

## Calderdale MBC

**Wards Affected**      **ALL**

**Cabinet**                      **3 April 2017**

## Calderdale Cycling Strategy 2016-2031

### Report of Acting Director, Economy and Environment

#### 1. Purpose of Report

- 1.1 To endorse the approach proposed in the *Draft Calderdale Cycling Strategy* (attached.)
  - 1.1.1 This strategy is supported by a comprehensive evidence base and analysis<sup>i</sup> and has been developed in conjunction with a number of stakeholders.
  - 1.1.2 Cycling in Calderdale, for sport participation is 14% higher than in West Yorkshire, Yorkshire or nationally. However, commuter and utility cycling remains low. The national Propensity to Cycle tool demonstrates that there is a potential to increase cycling for utility and commuter trips from the current base of 1% to 10% or greater, if the conditions to meet the needs of cyclists are successfully met. Increasing the percentage of cycling trips could result in reduced congestion and improved health outcomes; improved access to jobs and education for individuals without a car or on a low income; improved road safety and quality of life; economic vibrancy and increased tourism.
  - 1.1.3 This strategy plans a flexible, pragmatic approach to deliver the emerging programme by ensuring interventions are integral in capital and revenue programmes. It aims to ensure that cycling measures are an integral part of scheme development; resulting in the delivery of a more connected, comprehensive network to a consistently high standard. The strategy provides strategic direction to build on high participation levels brought about through existing local and regional initiatives such as Bikeability, Tour de Yorkshire and the UCI World Championship.
- 1.2 To endorse the attached cycling strategy as an integral part of the wider, previously adopted *Calderdale Transportation Strategy 2016-203*

#### 2. Need for a decision

- 2.1 Members are asked to endorse the new policy approach on cycling: substantial improvements include integrating the off and on road networks and creating more cycle-friendly, walkable district centres;
- 2.2 To achieve the policy outputs, a closer working arrangement and budget alignment will be required across a number of services including Transportation, Rights of

Way, Tourism, Community Services and Public Health. Endorsing this strategy will open up these conversations further and provide a mandate for even greater integration leading to better outcomes for the residents living in Calderdale and visitors alike.

- 2.3 The endorsement of this strategy will create a strategic context for the work beginning on the Ryburn Valley Greenway. The Ryburn Valley Greenway is an opportunity to create an asset running parallel to the A58 from Rishworth to Sowerby Bridge. The comprehensive engagement activity is beginning in a few weeks. Sustrans has agreed in principle to purchase the defunct Yorkshire water site which will protect the westerly point of the route. They seek Cabinet approval from us on our direction of travel before they will enter into this negotiation.

### **3. Recommendation**

It is recommended:

- 3.1 That the Council be recommended to approve the Calderdale Cycling Strategy;
- 3.2 To commit to the delivery of the outputs as described in this report.

#### **4. Background and/or details**

- 4.1 This cycling strategy has been developed to complement our overarching transport strategy. It describes how we are aiming to encourage all residents and visitors to include cycling as a viable way of travelling around the Borough, whether they are commuting to work, popping to the shops, looking to improve their health or taking part in sport.
- 4.2 The strategy is specifically focused on people, the places they go to and the activities they undertake. It recognises that we have an extensive network of routes in Calderdale that aren't on the road and looks at how we can develop a more comprehensive network of routes suitable for all types of users. It also recognises that irrespective of whether people are using bikes on the road, on our Greenways or off-road that they need safe routes that are easily accessed and easy to navigate.
- 4.3 To achieve our vision to 'make' Calderdale, a nationally recognised centre of cycling excellence and to be the most Active Borough in the North, we will carry out the following:
  - 4.3.1 When constructing or improving cycling infrastructure, we will adopt best practice designs in order to offer continuous, direct and high-quality routes which are segregated wherever possible, both within Calderdale and to other locations outside of the borough.
  - 4.3.2 These routes will be well maintained.
  - 4.3.3 The cycle network will link effectively with other transport modes and include parking and safe crossing points where appropriate.
  - 4.3.4 The Calderdale cycle network will comprise a number of "hubs" where people live, work, study, visit and play. These hubs include the towns of Todmorden, Hebden Bridge, Mytholmroyd, Sowerby Bridge, Elland, Brighouse, Ripponden and Halifax.
  - 4.3.5 "Spokes" will provide the link between these hubs joining centres of population and activity to outlying communities as well as key attractions and destinations. These include the Pennine Bridleway, Mary Towneley Loop, National Cycle Network Routes 66 and 68, Hebble Trail and West Yorkshire Cycle Route. Feasibility work is on-going to look at creating the Ryburn Valley greenway, extension of the Hebble Trail and the Queensbury tunnel. Potential for further spokes will be considered in due course.
  - 4.3.6 In addition other "links" will provide connections to other centres outside of Calderdale, including Littleborough, Burnley, Colne, Keighley, Queensbury, Hipperholme, Bradford, Huddersfield, Dewsbury, Slaithwaite and Marsden. The network will also include future proposed routes within Calderdale and to other destinations outside of the borough, as well as loops linking to and between hubs for leisure activities.
- 4.4 The intention is not to seek additional funding from Calderdale Council at this time but to work differently when delivering capital and maintenance schemes; to view the road layout or other capital investment from the perspective of the cyclist. In addition we will re-focus some of the Local Transport Plan (LTP) spend as

described in the strategy attached and will continue to seek further investment from regional and national bodies.

