

NORTH LINCOLNSHIRE COUNCIL

CABINET

WHEELS 2 WORK – PROGRESS REPORT

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To provide an update on progress with the wheels 2 work scheme since the previous progress report was considered by Cabinet in June 2013.
- 1.2 The Wheels 2 Work Scheme is a project that helps people that have difficulty accessing work, training and education. The scheme provides either a scooter or bicycle for people that cannot access public transport because of where they live or they are working unsociable hours or shift working.

2. BACKGROUND INFORMATION

- 2.1 The Wheels 2 Work scheme was launched in December 2012. This report provides an update on progress since the launch date. Relevant Members have received a monthly update on expenditure regarding the Rural Youth Initiative and Community Transport budgets. The report includes an update on the number of scooters and bicycles that have been handed over.
- 2.2 We have joined the national Wheels 2 Work association that was established with funding from the Department of Transport. The association provides an opportunity to learn from others and to benchmark. The developments since 2013 are as follows:
 - Revised wheels 2 work association website
 - Published good practice guidance for all new and existing wheels 2 work schemes
 - Carried out benchmarking on costs and subsidy levels
 - Completed a procurement exercise leading to one supplier providing protective equipment for all wheels 2 work schemes. This will lead to cost savings for the protective equipment we purchase.
- 2.3 Current position
 - 2.3.1 The Council has 20 scooters and 20 bicycles for hire. The latest situation is that sixteen scooters have now on hire. We have distributed fourteen bicycles.

The following table below provides detail on the current status of scooter hire and bicycle provision. Out of the sixteen successful scooter applicants, all are male.

	Scooter	Bicycle
Handed over	16	14
Processing for hand over	2	0
Available for hire	2	6
Totals:	20	20

Appendix 1 shows the start and end locations of each journey for those applicants that have received a scooter. The following table provides supplementary information on the number of applicants by ward:

	Scooter	Bicycle
Ancholme Central	3	1
Ancholme North	7	2
Ancholme South	3	0
Ashby	5	2
Barton	5	0
Bottesford	2	1
Brigg & Wolds	11	0
Broughton & Appleby	9	0
Brumby	14	8
Burringham & Gunness	1	1
Burton & Winterton	11	0
Crosby & Park	7	3
Ferry	9	0
Frodingham	8	2
Kingsway & Lincoln Gardens	4	5
Ridge	10	0
Town	2	2
Outside N Lincs boundary	13	0
Totals:	124	27

2.3.2 The following table summarises the ward location of the current and ex applicants.

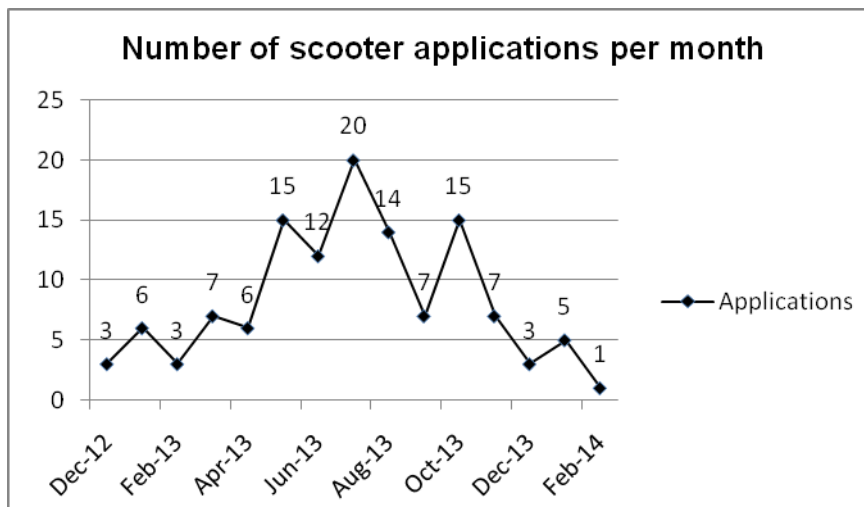
Accepted applicants per ward	Current scooter client	Ex scooter client	Bicycle client
Ancholme Central	1		
Ancholme North	1		1
Ancholme South	1		
Ashby	1	1	
Barton	1		
Bottesford		1	
Brigg & Wolds	3	2	
Broughton & Appleby		2	
Brumby		3	1
Burringham & Gunness			1
Burton & Winterton	2	2	

Crosby & park	1		2
Ferry			
Frodingham	1		
Kingsway & Lincoln Gardens			
Ridge	4	1	
Town			
Total:	6	1	5

2.4 Scooters

2.4.1 The following graph shows the number of applications received for scooters per month. A range of marketing and publicity is used to promote the scheme. This includes website pages, leaflets, posters, business cards, photoshoots, press releases, attending job fairs and meeting with training providers. We received a lot of interest at the two recent job fairs held in Scunthorpe and Brigg. We will continue to market the scheme with a particular focus on areas with lower applications.

2.4.2 We receive regular applications which based on the first year data peaks in May to August and again in October. The risk is that we will be unable to meet the increase in demand if all the scooters are on hire.



2.4.3 More males have applied than females. There is a slight majority in applications in the 20-25 age group. The most frequent reason for applying is for employment purposes.

