

# Report of the Director for Regeneration to the meeting of the Environment and Waste Overview and Scrutiny Committee to be held on Tuesday 29 November 2016

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**M****Subject:****Bradford District Cycle Strategy****Summary statement:**

Bradford's first Cycle Strategy was produced in 2012 and endorsed by this Committee. Since 2012 there have been a number of changes relating to boosted regional cycling development ambitions (post Tour de France) and corresponding changes in both regional strategic guidance and increases in cycling related funding.

In light of these changes the partnership behind the original strategy (local cycling community, key cycling charities and the Council) have undertaken to update and improve the Cycle Strategy.

This report presents the improved format of the Cycle Strategy and associated Action Plan. Also presented with this report is the proposed reporting structure for future visits to the Committee.

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**Portfolio:**

Planning, Transportation and Highways

**Overview & Scrutiny Area:**

Environment and Waste Management



## **1. SUMMARY**

- 1.1 Bradford first Cycle Strategy was produced in 2012 and endorsed by this Committee. Since 2012 there have been a number of changes relating to boosted regional cycling development ambitions (post Tour de France) and corresponding changes in both regional strategic guidance and increases in cycling related funding.
- 1.2 In light of these changes the partnership behind the original strategy (local cycling community, key cycling charities and the Council) have undertaken to update and improve the Cycle Strategy.
- 1.3 This report presents the improved format of the Cycle Strategy and associated Action Plan. Also presented with this report is the proposed reporting structure for future visits to the Committee.

## **2. BACKGROUND**

- 2.1 Since 2012 Bradford has had a Cycle Strategy which was produced by a partnership of the local cycling community, various cycling charities and the Council. As such this strategy was endorsed by the authority via this committee. The original intention was that this original strategy would be in place from 2012 to 2020.
- 2.2 In the intervening years a variety of changes relating to cycling have come to the region and to the district. This includes the increased presence brought by the visit of the Tour de France in 2014, new strategic guidance at the regional level and much increased investment as brought by the CityConnect programme.
- 2.3 These changes led to all participants in the partnership behind the strategy agreeing that the Cycle Strategy and Action Plan should be revisited to reflect the changed reality of current circumstances.

## **3. OTHER CONSIDERATIONS**

- 3.1 The improved structure of the Cycle Strategy uses three key areas relating to Environment, Encouragement and Engagement as the focus for a variety of objectives. These three areas of focus were directly inspired by the key regional strategic cycling document, the West Yorkshire Cycling Prospectus, which was completed in 2014.
- 3.2 The wording of the Cycle Strategy as presented to committee is anticipated to be final subject to comments from the members. With the wording agreed it is proposed that the strategy will be sent to graphic design to become an attractive and publically available document.
- 3.3 The Action Plan is a 'live' document. The actions therein each relate to one of the ten objectives of the strategy. It has a RAG rating based upon three action types;



future actions (red), current actions (amber) and recently completed but relevant actions (green). The content will be continually reviewed by the partnership behind the strategy at quarterly meetings of Bradford Cycle Forum (known as B-Spoke). In this forum both amends to the full list of actions as well as a 'top 10' priority list will be decided.

- 3.4 It is proposed that the above 'top 10' list should form a key part of the future reporting to the Committee – to present the key issues as understood by the cycling community, raise awareness of these issues within the authority and explore possible solutions to which the authority might be able to contribute.
- 3.5 Partner consultation has made it clear that the strategy should consider a range of Key Performance Indicators (KPIs) to help inform on how delivery is having an impact. It is proposed that KPIs will also form a key part of future reporting to the committee.
- 3.6 The Strategy considers the full range of cycling activity from commuter journeys through to the various ways in which cycling is pursued as a leisure and sporting interest. As such it is linked to a range of strategies which include the West Yorkshire Transport Strategy, the West Yorkshire Low Emissions Strategy and the Bradford District Sport and Physical Activity Strategy.
- 3.7 This Strategy is only endorsed by the authority rather than adopted. This means that the contents are not binding for the authority but also that the partnership behind it have relative freedom to set out their ambitions for cycling development.
- 3.8 As a document that is only endorsed rather than adopted the Strategy has only reported to the Environment and Waste O&S. It has never been seen at Executive level.
- 3.9 Some of the actions of the Action Plan may lead to other documents being produced that could be formally adopted by the authority and in turn appended to the strategy (e.g. a Route Network Strategy) subject to appropriate political scrutiny.

#### **4. FINANCIAL & RESOURCE APPRAISAL**

As an endorsed document the Cycle Strategy does not place any direct obligation on the authority in terms of finance or resource. It is likely that partner expectation in relation to delivery may increase in association with this document however this will be managed as set out in section 5 below.

#### **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

The relationship of the Cycle Strategy to Bradford Council will be managed by the Report Contact with once annual reporting to this Committee.

The proposed format of that report to the Committee will be to highlight the 'top 10' actions



as determined by the membership of the B-Spoke cycle forum and to report on KPIs.

The Report Contact will meet with the members of the B-Spoke cycle forum at their quarterly meetings. As such the officer will provide practical and pragmatic steer to ensure that content presented at Committee is that which is most pertinent for Committee and Council attention.

## **6. LEGAL APPRAISAL**

None

## **7. OTHER IMPLICATIONS**

### **7.1 EQUALITY & DIVERSITY**

None

### **7.2 SUSTAINABILITY IMPLICATIONS**

Positive impact in encouraging sustainable travel behaviours and healthy lifestyles.

### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

Positive impact in encouraging sustainable travel behaviours and healthy lifestyles.

### **7.4 COMMUNITY SAFETY IMPLICATIONS**

Cycling can and does have a relationship to safety, particularly in highway contexts. A key onus of various elements in the strategy is to improve cycling safety with infrastructure and training opportunity improvements.

### **7.5 HUMAN RIGHTS ACT**

None

### **7.6 TRADE UNION**

None

### **7.7 WARD IMPLICATIONS**

The Bradford District Cycling Strategy will impact across all wards in the District.



## **8. NOT FOR PUBLICATION DOCUMENTS**

None.

## **9. OPTIONS**

- 9.1 That the Environment and Waste Management Overview and Scrutiny Committee comments and makes amendments to the Cycling strategy and Action Plan.
- 9.2 That the Committee agrees the recommendations outlined in this report, with amendments.

## **10. RECOMMENDATIONS**

- 10.1 The Environment and Waste Management Overview and Scrutiny Committee considers and comments on the Bradford District Cycling Strategy and Action Plan.
- 10.2 A further report be presented to this Committee in 12 months on progress against the delivery of the Strategy as well as projects within the Action Plan.

## **11. APPENDICES**

Appendix 1 - Bradford Cycle Strategy.  
Appendix 2 - Action Plan.

## **12. BACKGROUND DOCUMENTS**

None.

