

Objective 4

To improve the experience of cycle trips to and from suburban centres

How will we know that we have succeeded?

Target 4

The Annual Land Transport Road Safety Report and the Resident Satisfaction Survey shows a greater satisfaction with the suburban cycling environment and reduction in the number of reported cycle crashes in the suburban centres outside of commuter times

What is the Council's position on cycling to and from suburban centres?

Policy 4.1

Cyclists will have provision for securing their cycle near their destination in suburban centres

Policy 4.2

Every opportunity should be taken to ensure cycling is a viable option for short trips to and from suburban centres

How will the Council do this?

Proposed actions	
1.7	Continue with the area-based SaferRoads programme or Neighbourhood Accessibility Planning programme to maximise walking and cycling opportunities in suburban areas
2.6	Undertake a study to identify the gaps in cycle routes to suburban centres including difficult and dangerous intersections
3.11	Provide way finding signage suitable for cycling
3.14	Provide additional cycle parking facilities at key suburban destinations
Proposed actions that depends on the outcome of the investigation	
3.15	Provide improvements to the road network around suburban centres to address difficult and dangerous intersections

RATIONALE

Wellington is well served by suburban centres that complement the city centre. Activities at these centres range from small-to-large supermarkets, restaurants and bars, takeaway food outlets, health professionals, libraries, recreational and social centres and neighbourhood dairies.

The short car trip (under 2km) is the most inefficient use of the car. This policy promotes that those living within 10 minutes' cycle of a suburban centre will have a safe and convenient cycle route to that centre.

It is extremely difficult to determine the number of car trips to these centres that could otherwise have been made by cycle. It is proposed to prioritise these centres and undertake a survey of residents within five to 10 minutes' cycling range to understand the demand and reasons why perhaps residents do not cycle. If there is evidence that more locals would cycle then the Council will be able to prioritise and implement schemes to improve the safety and convenience of cycling in the area.

It is recognised that cycle parking at train and bus stations is particularly important in suburban centres as often people will cycle to their local train station or bus stop, leave their bike and continue their journey on public transport. This policy considers that secure bicycle parking and/or bike lockers should be provided at key suburban destinations such as libraries, sporting and leisure facilities, shopping centres and community services.

Lack of knowledge or awareness of safe routes and connections can deter people from cycling. This policy promotes the use of way finding signage with approximate cycle times to key destinations within the neighbourhood.

Council policy on suburban centres is currently being reviewed, and this presents an opportunity to improve the experience of cycling trips made to and from those centres. The provision and signage of cycle-friendly routes, and the provision of cycle parking at suburban centres will be considered in those policies.