

Report of Director of City Development

Report to Scrutiny Board (Sustainable Economy and Culture)

Date: 13th January 2015

Subject: Tour de France Legacy for Leeds - update

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

1. During 2013/14 the Scrutiny Board considered several reports on the preparations for the Tour de France Grand Depart. In February 2014, the Board agreed that it would consider the Tour de France legacy after the Grand Depart had actually taken place in July. Subsequently members of scrutiny board considered TDF legacy proposals and provided comments accordingly
2. There has been a lot of activity across of range of areas that is geared towards increasing access to cycling directly. Equally there is evidence of significant activity with an eye to the future, where plans are being put in place to improve access and facilities. By way of reminder the "Cycling Starts Here" legacy was considered at the Executive Board on 25 June.
3. This report provides a flavour of the range of work currently underway as part of the cycling starts here legacy proposals.

Recommendations

4. The Board is requested to consider the Tour de France legacy update and provide comments on progress to date.

1. Purpose of Report

- 1.1 To update scrutiny Board on progress on Tour De France Legacy and seek feedback accordingly.

2. Background information

- 2.1 Members of scrutiny Board considered Tour De France Legacy proposals “Cycling Starts Here” at their meeting on the 22nd July 2014. Officers undertook to produce a 6 month update for the Board consideration.
- 2.2 Considerable amounts of work have been ongoing across a broad range of cycling based initiatives since the last Board meeting. Rather than repeat content previously contained within the Executive Board report, this paper seeks to outline the breadth of key developments, projects and initiatives that are underway in order to provide an illustration of progress being made by a wide range of services across the Council despite the impacts of austerity.

The Report does not cover the economic value of the Tour, but members will recall the recent publication of “3 Inspirational days” which set out the impact of the tour overall. This included:

- £128m boost to the economies of Yorkshire, Cambridge, Essex and London
- 4.8m people lined the route
- 2 million people felt inspired by the Tour
- 1 million people have cycled more frequently since the race

- 2.3 The successful delivery of such a high profile world class sporting event has now also helped elevate Leeds’ reputation in delivering world class sporting events generally; this is an area to build on in the future. This report will focus on the aspect of legacy relating to getting more people cycling “Cycling Starts Here”.

3. Main Issues/Current Developments

3.1 Cycle Yorkshire

- 3.1.1 Members will recall that Cycle Yorkshire (CY) produced a regional cycle strategy that Local Authorities would work to over the years ahead. The CY objectives are embedded into the Cycling Starts here proposals for Leeds. Officers from Leeds have since been engaged in discussion about the future direction and role of CY. The organisation (under the auspices of Welcome to Yorkshire) is currently undergoing a review, having produced its Yorkshire wide cycling strategy last year, and officers have held discussions with a view to helping influence where CY can

add value (eg seeking commercial sponsorship) to the wider Yorkshire authorities and partners . At this stage the discussions are ongoing.

