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

The purpose of this report is to inform the Committee of the status of the cycle network planning process.

BACKGROUND

Late last year the first draft of a cycle planning map was presented to this Committee. Further consultation on that draft, within City Streets and with the Cycle Steering Group and Cycle Advocacy Group (SPOKES) identified a number of deficiencies. In particular the plan:

1. had very little emphasis on school cyclist movements and facilities
2. did not recognise (as well as it could) existing cycle facilities
3. showed some information which had been superseded by more recent cycle data.

As a result of the additional consultation process, the planning process was revised and additional information added.

NEW PROCESS AND MAPS

Displayed at the Committee’s meeting will be the latest planning maps. These are:

- ***Known movement-collision patterns:*** Called the “Surveyed Cyclist Exposure Map”. The information displayed is based on the 1997 survey of 1000 cyclists, cycle count and cycle collision information. This map shows levels of “priority” on existing pathways and roads.
- ***Estimated movement-collision patterns:*** Called the “Unsurveyed Cyclist Exposure Map”. The information displayed is based on local knowledge of Area Engineers and Cycle Steering Group, but is not backed up by specific counts or monitoring (side accesses to schools on local roads are an example).
- ***Potential and growth cycle patterns:*** Called the “Potential Cycle Route Map”. Different units within council (Water Services, Environmental Services, Parks) have long term plans for land developments. This map identifies opportunities for cycle path development, and includes possible further pathways on TranzRail land.
- ***Cycle destinations and attractions:*** Called “Cyclist Destination Map”. Shows schools with high cyclist numbers, recreational, shopping and work destinations where good cycle numbers are or could be expected in the future, subdivision growth information, and city areas where high concentrations of cycle commuters either live or work.

- **Combination map:** “Called “Existing and Potential Cycle Roads and Routes”. Combines all of the above information to show how well cyclist destinations are served by the roads and routes identified on the other maps.

The final combination map could be considered to identify the “ideal” network. However, the ideal situation is constrained by budget and planning and design lead times. Therefore it was necessary to develop a map of the “Proposed Cycle Network” which looked at what is achievable within a five year time frame.

The “Proposed Cycle Network” map is the final map to be presented to the Committee. The map shows:

- Existing cycle facilities and their current status – whether they are at an acceptable standard, in need of review, or under planning or design action.
- Proposed routes. The proposed routes are based on:
 - Developing all the high priority routes identified in the planning process.
 - Developing all medium priority routes identified in the planning process.
 - Developing cycle facilities in the areas around clusters of schools.
 - Developing cycle routes along the lower priority facilities where they either have good recreational value, or connect to other higher priority route elements.

ACTIONS FROM THIS POINT

The “Proposed Network Map” is currently in its final consultation process, and it is presented to the Committee in this capacity. Once agreement is reached within City Streets Unit, and the Cycle Steering Group, the proposed routes will be prioritised, and an implementation plan developed.

It is intended to present the implementation plan to the Committee in July, and the Committee will be asked for its endorsement at that stage. This current plan is for the Committee’s information and comment.

Chairman’s

Recommendation: That the information be received.