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The purpose of this report is to enable the Committee to consider the priorities proposed in developing the cycle network implementation plan.

NETWORK PLAN TIMING

The draft version of the cycle network implementation plan has been issued for discussion and consultation with members of City Streets, the Cycle Steering Group, and the advocacy group SPOKES. It is intended to distribute a copy of the plan to Committee members at the September meeting to allow time for scrutiny. A final version will be presented at the October meeting.

The proposal is to release the network implementation plan as soon as possible in November, to build on the momentum generated by the mass Park to Pier Bike Ride, and public release of the updated Cycle Strategy on 31 October.

IMPLEMENTATION PLAN PRIORITIES

Prior to presenting the proposed implementation plan, it is appropriate to present the priorities used in its development for comment and/or acceptance. The implementation of the proposed network depends entirely upon the priorities with which cycleways capital is spent. Summarised below are the recommended priority structure, and the reasons for it:

- The **highest priority projects** are considered to be those cycleway projects already under planning, design or implementation action - i.e. those projects for which funding is committed in Year 1 (1999/00), or committed over a number of years, including Year 1.
- Each year the Council budgets capital for cycleway projects. There are also a large number of kerb and channel, major construction, safety works and major amenity improvement works budgeted. Some of these are on proposed cycle routes. The **second priority projects** are those for which non-cycleway capital is allocated. Giving priority to cycleways as part of other capital projects ensures that the maximum development of cycle facilities will occur for any given quantity of City Streets capital. As an addition, some cycleway capital may be allocated to these projects when, for example, the kerb work only completes half the length of a street, and the cycle route should go the full length.
- The **third priority projects** require cycleways capital, and are focused on routes through the central city, and around schools. The central city came up as the predominant area where cyclists felt unsafe - as this area has such a high concentration of cyclists, this priority is felt justified. Individual routes are prioritised according to the planning process information so far. Schools are high priority due to the importance of child safety and keeping school children cycling for as long as possible.

- **Fourth priority** is given to projects that provide immediate and very obvious connections. For example, when Fendalton Road is widened (from Straven to Clyde), there will be cycle facilities incorporated. There may also be cycle-lanes from the rail line to Hagley Park in place. This leaves a gap between Straven Road and the rail lines. Filling this gap to complete the route will be of greater benefit to cycling than developing other 300m stretches in isolation anywhere else.
- **Finally**, cycleways capital should be allocated to developing routes and links in accordance with the weightings identified through the planning process.

The Committee's comment and/or endorsement of this priority process is sought so that the cycle network implementation plan can be set accordingly.

Recommendation: That the Committee consider the priority setting process presented and give support or recommend changes.

Deputy Chairman's

Recommendation: That the above recommendation be adopted.