

## Appendix 3: Cycle Network Development Guidelines

The network of cycle routes is being developed in general accord with the *Cycle Network and Route Planning Guide*. That guideline suggests the following methodology for the development of a proposed cycling network:

1. Map cycle crashes (from CAS).
2. Map land-use, existing and proposed cycle routes, intersection treatment that may be required, barriers (squeeze points, danger areas), existing usage, future development considerations.
3. The aim is to prepare a programme of projects (with ROC estimates) for detailed investigation, design and implementation together with their relative priorities.

To assist in this assessment a "Level of Service Audit" of the arterial road network (and some collector roads) has been carried out to establish a "Bicycle Compatibility Index" rating. This is an index that considers factors relevant to level of service for cyclist including cycle numbers, crash numbers and aversion to use. A route with a high rating in all or most aspects will have a high priority for being addresses.

This arterial road audit is complete. The following aspects were audited:

- Existing and proposed facilities, desire lines
- Key destinations – e.g. CBD, schools, shopping malls, parks and recreation,
- Specific action item within an implementation programme (e.g. cycling map for users, walking maps)
- Routes for cyclists

The Cycle Network and Route Planning Guide recommends on-road treatment and reallocation of road space where necessary over a traffic-free network principally on the grounds of coherence and level of service. However, it is understood that Council has a general preference for offroad facilities because of the perception that those are safer. As such, a network of traffic-free off-road routes is being developed and their costs and benefits compared with on-road facilities.