for a period of two years and seven months (Recommended option). Conduct a competitive procurement to appoint a provider for a contract period of two years and seven months (Sept 2026– March 2029). This ensures continuity, compliance with procurement rules, value for money, and high-quality delivery. Recommended. Risks and Mitigations **Preferred option – balances continuity, quality, compliance, and value for money.**

#### Risk

#### Mitigation

Disruption to Bikeability delivery	Early approval to commence procurement and a clear timetable to ensure continuity.
Funding uncertainty	Contract award subject to confirmation of funding and within approved budget; consultation with Director of Finance.
Failure to secure a suitable provider	Competitive tender process with clear specifications, robust quality criteria, and weighting to attract capable providers.
Non-compliance with safeguarding and equality requirements	Safeguarding, equality and inclusion included in tender specification and evaluation; ongoing contract monitoring.

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## 4 Procurement Options

### 4.1 Contract Options for Bikeability Delivery

#### 1. One-Year Contract (April 2026 – March 2027)

- Run a tender process via a delegated decision (no Cabinet approval required).
- Followed by a tender for a two-year contract (April 2027 – March 2029) requiring Cabinet approval.

#### 2. Delayed Start Three-Year Contract (September 2026 – September 2029)

- Delay the start of the new contract to September 2026 and award a three-year contract (Cabinet approval required).

#### 3. Interim Five-month contract followed by a Contract for Two years and Seven months. (Preferred Option)

- Directly award a five-month interim contract (April 2026 – August 2026) via the delegated decision process (no Cabinet approval required).
- Concurrently run a competitive tender for a contract period of two years and seven months (September 2026 – March 2029), requiring Cabinet approval.

#### **Preferred Option:**

Option 3 is recommended as it provides the most effective balance of continuity, compliance, and value for money.

#### **Reason for Selecting Option 3:**

- **Continuity of Service:** Ensures uninterrupted delivery of Bikeability training for children and young people across all Oldham schools.
- **Compliance:** Fully aligns with the Council's Contract Procedure Rules and relevant procurement legislation.
- **Value for Money:** The procurement will assess the most advantageous tender, balancing cost and quality.
- **High-Quality Delivery:** Maintains standards in line with national Bikeability requirements, including safeguarding and inclusive provision.
- **Stability for Schools and Providers:** A three-year contract provides certainty for planning and resourcing, reducing the administrative burden associated with annual contract renewals.

## 5 Consultation

### 5.1 Stakeholder engagement has been undertaken with the following groups to inform you of the proposals in this report:

**Schools and Education Providers:** Headteachers and school staff have been consulted regarding the demand for Bikeability training and the effectiveness of current delivery

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arrangements. Feedback indicates strong support for continued provision and the proposed move to a 5-month contract April 26 – August 26 via a delegated decision process and concurrently run a tender process for a period of Two years and Seven months from September 26 – March 29.

Current Delivery Partners: NCA and the Oldham School Sports Partnership have been engaged regarding delivery capacity, performance, and lessons learned from previous years.

Internal Departments: Consultation has taken place with the Finance, Legal, and Procurement teams to ensure compliance with Council procedures and funding arrangements.

No wider public consultation has been undertaken, as Bikeability delivery is a statutory programme with established school-based participation and funding allocation. Feedback from schools and delivery partners has been incorporated into the design of the procurement approach and contract specification.

## 6 Financial Implications

6.1 The proposal is to undertake a competitive procurement exercise for a contract period of three years, from April 2026 to March 2029 for delivery of the Bikeability Training Programme.

The cost to deliver the full three-year programme, five months of which will be approved through the delegation decision process, will be £323,516.

The cost to deliver a 2 year and 7-month programme from September 2026 to March 2029 will be a minimum of £293k. It should be noted, unused funding from the first 5 months of the Programme will be available to be used within the remainder of 2026/27.

Year	Contact Value £
2026/27 - April to August (5 months) DDR approval expected	30,000
2026/27 – September to March (7 months)	70,143
2027/28	108,540
2028/29	114,833
<b>Total 3 Year contract value</b>	<b>323,516</b>
<b>2 Years 7 months contract value</b>	<b>293,516</b>

This will be fully funded from the three years £323,516 Bikeability grant allocation within Road Safety, Cost Centre 40630.

This scheme will be closely monitored to ensure compliance with the grant conditions and that all expenditure is maintained within the grant allocation.

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(John Edisbury)

## 7 **Legal Implications**

- 7.1 The report confirms that a formal Open Tender Process will be used for the longer-term contract, which is appropriate given the contract value and ensures transparency, equal treatment of providers, and adherence to the Procurement Act 2023. Award of the contract must remain conditional on confirmed Bikeability grant funding, with ongoing contract management required to ensure compliance with safeguarding requirements, equality duties, and the grant conditions  
(Pamela Nsofor Solicitor)

## 8. **Procurement Implications**

- 8.1 This contract will be procured for a term of two years and seven months. For the purposes of the five-month interim period, up to £30,000 of the total value will be allocated and confirmed via the delegated decision report (DDR). The remaining value for the longer-term contract is therefore £293,516, with the full total funding contract value being £323,516

Rule 4 of the Contract Procedure Rules governs the procurement process which needs to be undertaken. In this matter, the Council can tender the opportunity, or it can try to identify an existing third-party Framework Agreement and call off under it to meet its requirements.

The contents of this report confirm that an open tender process is recommended, and approval is requested to carry out the process and to award and enter into a contract with the successful tenderer for the services.

In line with Rule 4.3 of the contract procedure rules for contracts of this value, the council will undertake a formal Open Tender Process with the support of the commercial procurement unit (CPU). The opportunity will be advertised on the councils e-procurement portal and the Central Digital Platform. All the required notices will be published as required by the Procurement Act 2023 Regulations.

It is essential that all relevant tender documentation, including the service specification and the form of contract, are included in the invitation to tender. The tender documentation must state any selection criteria and the award criteria which will be applied to the tender evaluation process and any sub-criteria. The advertised scoring criteria will detail how each part of a tender will be scored.

All tenders will be evaluated in line with selection criteria and the award criteria to ensure a fair and transparent process is undertaken. The CPU will support with this process along with issuing Assessment Summaries to ensure compliance.

## 9 **Equality Impact, including implications for Children and Young People**

- 9.1 Yes/No [delete as appropriate] Ctrl and click to follow link to complete <https://app.powerbi.com/home?experience=power-bi>

## 10 **Key Decision**

- 10.1 Yes

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11      **Key Decision Reference**

11.1    FCR-02-26

12      **Background Papers**

12.1    None

13      **Appendices**

13.1    None.