- 4.5 We have identified further strategic greenway routes that will require substantial capital investment. These include
  - 4.5.1 The Hebble Trail northern section from Water lane, Halifax to the rail station and potentially beyond towards Dean Clough and North Halifax;
  - 4.5.2 The Ryburn Valley Greenway from Rishworth to Sowerby Bridge rail station which runs parallel to the busy A58.
  - 4.5.3 Other routes to the north and east are still conceptual.

## **5. Options Considered**

- 5.1 To adopt the strategy and endorse the approach outlined in this report;
- 5.2 To continue without a strategic direction and potentially miss opportunities to provide a safer, more comprehensive cycling environment.

## **6. Financial implications**

- 6.1 In recent years, funding for cycling and walking from LTP has been excluded from the programme. West Yorkshire (WY) districts have been working with the West Yorkshire Combined Authority on the next WY strategy which includes walking and cycling measures in future LTP programmes. It is the intention of the Calderdale Transportation team to allocate a proportion of these spends to the measures identified in the emerging delivery plan. Major new routes do not have capital identified for their delivery. This funding, if required, will be sought in the first instance from national and regional sources. Having an agreed strategy in place will support us in any bidding opportunities.
- 6.2 Capital and maintenance projects will need to be mindful of the strategic goals of this strategy and implement measures in line with it where possible. This may add some cost to existing programmes but this will be considered on a scheme by scheme basis with the ultimate decision lying with the Head of Service.
- 6.3 A maintenance budget is included for cycle ways as part of our statutory obligation to maintain the adopted highway.
- 6.4 Transportation officers will direct more time to supporting programmes to encourage cycling.
- 6.5 A Developers Guide will be produced for planning to ensure that all new developments conform to our cycling specifications and this will be monitored through planning conditions.

## **7. Legal Implications**

- 7.1 We have a legal obligation to ensure the safety of all road users.

## **8. Consultation**

- 8.1 Two stakeholder sessions were held to discuss first the objectives than the strategic direction of the strategy.
- 8.2 The strategy has been considered and endorsed by the Cabinet Transport working group.

## **9. Environment, Health and Economic Implications**

- 9.1 The strategy has positive environmental, economic and health benefits although these have not been quantified here.

## **10. Equality and Diversity**

- 10.1 Not subject to an EIA.

## **11. Summary and Recommendations**

- 11.1 It is recommended that Cabinet endorse the approach set out in this report. The strategic direction has been developed in partnership with public health, tourism, and regional colleagues. It has been closely considered by a variety of user groups and welcomed by them. It integrates cycling measures into our day-to-day working to ensure opportunities are not lost. By having a programme- an agreed potential network- than we can gradually build on a good backbone of routes; we can capitalise on an already large existing cycling mode share, albeit for leisure.
  - 11.2 This approach is unique as it breaks down the barriers between transportation or highway improvements and community and public health services; it links cycling activity together, as this is how it is experienced by the community. In this way we can achieve better outcomes for air quality, physical fitness and access to employment or education and make more walkable urban centres through reduced congestion and improved road safety.
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**The documents used in the preparation of this report are:**

1. Calderdale Transportation Strategy, 2016
2. Calderdale Cycle Baseline report

**The documents are available for inspection at:**

Westgate House, Halifax

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<sup>i</sup> Calderdale Cycle Strategy Baseline , December 2016 Mouchel

# **Calderdale Cycling Strategy Draft Strategy**

**Date: March 2017**

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## Document Control Sheet

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## 1. Introduction

- 1.1 Building upon work previously undertaken by council officers, Calderdale Council commissioned Mouchel to develop a Calderdale Cycling Strategy (CCS).
- 1.2 This work follows the Boxing Day 2015 flooding in the Upper Calder Valley area, which has necessitated large scale infrastructure repairs to the rivers and canal network, numerous bridges and sections of the highway and cycle networks.
- 1.3 The study is also a response to the increasing need to improve spatial connectivity in the region for all modes of travel, whilst encouraging growth in cycling in an effort to support improved health, economic growth, and increased access for all.
- 1.4 This draft strategy has been developed from an extensive evidence base, which in turn was informed and validated by a series of stakeholder workshops, which provided an opportunity to discuss the various objectives, challenges and opportunities presented by the initiative.

## 2. Draft Strategy

Section	Content overview
<b>Front cover</b> (1 page)  [Image: To be agreed]	<b>The Calderdale Cycling Strategy</b>  “Cycling, a way of life in Calderdale”  April 2017
<b>Contents</b> (1 page)  [Image: to be agreed]	Contents page
<b>Introduction</b> (1 page)  [Image: To be agreed]	<p>Calderdale Council recognises the role that cycling has to play in contributing to the health, well-being and prosperity of our residents and businesses and that our countryside attracts cycling visitors from right across the country and beyond.</p> <p>We know that many people ride their bikes in parts of Calderdale for leisure purposes and that some people use their bikes to get to work, but there isn’t a consistent picture across the borough.</p> <p>We know that Calderdale has a number of challenges when it comes to encouraging cycling but we’ve also got some significant opportunities to not only capitalise on our beautiful countryside but to also build on the legacy of the Tour de France and Tour de Yorkshire.</p> <p>This cycling strategy has been developed to complement our overarching transport strategy and describes how we are going to encourage everyone to include cycling as part of their everyday activities whether they are commuting to work, popping to the shops, looking to improve their health or take part in sport.</p> <p>The strategy is specifically focused on people, the places they go to and the activities they undertake. It recognises that we have an extensive network of routes in Calderdale that aren’t on</p>

