

Report of the Strategic Director, Place to the meeting of the Environment and Waste Overview and Scrutiny Committee to be held on 18 April 2017

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

Bradford's first Cycle Strategy was produced in the 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. The Strategy format as presented with this paper is, subject to committee endorsement, the proposed final draft for publication.

It is proposed that this publication will be soft launched via the local press and at the national Cycle Cities Conference to take place in Bradford District on the 11th and 12th of May.

This report also presents the key content of the associated Action Plan with the 'Top 10' issues therein highlighted for committee attention. Also presented with this report are the Key Performance Indicators of the strategy.

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Environment and Waste



1. SUMMARY

See Summary Statement

2. BACKGROUND

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.

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.

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. The suggested change has been to the Environment and Waste O&S Committee in November 2016.

The format for both the publication draft of the strategy and the long term annual reporting (for the Action Plan and KPIs) are presented to committee in proposed final form.

3. OTHER CONSIDERATIONS

- The attached strategy format is the proposed final layout for the 2016-2026 strategy (subject to Committee endorsement).
- The improved structure of the Cycle Strategy uses three key areas relating to Environment, Encouragement and Engagements 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.
- The presentation of the Cycle Strategy as presented to committee is anticipated to be final subject to comments from the members. With format agreed the strategy will be printed and produced at key events going forward. First amongst these will be the Cycle Cities Conference of the 11th and 12th of May 2017.
- The Action Plan is a 'live' document which is intended to function as a catch all for the aspirations of cycling development work in the district. Given the lengthy nature of such a format it was proposed that a '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. Please see the attached 'Action Plan - Top 10 Priorities' document for full details of the key issues.
- 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. See attached 'KPIs - April 2017' document.



- 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.
- As a document that is only endorsed rather than adopted the Strategy has only reported to the Environment and Waste O&S. It has not been seen at Executive level.
- 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 format of reporting to the Committee will continue 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

Whole district approach

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS (for reports to Area Committees only)

n.a.

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

9.1 That Bradford Environment and Waste Scrutiny Committee agrees the recommendations outlined in this report.

9.2 That Bradford Environment and Waste Scrutiny Committee agrees the recommendations outlined in this report, with amendments.

9.3 That Bradford Environment and Waste Scrutiny Committee decides not to accept the recommendations outlined in this report.



10. RECOMMENDATIONS

(1) That the report, Cycle Strategy and Action Plan be noted.

(2) That a progress report on the key performance indicators and Action Plan be presented in twelve months.

11. APPENDICES

- Action Plan – Top 10 Priorities
- KPIs – April 2017
- Bradford Cycle Strategy

12. BACKGROUND DOCUMENTS

- Action Plan – Top 10 Priorities
- KPIs – April 2017
- Bradford Cycle Strategy