3.2 Work with Young People and Schools

- 3.2.1 Cycling is a focus sport in 2015 for the Active Schools (Children's Services/City Development) and the Sport and Active Lifestyles Teams and as such Officers are helping to develop clear pathways from grassroots, through to performance exit routes and wider recreation opportunities. Both teams are working with key partners (internal and external) to establish a coordinated approach to the delivery of Cycling across the City.
- 3.2.2 There is planned bikeability (cycle training) delivery of 6500 level 2, 500 level 3 and 3800 level 1 courses in this academic year; representing a substantial increase from the previous year's totals of 5701 level 2 & 157 level 3.
- 3.2.3 The Local Strategic Transport Fund (LSTF) "Access to Education" project will be continued in 2015/16 across five secondary schools and their feeder primary schools. These schools provide a model for engaging with pupils and their parent/ guardians to show case sustainable travel behaviour on the school journey.
- 3.2.4 Officers are currently making plans to repeat the delivery of the Leeds School Cycle Challenge – building from the TdF celebration event at Temple Newsam last year which proved a tremendous success for all involved, with 550 children from 50 primary schools and 4 SILC's taking part. Ideas are being formulated together with budget requirements, subject to cross directorate agreement and funding with a CDD report being progressed.
- 3.2.5 Active Schools and the Sport and Active Lifestyles Team (in conjunction with Highways and British Cycling) are identifying key High Schools across the City that have equipment to promote the development of Cycling within the school and extend to feeder primary schools which will be supported by Continued Professional Development opportunities for Teachers. An example of this includes Carr Manor, using bikes from the school, looking to run a core skills session for girls, along with guided rides which ultimately will progress to the Sky Ride led programme. In addition, the Satellite Club programme is rolling out in Leeds and will provide key links between schools and local Cycling clubs, the plan is to establish 2 Cycling satellite clubs in Leeds.
- 3.2.6 Sportivate is a £56million Lottery funded London 2012 legacy project. The programme gives 14-25 year olds who are not particularly sporty access to 6 – 8 weeks of free coaching in a range of sports. A good example of this scheme supporting Cycling includes the Leeds BMX club which have 2 Sportivate projects which will be delivered by the 31st March 2015 and will see 20 – 25 young people from both the David Young Academy in Seacroft and the Co-Operative Academy in Burmantofts get access to a fleet of bikes and skill development training.

3.3 Infrastructure

- 3.3.1 Leeds has introduced a series of cycle measures over the last 25 years; a number of schemes were introduced including a number of substantial rural routes in partnership with Sustrans, cycle parking was introduced throughout the city centre and other district centres and a process of cycle auditing was also introduced whereby all highway schemes are subject to a cycle audit, to ensure that the needs of cyclists are considered.
- 3.3.2 In 2009 Leeds City Council's Executive Board approved the Leeds Core Cycle Network, a network of 17 largely radial routes, 7 of which have now been implemented.
- 3.3.3 In 2013 the Department for Transport announced the Cycle City Ambition Grant (CCAG) which amounted to a step change in capital funding. The Department were impressed by Leeds level of ambition which stated that over the next 10 years (from 2013) Leeds would develop; a network of 6 Cycle Superhighways (including the one in the initial bid), complete the Leeds Core Cycle Network, and the development of a City Centre Cycling Loop – *the Inner Tube*.
- 3.3.4 Leeds (along with Bradford) was successful in obtaining £20 million to implement:-
- Leeds to Bradford cycle super highway (14 miles long)
 - Public realm streetscape improvements through the centre of Stanningley
 - Leeds City Centre Cycle City Loop; improving the cycle connectivity of the city centre
 - High quality resurfacing of the Leeds Liverpool Canal towpath between Armley and Shipley
 - High quality cycle parking in Leeds City and at key points on the superhighway
 - 20 mph schemes in the areas adjacent to the route.
 - A new organisation is proposed to bring together partners to engage with communities in encouraging the take-up of cycling

After a successful contracting process this huge scheme will start site works in January 2015 and is due for completion by the end of 2015, including 14 miles of Super Highway and 38 x 20mph schemes. The towpath works will be complete in the spring 2015

On a separate but related matter cycle parking has already provided over 350 spaces in the city centre, including a dozen using the "car port" system, which provides attractive cycle parking at locations where footway width meant we had not previously been able to provide cycle parking.

- 3.3.5 Furthermore in November 2014 the Deputy Prime Minister announced a further £114 Million for the eight successful CCAG cities to develop further measures. The distribution of this is yet to be agreed, but it is envisaged that Leeds and the remainder of West Yorkshire will attain a significant proportion. Work is ongoing with partners sub regionally to assess the most appropriate response.
- 3.3.6 In terms of 20mph zones, and in addition to those referred to above as part of City Connect, the Council has implemented 95 zones to date, with a further 15 schemes on site at this moment in time. A further 40 are planned over the next 3 years.