	<p>the road and looks at how we can develop a network of routes suitable for all types of users. It also recognises that irrespective of whether people are using bikes on the road, on our Greenways or off-road, that they need safe routes that are easily accessed and easy to navigate.</p> <p>Importantly this strategy considers that many people just don't have access to a bike or have individual concerns in taking up cycling again. The strategy is particularly focused on helping as many people who currently don't ride to include the bike as part of their life style choices and help keep them cycling.</p> <p>We have developed this strategy with the help, enthusiasm and experience from a number of organisations and individuals. To make this strategy successful and deliver our ambitious aspirations we will need to work in partnership with others to harness their energy and ideas to develop cycling in Calderdale.</p> <p>We do hope that you will help us make cycling a way of life in Calderdale.</p>
<p><b>Our vision and objectives</b> (1 page)</p> <p>[Image: to be agreed]</p>	<p>Our vision is to make Calderdale, a nationally recognised centre of cycling excellence where residents, visitors and tourists of all ages and abilities can safely cycle for utility, commuting, leisure and sporting pursuits. This will contribute to our vision for Calderdale to be the Most Active Borough in the North by 2021.</p> <p>Everyone is able to use an intuitive and integrated network of high-quality on-road, greenway and off-road routes, connecting communities, activities and destinations, whilst improving their health, wellbeing, and contributing to economic growth.</p> <p>This vision is underpinned by a simple principle to connect people to places and activities.</p> <p>To support our vision we have developed a set of high-level objectives to inform the individual elements of our strategy;</p> <ul style="list-style-type: none"> <li>• To make cycling safe, attractive, accessible, achievable and inclusive for all, particularly for those who presently don't ride</li> <li>• To make cycling a part of Calderdale residents' day-to-day travel choices to improve health, wellbeing and productivity</li> <li>• To improve cycle facilities both on and off-road, as well as links between the two, including improving the size, legibility, connectivity and accessibility of the network</li> <li>• To enhance cycling within the active leisure and tourism offer to increase its contribution to the local economy</li> <li>• To make Calderdale a nationally recognised cycling centre for locals, visitors and tourists alike</li> </ul> <p>We recognise that there are many different types of cycle users all of whom have different needs and expectations. To help us</p>

	<p>consider the wide role that cycling can play we have broadly defined six types of cycle user, and it is important to recognise that people are different types of cycle user at different times;</p> <ul style="list-style-type: none"> <li>• <b>Non-users</b> - existing walkers / drivers / public transport users including the young, elderly, infirm and disabled – <b><i>those who do not cycle at present</i></b></li> <li>• <b>Utility users</b> – those accessing education, healthcare and shopping – <b><i>using bikes as means to an end</i></b></li> <li>• <b>Commuter</b> – those using bikes as an alternative to walking, the car or public transport for all or part of a trip to their workplace – <b><i>using bikes to travel to work</i></b></li> <li>• <b>Leisure</b> – active people, families or groups – <b><i>using bikes for leisure pursuits and to travel for fun</i></b></li> <li>• <b>Sporty</b> – enthusiasts using bikes on and/or off the road for sporting and/or health reasons, participating in ‘challenges’ and/or ‘sportives’ – <b><i>using bikes for sporting and /or health reasons</i></b></li> <li>• <b>Competitive</b> – individuals and clubs using bikes as part of a training regime for formal competition on and off-road – <b><i>using bikes for competition</i></b></li> </ul>
<p><b>An overview of cycling in Calderdale</b> (1 page)</p> <p>Stats to be shown as an infographic</p> <p>[Image: to be agreed]</p>	<p>This strategy focuses on people, places and activities and its development has been informed by a large amount of statistical information covering factors that influence cycle use and uptake in Calderdale.</p> <p><b>People</b></p> <ul style="list-style-type: none"> <li>• Over a quarter (27%) of households don’t own a private car</li> <li>• Nearly one third (30%) of commuters travel to work by non car modes</li> <li>• Active modes (cycling and walking) represent 12% of journeys to work</li> <li>• Whilst 1.5% of males travel to work by bike, only 0.2% of females do</li> </ul> <p><b>Place</b></p> <ul style="list-style-type: none"> <li>• The average distance to work is just 7 miles in Calderdale, 2 miles less than the national average</li> <li>• Nearly one fifth (18%) of journeys are less than 2 miles</li> <li>• Over a third (41%) of journeys are less than 5 miles</li> <li>• Cycle users in Calderdale represent 8% of road user casualties</li> <li>• There are already over 10 million domestic and over 1 million international tourist visits annually to Calderdale</li> <li>• The majority (95%) of tourist spend benefits restaurants, cafes and shops</li> <li>• Cycling represents 11% of tourist activities</li> </ul>

