

Objective 6

To improve the experience of cycle trips for recreation

How will we know that we have succeeded?

Target 6

The Annual Land Transport Road Safety Report and the Resident Satisfaction Survey show a greater satisfaction with trips for recreation and reduction in the number of reported cycle crashes on identified routes outside of commuting times

What is the Council's position on trips made for recreational cycling?

Policy 6.1

On-road recreational cycling is a legitimate and supported use of the road network

Policy 6.2

Opportunities should be taken to ensure cycling is a viable option for short trips to and from key recreational areas and facilities

How will the Council do this?

| Proposed actions | |
|--|--|
| 2.12 | Undertake a study to identify the gaps in cycle routes to recreation centres and off road recreational areas, including difficult and dangerous intersections |
| 2.13 | Coordinate planning and delivery with the Open Space Access Plan to connect communities and recreational nodes |
| 3.20 | Provide a suitable road surface on key recreational cycle routes (refer Appendix 1) |
| Proposed action that depends on the outcome of the investigation | |
| 3.21 | Provide improvements to the road network around recreation centres and off road recreational areas |

RATIONALE

The Open Space Access Plan is another key reference document for considering recreational cycling. This policy aims to improve links to the recreational track network by ensuring the routes are high quality. A lack of accessible cycle links to playgrounds and parks results in people driving to recreation destinations rather than cycling.

Leisure cycling is an important, high-quality way to enjoy local green space like the Town Belt or scenic routes such as the South Coast and rural circuit, and it is also a good way to introduce people to cycling for their everyday transport needs. To encourage more leisure cycling, small-scale improvements are required including links to residential areas, better signposting, marketing and information. Major leisure routes and facilities, such as the Makara Peak Mountain Bike Park, continue to increase the profile of cycling and enhance Wellington's reputation as a great place to live, work and play.

While many recreational cycle routes are off-road, there are also many parts of the road network (especially coastal and rural roads) with scenic qualities that make them attractive for recreational cycling. Where these routes are cycle-friendly, it is proposed the Council promote these as part of a wider recreational cycle network.

It is proposed recreational cycle routes have a smooth surface and road-sweeping and other maintenance policies consider the needs of cyclists.