

BRISTOL CITY COUNCIL

Place Scrutiny Commission

23 October 2014

Report of: Peter Mann - Service Director, Transport

Title: Bristol Cycle Strategy

Ward: Citywide

Officer Presenting Report: Duncan Laird - Group Manager,
Transportation

Contact Telephone Number: 0117 922 4857

RECOMMENDATION

To review progress on the Bristol Cycle Strategy following public consultation.

Summary

Public consultation on the Bristol Cycle Strategy was carried out during July and August this year. Some 547 responses were received to the online consultation survey as well as 65 additional responses containing detailed comments from individuals and groups. The responses and comments have been analysed and themed and aspects of the Strategy altered. Details of these alterations follow in the 'Context' section of this report.

Background

The Bristol Cycle Strategy is a document designed to attract and direct continued investment in cycling infrastructure and promotion. It seeks to encourage more people to cycle, building on the significant growth seen over the last few years and especially since the investment Bristol attracted as Cycling City. In particular, the Strategy looks to focus on those who have been harder to reach with existing cycling messages; as such, the Strategy is accessible, vibrant, short and innovative in style. The Strategy sets out our four aims: make cycling simpler, make cycling safer, make cycling more attractive and make Bristol a better place and sets out the objectives and challenges we face for each of these aims, followed by the ways in which we seek to overcome the challenges and achieve success. It includes our

aspirations for a cycling network across the city, with radial routes into the city centre and connecting routes through neighbourhoods and states our areas of priority investment, including connecting areas of deprivation to employment centres to reduce inequalities and remove barriers for transport, health and unemployment. The Strategy has a strong focus on partnership working and is endorsed by Sustrans, our key partners for monitoring and evaluation. The partnership working is extended with collaborative work with Bristol Cycling Campaign highlighted, showing our aspirations to create a cycling network as set out in the Bristol Cycle Campaign manifesto.

Policy

The Bristol Cycle Strategy is referred to by the Bristol Central Area Plan.

Consultation

Internal

This has been through the Meeting Pulse prior to public consultation and the comments received subsequently shaped the document that went out to consultation. Following public consultation the revised Strategy has been through the relevant stages of the Meeting Pulse and is due to be signed off by Executive Board in November.

External

An initial draft of the Bristol Cycle Strategy was presented at the Bristol Cycle Forum prior to public consultation to inform the group of the principles of the draft Strategy and answer any questions;

Public consultation began on 7th July 2014 with an online public consultation survey through Consultation Hub and ended on 17th August 2014;

During the public consultation period, email correspondence was received from members of the public and campaign groups;

In addition, further consultation was carried out during this period by presenting and answering questions at the 'Women and Cycling' forum and a focus group was held at Knowle West community group.

Context

Public consultation on the draft Bristol Cycle Strategy closed on 17th August 2014. Some 547 responses were received via the online consultation survey and 65 additional comments were received from individuals and groups containing detailed comments.

The results of the closed questions were generally positive and revealed the following:

- 68% (376) of respondents felt that the strategy successfully outlines the benefits of cycling;
- 85% (467) felt that the aims of the strategy were clear;
- 70% (384) felt that we have chosen the right actions;

- 62% (343) felt that the strategy would encourage people to cycle.

The open questions and detailed email responses raised some points that were themed to show most commonly reported aspects. In general, these were:

1. There is insufficient detail in the strategy and the flow of the document meant that it was not easy to follow in terms of how the targets, aims and actions fit together;
2. There should be a specific numeric target for cycle training;
3. The '8-80' tagline for the network is not inclusive;
4. The issue of cycle and pedestrian conflict is not adequately addressed and there should be reference to clear segregation;
5. There is insufficient recognition of different types of cyclist (e.g. leisure cyclists);
6. There should be a team within the Council that ensures the Strategy is implemented;
7. The proposed network map is not clear on the detailed routes that might arise from it;
8. The Strategy should prioritise implementing infrastructure over promotions and initiatives;
9. Bike security was raised as an issue that needs to be addressed to encourage cycling.

We have responded to these comments by:

1. We have improved the flow of the document; setting out targets first, then detailing the aims and objectives to meet them;
2. We have included a target for cycle training;
3. The '8-80' tagline is a term recognised worldwide as a way of indicating that the cycle network is accessible to all. It indicates that the network is accessible and safe for a child of 8 years of age to cycle independently and similarly for people of 80 years of age. We recognise that people younger and older than this broad range cycle, and if we aim to get the network right for this broad range of ages then we would have achieved a network suitable for all;
4. We have recognised that cycle training will alleviate many concerns regarding considerate cycling (to avoid danger to pedestrians), understanding the network and improving cycling confidence, as well as clearly stating that protection from traffic will be implemented where possible, which will segregate people who cycle from traffic;
5. We have amended the original aims (now expanded to include 'objectives') to include acknowledgment of the barriers to cycling and seeking to overcome them, and to recognise and support leisure cycling as a way to inspire cycling for every day journeys;
6. We have made it clear that a multi-disciplinary cycle co-ordination group will ensure the aims and objectives of the Strategy are incorporated into

transport and planning projects and that delivery of other strategies is in conjunction with this;