	<p><b>Activity</b></p> <ul style="list-style-type: none"> <li>• Whilst only 1% of Calderdale adults cycle for utility at least once per week, 9.3% cycle for recreation at least once per week (which is double the national average)</li> <li>• Nearly three quarters (70%) of all Calderdale schools already participate in Bikeability Training Levels 1 and 2</li> <li>• One fifth (20%) of all Calderdale schools already participate in Bikeability Level 3</li> </ul>
<p><b>Challenges to cycling in Calderdale</b> (1 page)</p> <p>[Image: to be agreed]</p>	<p>We know that there are a number of challenges to cycling playing a bigger role in Calderdale and that users of all types have their own individual concerns.</p> <p>Safety on our roads is a particular challenge for cycling not only in Calderdale but right across the country and we recognise that in order to encourage greater use we will have to examine ways to ensure all users can use our roads safely and in an equitable way.</p> <p>Calderdale has particular challenges when it comes to geography and our hilly terrain making cycling a particularly difficult choice for many people. Calderdale also has many residents who just don't have access to a bike meaning that cycling currently isn't an option.</p> <p>Like many places we have a growing, aging and diverse population with a variety of different needs and challenges. We also have declining levels of physical activity in some groups within our community. For cycling to become part of a larger number of people's lives we will need to help people to overcome their personal barriers whether they are related to perceptions, access or infrastructure.</p> <p>We recognise that infrastructure is lacking on many routes and that linkages between routes and the road, greenways and off-road networks isn't ideal. Routes already exist in many places but they are hard to find and difficult to navigate. Whilst we have an extensive network of greenways and off-road routes they aren't continuous and surfacing can be variable and off-putting, especially in poor weather.</p> <p>Commuting levels by bike are low in Calderdale for a variety of reasons and facilities for cycle users at workplaces and other major destinations vary considerably. Integration with other modes is poor and cycling could play a greater role within an integrated transport network.</p> <p>For these reasons, and others, the numbers of people cycling, for whatever reason isn't as large as it could be meaning that Calderdale is missing out on the benefits that everyone could realise no matter how often they ride.</p>

<p><b>Opportunities for cycling in Calderdale</b> (1 page)</p> <p>[Image: to be agreed]</p>	<p>Calderdale has a number of opportunities to develop cycling for residents, visitors and tourists alike.</p> <p>The numbers of people riding bikes for leisure and sporting purposes is relatively high in Calderdale and many people ride the climbs featured in the Tour de France and ride the network of off-road trails. Certain parts of Calderdale, the Upper Valley in particular, are extremely popular with all types of cycle users at the weekend who are looking to capitalise on our spectacular countryside.</p> <p>The Rochdale canal which already forms part of the National Cycle Network Route 66 provides a unique opportunity to provide the borough with a greenway spine from east to west into which other connections could be made to provide traffic free, longer distance routes. The existing bridleway network, whilst hilly in places could provide further linkages between the greenways and the road network. Other routes such as Route 68, the West Yorkshire Cycle Route, the Pennine Bridleway and the Mary Towneley Loop all connect within and beyond Calderdale.</p> <p>Calderdale has an established cycling culture with many individuals and clubs, both formal and informal, capitalising on the scenery, existing infrastructure and dedicated facilities, particularly for the young.</p> <p>We have some innovative businesses and initiatives providing bike share, re-cycled bikes and access to new e-bike technology as well as long established shops, cafes and other cycling friendly or focused ventures.</p> <p>Short average trip lengths in Calderdale and low levels of households with two or more cars provides an opportunity for cycling to become part of the transportation mix even if the bike is only used occasionally.</p> <p>Through our ongoing, major investment programmes such as the A629 corridor and the Halifax Town Centre Delivery Plan and through future programmes we have a unique opportunity to develop a network of road, greenway and off-road routes that links people, places and their activities.</p> <p>There are significant opportunities to promote the health benefits of cycling whilst actively engaging with community groups of all types, businesses, training organisations, shops and other organisations to create a collaborative environment for promoting cycle use.</p>
<p><b>Our targets for cycling</b> (1 page)</p> <p>[Image: to be agreed]</p>	<p>In order to measure the improvements we make we have developed a number of performance targets for cycle usage in Calderdale which will help to complement our health, well-being, economic performance and tourism aspirations. These targets are based on measurable, regularly collected and published national, regional, and local data.</p>

<p>[Infographics: to summarise]</p>	<ul style="list-style-type: none"> <li>• Double the proportion of adults who cycle regularly (including the 14% who currently cycle once per month to 28%, and the 10.3% who currently cycle once per week to 20.6%<sup>1</sup>) for any purpose irrespective of distance, by 2031</li> <li>• Double the proportion of adults who cycle regularly for health, recreation or sporting purposes (including the 12.9% who currently cycle once per month to 25.8%, and the 9.3% who currently cycle once per week to 18.6%<sup>1</sup>) by 2031, and for cycling to play a major part in contributing to adult participation in an active lifestyle in Calderdale</li> <li>• Triple the proportion of adults who regularly cycle for utility purposes (including the 1.2% who currently cycle once per month to 3.6%, and the 1.0% who currently cycle once per week to 3.0%<sup>1</sup>)</li> <li>• Triple the proportion of people cycling to work, to 3% (from the current 1%<sup>2</sup>) by 2031</li> <li>• Realise our aspiration of meeting or exceeding West Yorkshire levels of cycling to work, which is currently 1.3% of commuting trips and expected to rise in the coming years</li> <li>• Rebalance gender inequality so that women comprise one third of the above commuting proportions by 2026, and half by 2031, up from the current level of 0.2%<sup>2</sup> of commuting trips in Calderdale made by females, compared to 1.5% made by males</li> <li>• Realise our aspiration to see all schools offering Bikeability courses (or similar) at various levels (up from the current level of 67%) by 2026, whilst increasing participation in the courses and increasing pass rates (from the current level of 66%)</li> <li>• Reduce the number of cycle user casualties per km travelled in Calderdale so that rates are below those of West Yorkshire, Yorkshire and the Humber and England</li> <li>• Strive for zero cycling fatalities in Calderdale</li> <li>• Allocate in excess of 10% of our highway investment to cycling and walking-specific improvements by 2031</li> <li>• Facilitate an average investment per head that exceeds £10 for cycling and walking measures by 2021, rising to £20 per head by 2031</li> </ul>
<p><b>Delivering an integrated network</b> (2 pages, 1 for text, 1 for map)</p> <p>[Graphic: simplified 'tube' type map with</p>	<p>In order to provide an integrated and usable cycle network in Calderdale, the various on-road, greenway and off-road sections will need to meet the demands of all cycle users, connecting people to places and activities. In order to provide a valued asset for Calderdale, the network must be safe, accessible, legible, easily navigable and well maintained.</p>