3.6 Access to cycling facilities: Sport Facility development/Hubs/Cycling in Parks

- 3.6.1 Work has been ongoing with the aim of developing 3 cycle hubs in Leeds. The 3 provisional sites are Fearnville, Middleton Park / John Charles Centre for Sport and North Leeds (possible site of a proposed 1.5km closed road circuit). A cycle hub would pull together facilities to cycle, programme of activities, links to led rides / way marked routes, access to bikes and equipment, bike skills training, maintenance support and the training / development of ride leaders.
- 3.6.2 Fearnville Leisure centre site is the most developed in its planning and has a strong partner steering group in place with an agreed action plan. Open sessions at Fearnville during the summer had over 50 people taking part in weekly activity, of which 30 were aged between 6 and 15 years. All 3 levels of Bikeability training are offered at the site; a weekly drop in session was, through September, at capacity. 5 local Primary Schools have received specific bike skills / confidence training reaching 30 young people at each session. 2 of the Breeze trained leaders (British Cycling women's only programme) have started led rides from the site. The Fearnville Cycle festival is also a key feature of the Fearnville cycle hub with over 300 participants in 2014 with numbers expected to grow in 2015.
- 3.6.3 Middleton Park and the John Charles Centre for Sport will seek opportunities to develop programmes at Middleton Golf course to create a hub that focuses not only on mountain biking, but uses the road network around the JCCS and continues to build on the strong focus of work with people with a disability using the adapted bikes.
- 3.6.4 Work has been ongoing to develop a major closed road cycle circuit in the North of the City. Officers have been in discussion with British cycling with a view to them investing in a regional cycle centre. The proposed 1.5km closed road circuit would be a joint project between the University of Leeds, British Cycling and the Council and demonstrates the partnership working that is strengthening around Cycling and which is key to the longer term sustainability of the development of the sport. The discussions about future facilities has also touched on locating a second smaller community track, ideally in the south of the city. Discussions are ongoing and promising.
- 3.6.5 In addition to development of hubs, Officers and British Cycling are working together to look at Yeadon Tarn and how to better use the existing facilities and expand the offer to young people and families; the Disability Sports Officer is working with the site management team to specifically develop the cycle offer to people with a disability.
- 3.6.6 The potential to develop cycle friendly zones and/or shared usage areas in a number of community parks is being explored. The aspiration would be to support this process with a programme of parks focussed cycling activities including BMX skills, 'bikeability' training, bike maintenance with added potential for young people to attain an AQA qualification. This scheme is being developed in partnership with Public Health and third sector organisations, with a view to launching in spring 2015.

3.7 Access to Bikes

- 3.7.1 There are a number of social enterprises underway in the city in various stages of development these include Otley, The Peddlers Arms and the Leeds Bike Mill. The Works Skatepark in Hunslet is a really good example of a social enterprise providing a wide range of cycling opportunities with a focus on young people such as accredited cycle maintenance courses, Bikeability training all year round and a 30 week programme of cycling activities. The Works "Christmas bike scheme", will see the distribution of 82 bikes, along with Bikeability and maintenance training, provided to young people from the most deprived areas of the City. The launch of the scheme is on Tuesday 16th December.
- 3.7.2 A brand new bike libraries scheme has been developed in association with Cycle Yorkshire and Yorkshire bank and is set to deliver a county wide cycling legacy for all generations and abilities, realising the ambition for every child to have access to a bike. Unwanted bikes will be repaired, or parts used and fully tested bikes will then find a new home in the community with supporting opportunities to learn to cycle. The concept will work on the basis of securing funds to run both a bike amnesty project as well as work to expand the number of enterprises across the county. The Yorkshire Bike Amnesty opens in Spring 2015.
- 3.7.3 Our proposed work with bike hubs may provide a useful platform for social enterprises to base their offer, with the majority looking to the Council for land, buildings and/or rate relief. The offer may include bike hire, storage, changing facilities and a retail offer.

3.8 Cycling Events

3.8.1 British Cycling/Sky Ride/Leeds Velofest

The Council has a partnership agreement with British Cycling, which is currently reviewed on an annual basis. In 2014 the mass participation Sky Ride event reported 8,500 people took part with 75% of those from the Leeds area. The Sky Ride Local (led ride programme which ran from July to October) saw 453 participants, 80% of those where from the Leeds area. The Breeze programme (women only rides) had 118 participants.

