

# Report of the Director for Regeneration to the Executive to be held on 7<sup>th</sup> November 2017.

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## AD

### Subject:

**Bradford District Cycle Strategy**

### Summary statement:

Bradford's first Cycle Strategy was produced in the 2012 and endorsed by the Environment and Waste Overview and Scrutiny 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 was taken to the same O&S Committee in April 2017. The Committee offered their endorsement of the approach set out in the strategy. This O&S Committee also recommended that the strategy should be taken to the Executive for a leadership level endorsement.

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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### Portfolio:

Planning, Transportation and Highways

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### Overview & Scrutiny Area:

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 saw strategy drafted, consulted upon and finalised with an endorsement the Environment and Waste O&S Committee as of April 2017.

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 final layout for the 2016-2026 strategy as endorsed at the Environment and Waste Overview and Scrutiny Committee in April 2017.
- 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 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.
- It is proposed that 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.

- 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 the Environment and Waste O&S Committee.
- Subject to Executive approval the O&S Committee may wish to refer important matters for Executive attention.
- 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**

There are no direct legal implications arising from this Report but the Council does have powers under the Cycle Tracks Act 1984 , Highways Act 1980, Traffic Regulation Orders and the general power of competence contained in S.1 of the Localism Act to facilitate cycling within its area

#### **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 Executive agrees the recommendations outlined in this report and endorses the Cycle Strategy (Appendix A) and reporting approach of the Action Plan 'Top 10' and KPI reporting.

9.1 That Executive proposes an amends to this report, the Cycle Strategy (Appendix A), the Action Plan 'Top 10' (Appendix B) and/or the KPI reporting (Appendix C).



9.3 That Executive does not agree to the recommendation does not and endorse the Cycle Strategy (Appendix A) or the reporting approach of the Action Plan 'Top 10' and KPI reporting.

## **10. RECOMMENDATIONS**

- (1) That this report be noted by the Executive
- (2) That the below Appendix 1 be endorsed by the Executive
- (3) That the reporting approach of Appendix 2 and Appendix 3 below be endorsed
- (4) That the Executive will consider those important matters as referred to them by the Environment and Waste O&S Committee

## **11. APPENDICES**

- Appendix 1 - Bradford Cycle Strategy
- Appendix 2 - Action Plan – Top 10 Priorities
- Appendix 3 - KPIs – April 2017