<sup>1</sup> Source: *DfT, Walking and cycling statistics, 2016*

<sup>2</sup> *UK census data, 2011, the last available census data set*

<p>contour lines [to be developed] including hubs, spokes and links outlined right]</p>	<p>When constructing or improving cycling infrastructure we will adopt best practice designs in order to offer continuous, direct and high-quality routes which are segregated wherever possible, both within Calderdale and to other locations outside of the borough. These routes must also be well maintained. The cycle network will link effectively with other transport modes, including parking and safe crossing points where appropriate.</p> <p>The Calderdale cycle network will comprise a number of “hubs” where people live, work, study, visit and play. These hubs include the towns of Todmorden, Hebden Bridge, Mytholmroyd, Sowerby Bridge, Elland, Brighouse, Ripponden and Halifax.</p> <p>“Spokes” will provide the link between these hubs joining centres of population and activity to outlying communities as well as key attractions and destinations. These include the Pennine Bridleway, Mary Towneley Loop, National Cycle Network Routes 66 and 68, Hebble Trail and West Yorkshire Cycle Route.</p> <p>Additionally other “links” will provide connections to other centres outside of Calderdale, including Littleborough, Burnley, Colne, Keighley, Queensbury, Hipperholme, Bradford, Huddersfield, Dewsbury, Slaithwaite and Marsden.</p> <p>The network will also include future proposed routes within Calderdale and to other destinations outside of the borough, as well as loops linking to and between hubs for leisure activities.</p>
<p><b>Making the vision a reality, delivering our objectives</b> (1 page)</p> <p>[Image to be agreed]</p>	<p>In defining the strategy for Calderdale, we have developed 9 strategy components that link people to places and the activities in which they participate. Each component relates to current cycle users and, importantly, to those who don't cycle at present.</p> <ul style="list-style-type: none"> <li>• People 1: Make cycling viable for all</li> <li>• People 2: Reduce the barriers to cycling</li> <li>• People 3: Improve cycling uptake, access and retention</li> <li>• Places 1: Deliver a cycling network for Calderdale</li> <li>• Places 2: Improve the highway environment for cycle users</li> <li>• Places 3: Improve the environment off the highway for cycle users</li> <li>• Activity 1: Make cycling an attractive activity for everyone</li> <li>• Activity 2: Capitalising upon Calderdale's uniqueness through cycling</li> <li>• Activity 3: Work in partnership to deliver outcomes and increase participation</li> </ul>
<p><b>People 1: Making cycling viable for all</b> (1 page)</p> <p>[Image to be agreed]</p>	<p>We believe that cycling could be a part of everyone's lifestyle. Our aim is to make cycling in all its forms a part of as many people's lives as practicably possible, irrespective of age, ability, confidence or level of experience. To do this we will:</p>



	<ul style="list-style-type: none"> <li>• Deliver a safe, legible and accessible network catering for all</li> <li>• Provide safe, quiet environments for cycling throughout Calderdale to encourage participation by all</li> <li>• Promote cycling in Calderdale as part of an active lifestyle for all types of users and develop initiatives to help them keep cycling</li> <li>• Promote initiatives through our wider Transport Strategy to encourage and support blended travel choices, including cycling</li> <li>• Recognise Calderdale's particular topography, geographic and weather related challenges whilst also being aspirational in our aims</li> <li>• Review best practice from the UK and Europe to learn from and evolve our thinking</li> <li>• Lead by example through our own programmes and initiatives</li> </ul>
<b>People 2: Reducing the barriers to cycling</b> (1 page)  [Image: to be agreed]	<p>There are a wide variety of reasons that people choose not to cycle regularly or at all.</p> <p>We recognise that a variety of barriers exist, in Calderdale and elsewhere, which prevent more people from using cycles. In order to address this we will:</p> <ul style="list-style-type: none"> <li>• Actively work to improve road safety in Calderdale through physical and other measures</li> <li>• Actively work to change all road users perceptions of each other in Calderdale to improve road safety</li> <li>• Address the priority afforded to cycle users (and pedestrians) within a blended approach to the highway hierarchy</li> <li>• Work with partners to help provide access to cycles for whom it is too expensive using a variety of ownership models</li> <li>• Engage with community groups to identify local needs in terms of access and participation</li> <li>• Work with partners, developers, employers, businesses, venues, schools and colleges to improve cycling facilities, parking, bike hire and safety</li> <li>• Promote cycling as a 'normal' everyday activity within our programmes and initiatives</li> </ul>
<b>People 3: Improving cycling access, uptake and retention</b> (1 page)  [Image: to be agreed]	<p>We recognise the importance of growing the numbers of people cycling and also in helping them to keep cycling in the longer term.</p> <p>For the cycling strategy to be successful, we will encourage people of all ages and abilities to be able to take up cycling. In order to do this we will facilitate access to cycling, increase cycling uptake, and give everyone the confidence to continue cycling as a regular part of their lifestyle.</p>