The gender split across Sky Ride Event and Sky Ride Local was 45% female and 55% male. The number of under 16's taking in the Sky Ride event was 33% and in Sky Ride local 27%; suggesting both are popular family events and something Officers are looking to build on with British Cycling next year.

The partnership agreement with BC for 2015 is currently being agreed – with the Sky Ride event planned for the 14th June and 50 led rides being planned as part of Sky Ride local. The partnership with British Cycling is progressing and this year there will be, as a key piece of work in the National Governing Body Place Pilot (a Sport England funded project to help land NGBs Whole Sport Plans effectively at a local level), better mapping of data and share of information to help extend the

reach and accessibility of all British Cycling programmes to the most deprived areas/communities within the City.

As part of the British Cycling agreement the City receives annual training opportunities for ride leaders; this year this will be a Continued Professional Development (CPD) opportunity centred on key skills needed to lead rides from some of the priority areas of the City.

Officers including Active Schools, Public Health, Transport and Sport & Active Lifestyles are working closely with British Cycling to produce a city wide 1 year action plan to be agreed for 31st January 2014 which will identify key work areas including facilities / hubs, access to and maintenance of equipment, workforce training, skill development and confidence, club support and have a specific focus on young people, girls and women and people with a disability.

Part of the discussions with British Cycling have included the possibility of creating a Cycling festival over one weekend. Discussions are at an early stage, but the Leeds Velofest could be built upon existing events such as the Leeds Sky Ride and would include an element of elite racing, similar to the Ride London event.

3.8.2 Tour De Yorkshire

A major new international cycle race for Yorkshire has been confirmed by the sport's world governing body, the Union Cycliste Internationale (UCI).

The provisionally titled Tour de Yorkshire – run by Welcome to Yorkshire and the Amaury Sport Organisation (which operates the Tour de France) and backed by British Cycling - has been officially added to the world cycling calendar for 2015.

May 1-3 will see the new 2.1 Europe Tour world-class cycle race take place across Yorkshire – with plans to potentially include parts of the county that the momentous Yorkshire Grand Départ didn't visit.

3.9 **Cycling Clubs and Cycling Sports Development**

- 3.9.1 There are 18 British Cycling affiliated cycling clubs operating in Leeds, the majority of the clubs are road based with predominately adult membership.
- 3.9.2 Club Development Officers within the Sport and Active Lifestyles Service, in conjunction with British Cycling, focus work with the 4 Go Ride Clubs – Alba Rosa, Leeds BMX (Fearnville), Leeds Mercury (based at Carr Manor PS) and Otley; all are currently undertaking an audit and mapping of resources / capacity and current provision, in addition to specifically looking at their support and offer to young people. For example, Alba Rosa, based at Allerton Grange HS, has over 50 young people regularly attending Club sessions and Officers are working directly with the Club to offer a package of support to grow and develop the junior section.
- 3.9.3 Seacroft Wheelers is one of the largest and longest established clubs in the city with approximately 100 members who ride on a regular basis; historically an adult focus

but the Club is now working closely with the Club Development Officer to look at getting more qualified ride leaders to run family led rides.

- 3.9.4 A Level 1 Ride Leader course will be delivered on 14th March 2015 at Fearnville Leisure Centre; this is a joint funded project between West Yorkshire Sport and the Council (NGB Place pilot monies). The course will be offered free of charge to key clubs and community organisations that are central to helping the City establish a cycling legacy and include, for example, Fearnville hub, Black Riderz Initiative and the Hunslet Club; this will ensure 20 new ride leaders in the city with a commitment to deliver between 14 – 18 hours of community coaching.
- 3.9.5 “Club Matters” is a Sport England funded initiative lead by Price Waterhouse and Coopers (PWC) which aims to build “better business skills for sport”, Leeds BMX club is part of the programme and most recently received support around marketing and PR.
- 3.9.6 “Inspire a Generation” legacy funding has enabled Officers to directly support Clubs and influence how they can help grow participation in cycling, for example, Airedale Cycle Club received funding to run a ride leaders course to up skill their volunteers and better engage with new members; in addition Leeds BMX have purchased 15 bikes allowing outreach work to schools and providing more access opportunities for young people at the Fearnville hub.
- 3.9.7 Otley Cycle Club is a key partner in establishing a legacy for the city and continues to build on its strong development work and key events it delivers such as the Otley Cycling festival and time trial race series; most recent discussions with the Club are focussed around increasing offers to young people and specifically in the Yeadon area.
- 3.9.8 A group of cycling activists and Town / City Councillors have expressed an ambition for Otley to become a cycle friendly town. Highways and Transportation are currently working to identify and install additional cycle parking in the town, and are investigating opportunities for Wharfe Meadows Park to become a cycle friendly zone.