	Applicants	Age group		
		16-19	20-25	Over 25
Male	100	37	30	33
Female	24	5	7	12
Totals:	124	42	37	45

Purpose of application - access to:

Employment	92
Education/training	9

Both	13
None*	10

*None or no offer of employment or education/training

2.4.4 The applications are checked to ensure that they are eligible to meet the scheme criteria. Out of the 124 applications received, 91 were refused. This equates to 73%. The most common reasons continue to be no job/training offer, living outside North Lincolnshire or not responding to our calls once we have processed the application. We have put the following measures in place to reduce the number of refusals:

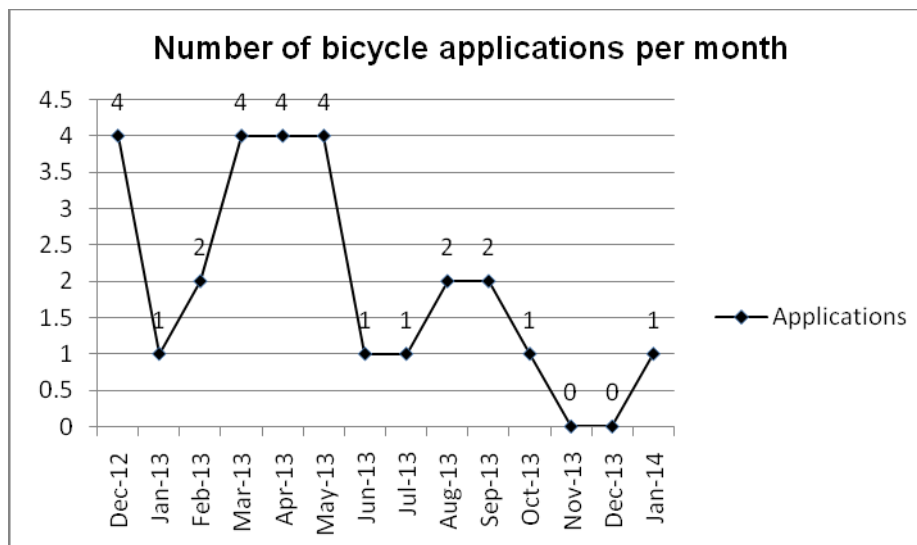
- reminded other organisations that a job or training offer must be secured in order to qualify; and
- reviewed the information available on the website to make the criteria easier to understand

We also provide contact information to the applicant for wheels 2 work schemes in neighbouring authorities.

2.5 Bicycles

2.5.1 The Council has provided 20 bicycles from the Crosby Employment Bureau. They are reused bicycles and for a one off cost of £30, applicants are provided with a bicycle and protective equipment. For those applicants that did not qualify, we have provided them with the contact details of Carlton Education, an organisation in North Lincolnshire that also provides reused bicycles.

2.5.2 The following graph shows the number of bicycle applicants:



2.5.3 From 27 bicycle applications received in the period November 2012 to February 2014, the following applies:

	Applicants	Age group		
		16-19	20-25	Over 25
Male	17	5	4	8
Female	10	1	1	8
Totals:	27	6	5	16

Purpose of application - access to:

Employment	22
Education/training	1
Both	1
None*	3

27

*None or no offer of employment or education/training

2.6 Future considerations

We do compare our scheme to others as part of development and to ensure that we follow good practice. Future considerations for the scheme are as follows:

- Complete an exercise to identify steps to improve the level of subsidy for the scheme.
- Review the bicycle scheme as Crosby Employment Bureau are no longer able to provide re-conditioned bicycles.

3. **OPTIONS FOR CONSIDERATION**

3.1 Option 1 is to continue with the scheme, expand the number of scooters and consider the issues raised following the assessment by the Wheels 2 Work Association.

3.2 Option 2 is to end the scheme.

4. **ANALYSIS OF OPTIONS**

4.1 Option 1 is the preferred option. The scheme has a number of benefits and is not designed as a short term fix. It allows people to get their foot on the ladder to better skills and employment. The outcome will be to raise levels of employment. There are some risks to the scheme but these are effectively managed. The intention is to monitor the medium term progress of successful applicants to demonstrate whether there are longer term outcomes.

5. **RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)**

5.1 Financial – The Fleet Replacement Budget has provided the scooters. The revenue costs are allocated within the Community Transport Budget. This budget is a grant and once the grant is spent, the council will need to consider longer term sustainability of this scheme.

5.2 There are no other resource implications for consideration.

6. OUTCOMES OF INTEGRATED IMPACT ASSESSMENT

6.1 The integrated impact assessment (IIA) identified the benefits of this scheme whilst recognising the need to manage the road safety risks. We have individual risk assessments for each applicant.

7. OUTCOMES OF CONSULTATION AND CONFLICTS OF INTERESTS DECLARED

7.1 Extensive consultation was carried out as part of the transport review.

7.2 There are no known conflicts of interest to highlight.

8. RECOMMENDATIONS

8.1 That Cabinet notes the positive progress achieved to date in putting in place the Wheels 2 Work initiative.

8.2 That Cabinet approves the continuation of the Wheels 2 Work scheme with a view to expanding the number of scooters that we can make available.

DIRECTOR OF PLACES

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Background Papers used in the preparation of this report:

- ❑ Wheels 2 Work report to Highways and Neighbourhoods Cabinet Member of 18 September 2013
- ❑ Wheels 2 Work progress report to Cabinet of 25 June 2013.