	<p>In order to achieve this we will:</p> <ul style="list-style-type: none"> <li>• Provide Calderdale's children with the necessary skills to ride confidently through an expanded Bikeability (or similar) programme</li> <li>• Work with partners through new and existing programmes to encourage cycle uptake and use by adults both those who used to cycle and those new to cycling</li> <li>• Engage with non-cycling groups, schools, colleges and employers to examine how cycling could be part of their activities and access</li> <li>• Actively work with cycling groups, clubs and bodies to promote and grow active membership collectively</li> <li>• Actively promote the off-road offer with partners in Calderdale to increase tourism</li> <li>• Capitalise on the 2019 World Championships in Yorkshire, the Tour de Yorkshire and Tour de France legacies to maintain a high profile for cycling of all types</li> <li>• Promote the use of new technologies such as e-bikes and cargo bikes to increase wider use and participation</li> </ul>
<p><b>Places 1: Delivering a cycling network for Calderdale</b> (1 page)</p> <p>[Image: to be agreed]</p>	<p>A network that is safe, direct, easy to understand and use, both on and off-road, is essential to enabling growth in cycling for all types of users and their activities. To enable this we will:</p> <ul style="list-style-type: none"> <li>• Deliver an integrated cycle network (on-road, greenway, off-road routes, and parking provision) for Calderdale that safely, links people to places and their varied activities</li> <li>• Review the function of routes and streets in Calderdale to help define interventions</li> <li>• Identify missing links within and between the network (on and off the road and on greenways)</li> <li>• Deliver a signage and way finding programme and supporting information strategy, this will include up-to-date online mapping and other data</li> <li>• Deliver an integrated programme to deliver network improvements through existing programmes, targeted investments and funding bids</li> <li>• Deliver design standards specific to Calderdale for highway, greenway and off-road interventions as well as within the built environment</li> <li>• Build 'Cycling by Design' into all programmes, initiatives, developments and schemes</li> <li>• Through our Transport Strategy encourage modal shift to sustainable modes, improve parking and integration</li> </ul>
<p><b>Places 2: Improving the highway environment for cycle users</b> (1 page)</p>	<p>We recognise that there are a number of improvements that are needed to improve the highway environment within Calderdale for cycle users.</p>

<p>[Image: to be agreed]</p>	<p>To address this we will:</p> <ul style="list-style-type: none"> <li>• Improve safety for cycle users through considered design and sustained investment</li> <li>• Deliver a programme of interventions at key hubs and spokes within the network including cycling priority and safety schemes</li> <li>• Deliver quiet routes (building upon areas of 20mph limits) and lanes and link these with off-highway routes to provide family friendly options</li> <li>• Provide improved cycling facilities across the network through routine maintenance programmes</li> <li>• Deliver standard design elements applicable to Calderdale building upon UK and European best practice</li> <li>• Cycle proof all new highway schemes and major interventions</li> <li>• Improve way finding and legibility through signage programmes</li> <li>• Work with Sustrans to expand and improve the National Cycle Network including improved way finding, removing duplication and improving routing and usability</li> <li>• Upskill planners and designers with cycle infrastructure best practice</li> <li>• Ensure that developers consider cycling as a key part of their development proposals</li> </ul>
<p><b>Places 3: Improving the greenway and off-road environment for cycle users</b> (1 page)</p> <p>[Image: to be agreed]</p>	<p>Calderdale has an extensive network of greenway and off-road routes already playing an important role for both cycling and walking. To capitalise on this network we will:</p> <ul style="list-style-type: none"> <li>• Upgrade the Calder Valley Greenway (Route 66 and canal) along its whole length through the City Connect and other programmes and improve its role and connectivity within the network</li> <li>• Deliver family friendly loops building upon greenways and quiet routes centred on key hubs</li> <li>• Expand the greenway network to include the Hebble Trail extension (Route 69 to Halifax), the Ryburn Greenway (to Ripponden and Rishworth) and links to North Halifax (and Queensbury Tunnel) subject to active engagement and developing consensus with local communities</li> <li>• Identify missing links within the bridleway network and examine ways to reduce them</li> <li>• Implement a re-signing, way finding programme for the bridleway / off-highway network</li> <li>• Deliver 'trail head' concepts at key hubs to capitalise on the off-road network</li> <li>• Utilise design standards applicable to Calderdale for greenway and off-road infrastructure, including surfacing and lighting (where appropriate), building upon UK and European best practice</li> <li>• Always consider the shared needs of landowners, neighbours, walkers, cycle users and horse riders in delivering the network</li> </ul>