3.10 Marketing and Promotion

- 3.10.1 There has been some good progress in establishing a new dedicated web site within Leeds.gov which can help people interested in cycling to understand what is in development or available as well as links to existing web sites such as Cycle Yorkshire and Sky Ride events. In terms of the latter the Sky Ride Local events have now all been mapped and a link will be included within the new web site. The web site will continue to develop over time and can be located at www.leeds.gov.uk/cyclingleeds.
- 3.10.2 January 2015 will also see the start of a national campaign called “This Girl Can” – which aims to break down key barriers in terms of girls and women’s attitudes and behaviours towards being active; it is aimed at girls and women aged 14 – 40 years old. Sport Leeds will drive, through a city wide partnership approach, this campaign

at a local level and NGBs including British Cycling will be heavily involved. British Cycling has an ambitious target of getting one million more women cycling by 2020 and this type of joint working will help progress.

3.10.3 Furthermore through the aforementioned NGB Place Pilot and SkyRide, work is ongoing with British Cycling to use information/data to drive up participation. British Cycling's SkyRide participation data has been mapped according to the ACORN segmentation tool which have been used to analyse, map and understand participation. This market insight has highlighted areas of low participation and engagement with the SkyRide product which will effectively inform and drive forward programming for 2015, in terms of location of rides and links with other cycling initiatives to support the development of cycling. This approach will allow us to take an informed approach to both effective targeted marketing to chosen segments and demographics by understanding key marketing methods, but also programme development to ensure there are local opportunities through partnership working to take part in cycling locally.

3.11 Achieving Step change- Strategic Development of Cycling and Active Lifestyles

3.11.1 There has been considerable discussion about the scope of content of the city cycle strategy. Clearly it needs to be based on the foundations laid by "Cycling Starts here", however it became apparent that developing a long term vision/strategy (20+ years) and a 3 year plan required different approaches. Therefore discussions have focussed on work streams that the soon to be formed "Cycling Starts Here" programme Board will focus upon. This rationale is outlined below:

1. In developing a long term strategy various pro cycling stakeholders expressed views about the city needing to think longer term and much bigger, bringing Leeds into line with some other European Cities. Attempting to develop an action plan for the next 3 years whilst also developing future policy direction on this "blue Sky" is very difficult as the latter can hold up the former.
2. It is therefore proposed to run 2 parallel but separate work streams that will be overseen by the programme board;
 - a) Develop a 3 year plan/strategy to run from 2015-2018.
 - b) Conduct a city debate about the future of cycling in the city focussing on long term outcomes. This area of work will inevitably draw in policy issues particularly relating to:
 - (i) Transport policy generally (including low carbon/emissions)
 - (ii) Health policy priorities relating to increasing levels of physical activity in the city, especially deprived areas.

3.11.2 The Programme Board is yet to meet but draft terms of reference have been developed together with a list of potential members of the board. These discussions are ongoing.

- 3.11.3 It is also proposed to seek the appointment of a specialist cycling consultant in order to accelerate the production of the 3 year city cycle strategy/plan, as there is insufficient capacity within services to drive this work at the pace required.

4. Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 A wide and detailed programme of consultation and debate will take place with stakeholders across the city, including the stakeholders involved and engaged in the development of the LEP.
- 4.1.2 A major consultation is/has been carried out around the City Connect programme with a key target of engaging with 10,000 people throughout the project development process and beyond. It is divided into seven geographic sections, of which five have been consulted on so far. The approach has included social media, an interactive website, face to face events, both formal and informal. So far just under 5000 people have contributed to date, either via attending an event, completion of a questionnaire, liking the Facebook page or following on Twitter with 4800 unique visitors to the web site with over 27,000 page views.
- 4.1.3 A long established cyclists' forum, chaired by an elected member of the Council, meets regularly with cyclists - including Leeds Cycling Campaign - to discuss issues affecting cycling infrastructure and provision. It will be vital to build on the conversations and consultations which are already contributing significantly to the development of cycling across Leeds. For example, the Leeds Cycling Campaign are passionate advocates of cycling in the city as well as being active in providing lead weekend rides and as being strong advocates and campaigners for cycling they and other cycle organisations such as CTC and will continue to be crucial to the consultation process.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 An EDCI Screening report was completed for the Executive Board report. The ambitions link to the Best Council Plan 2013 – 2017 whose priorities are improving outcomes for children and families, getting people active and enjoying healthy lifestyles, and developing a low carbon infrastructure for the city. There will be a particularly strong focus in the Leeds strategy on encouraging women and girls to cycle, expanding the established programme of accessible cycling for people with disabilities, taking cycling initiatives to all communities, including faith groups, in the city and on enabling more people to have access to a bicycle.

4.3 Council policies and City Priorities

- 4.3.1 The legacy of the Tour de France will help make Leeds the Best City in the UK and raise the city's' profile nationally and internationally. It will support sustainable and inclusive economic growth by encouraging businesses to grow and by encouraging cycling tourism. Improvements to the highways infrastructure will help deliver a more efficient and inclusive transport infrastructure which includes cycling.

- 4.3.2 Leeds will play a role working with the West Yorkshire Combined Authority and the city region building on the relationships already in place around the Tour and the Regional Legacy.
- 4.3.3 Increasing cycle use for local travel and improving conditions for cyclists will contribute to a better local environment including air quality and carbon reduction.
- 4.3.4 Through work in the communities to encourage cycling, the legacy will increase a sense of belonging. A programme of consultation and stakeholder engagement will take into account the needs of local communities.
- 4.3.5 The legacy will have a special focus on the benefits to young people from cycling and the contribution this will make to a Child Friendly city through listening to the needs of young people, and encouraging participation.
- 4.3.6 Improving people's health and well-being by promoting healthy travel and active lifestyles will be at the heart of the legacy planning. A legacy that helps achieve an increase in physical activity will directly support the Joint Health and Wellbeing Strategy, and its' five outcomes, most especially the outcome "People will live longer and have healthier lives".

4.4 Resources and value for money

- 4.4.1 The original Executive Board report did not place a firm cost on a long- term legacy – as understanding these details will be a priority for the proposed Programme Board. The report did however request that development costs are identified and secured to enable the programme to move forward including the establishment of the Programme Board and the necessary work streams . to that end £50k has been identified to help accelerate work in this area.
- 4.4.2 Significant investment has already taken place over the last six years around cycling in the city, particularly in terms of capital investment from the West Yorkshire Local Transport Plan and the Local Sustainable Transport Fund with the support of Department for Transport grant funding and more recently scheme specific funding secure from Sustrans. This year's success in securing Cycle City Ambition Grant for the City Connect project is the single largest investment yet in cycling in the city. A further bid has been made for cycling investment as part of the Strategic Economic Plan bid to Government for Local Growth Fund monies.
- 4.4.3 Revenue resources are also being committed to various promotional and supporting initiatives such as the Sky Ride programme with complimentary investment in road safety and sustainable travel promotion.
- 4.4.4 A new regional bid, 'Go:Green for growth', has been submitted to the Local Sustainable Transport Fund (LSTF) which includes four packages; of particular interest to the legacy programme are:
 - Go:cycling Promotion of cycling through engagement activities; and
 - Go:walking Expansion of the City Connect Best Foot Forward project.