7. We have amended the network map to improve clarity of routes;

8. The Strategy sets out the priorities for infrastructure implementation. One of the main reasons for producing the Strategy is to encourage more people to cycle. We felt that in order to do this, we must continue and increase our levels of engagement in terms of encouraging people to cycle through initiatives, as it is important to promote the existing network to those who are new to cycling and promote new parts of the network as and when they are developed;

9. We have responded to the bike security concern by clarifying our position that we will seek to provide secure cycle storage at the beginning and end of journeys through planning conditions on new developments and by working with land owners to help provide storage on existing sites.

Proposal

N/A

Other Options Considered

N/A

Risk Assessment

N/A

Public Sector Equality Duties

N/A

Legal and Resource Implications

N/A

1. Is your interest in the strategy as a:

- Member of the public
- Ward Councillor
- Voluntary or community sector organisation
- Business organisation
- Other group or organisation

If you are responding on behalf of a group or organisation, please say which.....

2. Do you currently cycle in Bristol? (tick one)

- Yes, more than 4 times a week
- Yes, 2-3 times a week
- Yes, once a week or less
- No

3. If you currently cycle, what do you cycle for? (tick all that apply)

- To get to work / place of study
- To get around my neighbourhood
- For leisure

Other (please state).....

4. Does the Strategy successfully outline the benefits of cycling?

- Yes
- No
- Don't know

If no, what else would you like to include?

.....
.....

5. Is it clear from the strategy document what the aims of the strategy are?

- Yes
- No
- Don't know

6. Do you think we have chosen the right aims to encourage cycling in Bristol?

- Yes completely
- Yes with exceptions
- No

Don't know

If no, what would you change?

7. Have we chosen the right actions to achieve our aims?

- Yes completely
- Yes with exceptions
- No
- Don't know

Please explain if you disagree with our actions or suggest your own.....

.....

8. Do you feel achieving the aims of the Cycle Strategy would encourage people to start cycling in Bristol?

- Yes
- No
- Don't know

9. **Would any of the following aspects of the strategy encourage you to cycle or cycle more? (or suggest your own) (tick all that apply)**

- Knowing the benefits of cycling
- Making cycling simpler
- Making cycling safer
- Making cycling more attractive
- Making Bristol a better place
- Investment in our priority areas (p.12 of the strategy)
- Knowing you are contributing to Bristol's Cycling targets (p.20 of the strategy)
- Other

If other, please specify

.....

10. Overall, how easy is it to understand the strategy?

- Very easy
- Easy
- Neither easy nor difficult
- Difficult
- Very difficult

Don't know

If you found the strategy difficult or very difficult to understand, please tell us which bits you found difficult and why

.....
.....

11. Do you have any other comments you would like to make about the Bristol Cycle Strategy?

Equalities monitoring.

Equalities monitoring enables the Council to check that everyone in the city is accessing the services to which they are entitled and that no-one is discriminated against unlawfully. Information provided will be treated confidentially and in accordance with the Data Protection Act 1998 and only used to ensure that everyone is treated fairly. All questions are voluntary and it will not make any difference to the service you receive if you do not answer them. However, by answering the questions you will help us to ensure that our services are fair and accessible to all.

What is your age group?

- 15 or under
- 16 to 24
- 25 to 49
- 50 to 64
- 65 to 74
- 75 and over
- Prefer not to say

What is your gender?

- Female
- Male
- Prefer not to say

Are you transgender? (Is your gender identity different from that which you were assigned at birth?)

- Yes
- No
- Prefer not to say

What is your ethnicity?

- White British background
- Other White background
- Black and minority ethnic background (British and other)
- Prefer not to say

Do you have a religion or belief?

Yes

No

Prefer not to say

Do you consider yourself to be a disabled person?

Yes

No

Prefer not to say

What is your sexual orientation?

Are you lesbian, gay or bisexual

Heterosexual

Prefer not to say

Thank you for taking the time to give your feedback on the **Draft** Bristol Cycle Strategy.

Please return to the Free post address:

Draft Bristol Cycle Strategy public consultation (JS/BH)

Bristol City Council

Freepost (BS6529)

Bristol

BS1 5BR

Data protection statement

Information you provide will be stored and used in accordance with the Data Protection Act 1998. Any personal information you supply on this form is confidential.

Data will be entered into a database called Citizenspace. Data will be held within the European Economic Area. Data will only be accessed by a limited number of people at Bristol City Council for the purposes of this consultation. Data will be aggregated in a report which will be made public. It will not identify individuals and their responses.

What happens next

Your views will be used by the Council to assist in finalising Bristol's Cycle Strategy. The final document will be published at www.bristol.gov.uk/cyclestrategy in **September 2014**.