	<ul style="list-style-type: none"> <li>Carefully consider potential flood impacts as well as possible impacts on the environment and ecology in any proposals</li> </ul>
<b>Activity 1: Making cycling an attractive activity for everyone</b> (1 page)  [Image: to be agreed]	<p>It is recognised that cycling can play a major role in contributing to both physical and mental health as well as helping to improve productivity. To achieve our aims we will:</p> <ul style="list-style-type: none"> <li>Work with clinical commissioners and the third sector to encourage cycling as part of an active, healthy lifestyle</li> <li>Work with community and non-cycling groups to help deliver engagement programmes to increase participation</li> <li>Deliver initiatives and opportunities to diversify cycling through participation for all ages, abilities, challenges and backgrounds</li> <li>Work with schools and colleges to expand Bikeability programme participation and pass rates as well as increasing cycling usage for education</li> <li>Work with partners to deliver the offer at new and existing cycle tracks within Calderdale (such as Brooksbank and Sowerby Bridge)</li> <li>Embed cycling (and walking) within Council activities, events, programmes and initiatives</li> <li>Deliver the 'Inner Cyclist' &amp; cyclecalderdale website to include more information for all cycle users, including routes, retailers, parking, etc.</li> </ul>
<b>Activity 2: Capitalising upon Calderdale's uniqueness through cycling</b> (1 page)  [Image: to be agreed]	<p>Cycling already contributes to Calderdale's leisure and tourism activities. To make the most of this unique position we will:</p> <ul style="list-style-type: none"> <li>Embed cycling as a key part of Calderdale's outdoor tourist offer</li> <li>Encourage the inclusion cycling elements within all major tourist programmes and initiatives</li> <li>Improve access to the network through profile raising, information and targeted investment including way marking, trail head initiatives and interpretation boards</li> <li>Work with the hospitality and services sector to actively and consistently promote 'Cycle friendly' businesses</li> <li>Work with public transport operators to deliver initiatives to encourage sustainable cycle access to Calderdale</li> <li>Work with partners to raise the profile of Calderdale's cycling offer within the UK and internationally</li> <li>Work with partners to facilitate inclusive cycling events and competitions</li> </ul>
<b>Activity 3: Working in partnership to deliver outcomes and increase participation</b> (1 page)	<p>We recognise that in order for cycling to be successful and sustainable in Calderdale we will need to work closely with others. To do this we will:</p> <ul style="list-style-type: none"> <li>Capitalise upon the skills, knowledge, enthusiasm and opinions of other individuals and organisations to help</li> </ul>

<p>[Image: to be agreed]</p>	<p>achieve the aims of this strategy</p> <ul style="list-style-type: none"> <li>• Work with partners (including British Cycling, Cycling UK, Sustrans and WYCA), retailers and stakeholders to actively deliver ideas to improve uptake, access and to increase and diversify participation in Calderdale</li> <li>• Work with partners, including the police, to improve safety</li> <li>• Deliver initiatives for communities to shape investments in their areas</li> <li>• Revitalise local cycling forums to widen membership to facilitate partnership working and sharing through 'Cycle Calderdale'</li> <li>• Work with partners to create volunteer groups for greenway and off-road maintenance</li> <li>• Apply for and secure external funding jointly with partners to improve cycling infrastructure and participation</li> <li>• Deliver a 'Cycling Charter for Calderdale' to actively engage and support groups, businesses, residents and visitors</li> <li>• Consider the needs of other non-cycling user groups in what we do</li> </ul>
<p><b>How and when we will deliver our promises</b> (1 page)</p> <p>[Image: to be agreed]</p>	<p>In order to ensure that the cycle strategy is effective, we will deliver a series of interventions over four timescale ranges:</p> <ul style="list-style-type: none"> <li>• In the <b>immediate term (within 6 months)</b>, we will publish and widely articulate the vision, objectives, and strategy for cycling in Calderdale.</li> <li>• During the <b>short term (within 1 year)</b>, a number of initiatives will be realised quickly as we aim to significantly improve the legibility of the existing network and public understanding of it, as well as delivering a local area pilot of improvements as proof of concepts for intervention.</li> <li>• In the <b>medium term (from 1-5 years)</b>, we will deliver a step change programme of on-road, greenway and off-road improvements, and significantly increase the number and breadth of regular users and overall cycle trips in Calderdale.</li> <li>• The <b>long term (beyond 5 years)</b> will see delivery of the strategy realise cycling as part of people's lifestyle choice with a network that links people, places, and activities.</li> </ul>
<p><b>Measuring what we do and what we achieve</b> (1 page)</p> <p>[Image: to be agreed]</p>	<p>We want this strategy to be effective, and in order to do this we will monitor performance and review the strategy itself on a regular basis. With this in mind, we recognise the need to track the progress of cycling initiatives in working toward achieving the strategy objectives, to measure the outcomes and make the progress available to the public by publishing how we are doing. To do this we will:</p> <ul style="list-style-type: none"> <li>• Review and refresh this Cycling Strategy every 2 years</li> <li>• Review and report on our performance every year</li> </ul>