- 4.4.5 In developing our ambitions and strategy for the future due regard will need to be given to the sources of funding open to the Council for supporting investment in the infrastructure, development of our facilities and for the community engagement, outreach and promotion needed to secure a longer term cycling culture in the city.
- 4.4.6 It is intended that in drawing together a strategy and establishing a Programme Board these issues will be investigated in depth to provide a sustainable basis for long term growth of cycling.
- 4.4.7 With the commitments now being made to City Connect and previous investment over the last ten years by 2015 capital investment in the cycle network will be nearly £30 million. Looking forward the All Party Parliamentary Cycling Group in report last year suggested a figure of at least £10 per head per annum (i.e. c£7.5 million p.a. in Leeds) as appropriate for the long term development of local cycling plans and this figure has also been endorsed by British Cycling. At present with City Connect coming on-stream Leeds will begin to approach this figure. Looking to the long term therefore, whilst City Connect is a one-off, investment will be needed for the long term. Sustaining and increasing present levels of funding will be an ongoing challenge for the city and its partners. Looking to London and elsewhere in Europe - for example Denmark - a 20 year investment strategy would not be unreasonable for creating cycle networks capable of attracting 5% or more journeys by cycle. There will also be the challenge of supporting a sporting and recreational legacy which remains similarly unquantified.
- 4.4.8 British Cycling is a key and supporting partner of Leeds City Council. Its 10 point manifesto – Choose Cycling - was presented by Chris Boardman MBE to the Commons Transport Select Committee in February. It recommends that local and central Government accommodate cycling in road designs through providing “meaningful and consistent” funding and by setting measurable targets on increasing the number of cyclists on our roads. Leeds City Council responded that it “wholeheartedly supports” ‘Choose Cycling’.
- 4.4.9 Looking to the future the development of the cycling programme will continue to rely on funding through the Local Transport Plan and more scheme specific grants from the Department for Transport as they are launched. In the meantime the importance of cycling has been recognised in the LEP Strategic Economic Plan which contains a further four cycling superhighways of a value of £60 million, for which a key decision will be Local Growth Fund settlement expected during the summer. The Council has also worked closely and successfully with Sustrans to develop the cycle network programme and secure important match funding for projects.
- 4.4.10 Future investment will to a great extent depend on national government policies and also the degree to which synergies with the developing West Yorkshire Plus Transport Fund investment programme can be harnessed. It is nevertheless acknowledged that in the present revenue funding climate that the challenge of funding the essential promotional and behavioural change programmes need to lock in the benefits of the infrastructure benefits and capture the latent potential for major cycling growth will be demanding.

- 4.4.11 Work is ongoing to identify the Council's most appropriate approach to the recently published Department of Transport Cycling Delivery Plan. There is a fund of £114m nationally.

4.5 Legal Implications, Access to Information and Call In

- 4.4.1 There are no legal implications

4.6 Risk Management

- 4.6.1 The key areas of risk relating to the unlocking the Cycling Legacy relate to the following areas:
- 4.6.2 Reputational risk in terms of expectations raised by the Tour de France and by the step change in funding achieved by success of the funding bid for City Connect.
- 4.6.3 Managing expectations of stakeholders. It will take time to consolidate the city's position and legacy programmes and it will be necessary to carry stakeholders along with this work and ensure their full engagement in the plans.
- 4.6.4 Lack of resources to develop and deliver a meaningful legacy and this will be to a great extent dependent on the ability of the city and partners to attract funding and create new partnerships for delivery.
- 4.6.5 Managing expectations of stakeholders
- 4.6.6 Lack of resources to develop and deliver a meaningful legacy

5. Conclusions

- 5.1 Good progress is being made on a range of cycling initiatives, but the momentum needs to be maintained for the longer term. The establishment of the "Cycling Starts Here Programme Board" will help maintain that momentum.

6. Recommendations

- 6.1 The Board is requested to consider the Tour de France legacy update and provide comments on progress to date.

7. Background documents¹

- 7.1 None

¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.