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<p>Corporate Plan Output: Pages 9.5.37 &amp; 38</p>	

The purpose of this report is to present the Cycle Network Implementation Plan to the Council for approval. (Copies have been forwarded to all Councillors.)

**NETWORK PLAN BACKGROUND**

A draft version of the cycle network implementation plan was presented to the Committee at the September meeting, along with a proposed priority system for the allocation of cycleways capital. The Committee required changes to the priority for spending cycleways capital. This report and the revised network map accompanying it have adopted the priority system required by the Committee.

**IMPLEMENTATION PLAN PRIORITIES**

The implementation plan has been developed through the following steps:

- Step 1:* Identify all cycle routes and cycle facilities currently up to best practice standard.
- Step 2:* Identify all cycle routes and cycle facilities currently planned, under implementation or design action. This involves all projects in the 1999/00 financial year and their associated funding. Other than the Railway Cycleway continuation, **no cycleways capital** is committed beyond year 1999/00 in this step.
- Step 3:* Identify all City Streets and other unit’s projects that are on the five year programme that are on cycle routes or adjacent to schools. These works (kerb and channel, safety improvements, major construction, amenity works, NIPs or LATMS, reserves development) must include cycle provision when being developed. **No cycleways capital** is committed to these projects.
- Step 4:* Specific cycle route projects, for which cycleways capital is required, are identified. **Cycleways capital** is allocated to these projects **strictly in accordance with the priorities** identified in the route planning process (that is, red - or “high exposure” routes receive cycleways funding first).

However, it will be noted that cycleways capital is not exhausted on high priority routes before lower priority routes receive any funding. This is because:

- There are likely to be long lead times associated with some projects, hence it makes little sense to allocate funding when it is extremely likely it will not be spent in that year.
- Maximum use has been made of other capital projects, so that if it is necessary to delay a cycle route element so that it is built by another project, rather than cycle capital, the delay is part of the programme.
- An effort has been made to balance projects across the city, so that not all cycle capital and planning resources are absorbed by one project in any one year.
- Some high priority routes have been connected together using lower priority routes so that the connection function is improved.

It is believed that the implementation plan as presented satisfies the required priority for expenditure of cycleways capital while optimising the cycle element of capital works developed from other sources.

#### **PLAN COMMENTS AND IMPLICATIONS**

The cycle network implementation plan as presented is based on an annual average cycleways capital budget of \$750,000, however, the Council is not committed to budget this sum every year. The network plan will be modified on a yearly basis to include recent works, new planned works, and changes to cycle facilities priorities and budget as necessary.

The budget for 1999/00 has been set, and hence the routes scheduled for completion by 1 July 2000 are essentially committed. It would make good sense to indicate a level of commitment to a cycleways capital sum (proposed at \$750,000 for 2000/01), so that the network plan can be published with a year's future work indicated. A network plan for the public is overdue, and it would be sensible to put intended future routes on the map when it is promulgated.

It is intended that the full network planning and development process be presented as an appendix to the new cycle strategy. Thereafter, a revised plan will be produced each year as part of the Strategy's annual reporting of the year passed, and action plan for the coming year.

**Recommendation:** That the Council approve the cycle network implementation plan.