	<ul style="list-style-type: none"> <li>• Develop our thinking based on our performance, as well as changing technology and other opportunities</li> <li>• Be open to challenge from partners and stakeholders</li> <li>• Actively monitor published cycling data sources</li> <li>• Examine new technologies and data sources to collect our own data to monitor cycle usage across Calderdale</li> </ul>
<b>Embedding cycling in the Council's everyday activity</b> (1 page)  [Image: to be agreed]	We want to make cycling a part of Calderdale Council's activities, plans and programmes. In order to do this we will: <ul style="list-style-type: none"> <li>• Agree a political 'champion' for cycling</li> <li>• Identify and task cycling leads within each directorate to facilitate inclusion, cross working and sharing</li> <li>• Develop and implement a cycling investment programme to deliver the strategy components</li> <li>• Embed cycling improvements within highway renewals and rights of way programmes</li> <li>• Include specific provision for cycling (and walking) investment within our programmes</li> <li>• Upskill our staff with contemporary thinking from the UK and Europe</li> <li>• Deliver cycling initiatives for Calderdale employees across all sites</li> </ul>
<b>Back cover</b>  [Image: to be agreed]	Calderdale council contacts including - lead contacts from all directorates.

## Case Studies: to be included along with appropriate photos

### **We:cycle**

#### ***Electric assisted bikes (e-bikes) in the Upper Valley***

Launched in April 2016, the We:cycle scheme is one of 12 Department for Transport (DfT) funded pilot projects around the UK encouraging community use of new cycling technologies. The scheme employs Raleigh Modus bikes which are equipped with Bosch electric motors offering 4 levels of assistance, making the many hills in the Upper Valley less of a challenge for riders. The scheme provides membership-based access by the hour as well as for longer durations, with bikes located at hubs in the communities to the north of Hebden Bridge. DfT funding for the scheme is administered by CarPlus, which is a shared mobility and environmental NGO, with additional resource provided by the Calderdale Council. We:cycle also provides hire-to-buy options for those looking to have personal access to an electric bike.

*More information: [wecycle.org.uk](http://wecycle.org.uk)*

## **Happy Days Cycles, Sowerby Bridge**

### ***Cycling-focused social enterprise***

First opened in February 2016, Happy Days Cycles in Sowerby Bridge is a community based, social enterprise business comprising a bike shop, café and bike “library”, all of which are situated in the centre of the town. Happy Days is “committed to the journey” in helping people develop a love for cycling, which in turn enables them to be more independent individuals. Profits from the enterprise are used to fund wider work to benefit the homeless in West Yorkshire through activities undertaken in partnership with churches, individuals, volunteers and other organisations. The café provides an important community hub for cyclists and non-cyclists alike, serving hot and cold drinks and snacks. The bike shop sells new and pre-loved bikes, while the bike library, which has been set up with the assistance of the Yorkshire Bank, contains donated bikes which are repaired to good condition and can then be used by those who otherwise wouldn’t have access.

*More information: [happydayscycles.org](http://happydayscycles.org)*

## **Shibden CC**

### ***Rapidly growing new cycling club***

Shibden CC is a new and inclusive cycling club that has seen rapid growth in just its first couple years. Started by an enthusiastic group of amateur cyclists, the club is focused on the Queensbury and Hipperholme areas and is family-oriented in its aims. As well as organising members’ rides and group participation in races, sportives and other events, the club has also started organising its own races. Most recently they staged the 8<sup>th</sup> round of the 2016/17 Yorkshire Cyclocross league at Shibden Hall in Halifax. Illustrating the club’s growth and commitment, they recently entered a team of nearly 40 riders to the Strathpuffer 24 hour endurance mountain bike race in Scotland, which is one of the calendar’s most demanding events.

*More information: [shibden.cc](http://shibden.cc)*

## **The Brooksbank Track**

### ***Developing cycle skills and race craft safely***

Opened in June 2014, just in time for Tour de France visiting Calderdale, the Brooksbank Track provides a 750 metre long, 6 metre wide, traffic free tarmac surface developed specifically for all aspects of learning to ride and race bikes. Located at the Brooksbank School Sport College off Hammerstone Leach lane in Elland, the track is used by the school during the day, and is open to hire by groups, clubs and individuals at other times. The school also provide two community sessions each week for riders of all abilities. The Pedalsport Cycling Club from Halifax host four coached sessions at the track each week for adults and under 16s, which caterto those new to road racing right through to seasoned racers.

*More information: [brokksbankcyclecircuit.co.uk](http://brokksbankcyclecircuit.co.uk)*

## **Tour de France and the Tour de Yorkshire**

### ***International cycle racing***

In July 2014, the Tour De France hosted two stages centred in Yorkshire, with the second stage (York to Sheffield) traversing Calderdale from Cock Hill near Oxenholme, through Hebden Bridge and Mytholmroyd before tackling the Cragg Vale climb, and then visiting Ripponden, Greetland and Elland. This closed road spectacle drew crowds estimated in the

millions. The following year, the Tour de Yorkshire, a new international race organised by the same organisers as the Tour de France (ASO), passed through Calderdale using the previous year's route in reverse. Now a regular yearly event, in 2017 the Tour de Yorkshire will once again grace Calderdale's streets with a route taking in Northowram, Halifax, Southowram, and Brighouse on its way from Bradford to Sheffield. Looking further ahead, the 2019 Road Cycling World Championships are being hosted by Yorkshire with a week long programme of racing at the highest competitive level.

*More information: [letourdeyorkshire.com](http://letourdeyorkshire.com) & [worlds.yorkshire.com](http://worlds.yorkshire.com)*



# Calderdale Cycle Network Tube Map

