

Objective 2

To improve the convenience of cycling in Wellington

How will we know that we have succeeded?

Target 2

The Annual Resident Satisfaction Survey shows a greater satisfaction with the cycling environment and a reduction in the number of complaints made to the Council from cyclists

What is the Council's position on improving the convenience of cycling?

Policy 2.1

Adequate cycle parking facilities will be provided in key areas where practicable

How will the Council do this?

Proposed actions (see implementation programme)	
1.1	Adopt best-practice guidelines for cycle network and route planning
1.3	Provide road safety campaigns targeting both motorists and cyclists with a focus on reducing cycle injuries
1.8	Advocate for accessible public transport options for cyclists eg carriage of bikes on buses
2.7	Undertake a feasibility study for the provision of public cycle parking at key areas in the city
2.8	Undertake a feasibility study for the provision of public cycle lockers
3.2	Provide regular sweeping of cycle network and cycle-friendly routes (refer Appendix 1)
3.11	Provide way-finding signage suitable for cycling
3.22	Provide improvements to road edges on non-key routes
Proposed actions that depend on the outcome of the investigation	
3.9	Provide additional cycle parking facilities in key identified areas
3.10	Provide public cycle lockers, showers and changing facilities at key locations where feasible

RATIONALE

Improving the convenience of the cycling experience in Wellington is important. The aim of this policy is to provide good quality, continuous, cycle-friendly routes along each of the main transport routes to the city, together with a network of links to each of the suburban centres and access to recreational spaces by utilising bus lanes and carriageway cycle lanes where practicable.

The policy includes a Key Cycle Routes Map (see Appendix 1) which details existing cycle routes in the city, existing and proposed bus lanes and key recreational routes. The policy identifies possible improvements to provide continuity over existing gaps in the network to make cycling more convenient.

This policy also recognises the importance of some other key routes frequented by cyclists, and these have been referred to as 'cycle friendly' routes.

One aim is to create a network of routes generally suited to the novice and inexperienced cyclist while exploiting opportunities where possible to assist the more experienced cyclist using busier roads. The map will be used as a reference document when planning both cycling-specific and other road improvements, and roading maintenance schemes. In this way, it is intended that the opportunities to improve the cycling infrastructure are maximised. Cyclists will, therefore, have access to and be encouraged to use as many bus routes as possible and the design of new bus routes will cater for the needs of cyclists.

This policy promotes the use of signage to accompany the cycle network. Signage should clearly identify what type of route it is, for example commuter or recreation, and should include primary and secondary cycle signs which assist wayfinding and inform users of the time it takes to travel to key destinations.

It is recognised that cycle parking at train and bus stations is particularly important; at Wellington Railway Station there are currently a number of cycle lockers administered by Greater Wellington Regional Council (GWRC) that are poorly used. Cyclists tend to leave their bikes locked to poles and signs. GWRC has also recently announced cyclists can bring their bikes on Wellington and Wairarapa trains free of charge from July 2008. It is envisioned this will encourage the use of both active and public transport. The policy proposes Wellington City Council work with GWRC and rail on such initiatives as well as assist in increasing bicycle parking at all Wellington railway stations.

Another recommendation is that the Council install secure bicycle parking facilities at other key destinations. Such facilities could include features such as secure bike lockers which can be used by commuter cyclists who do not have appropriate facilities in their workplace, as well as people visiting the central city for other purposes. Secure cycle lockers could be installed outside fitness centres, in parking buildings and in Civic Square. The current cycle lockers administered by GWRC are leased out for six months at a time. It is proposed Wellington city cycle lockers are short-stay lockers only and available on a first-come, first-served basis. This policy also considers bicycle parking should be provided at other key suburban destinations such as libraries, sporting and leisure facilities, shopping centres and community centres.

The Council will continue to take opportunities to improve and increase cycle parking. The need for more, well-located cycle parking in the CBD and suburban centres is well recognised and this policy provides the starting point for getting such facilities in place. Council is currently trying to reduce the amount of street 'clutter', and since street furniture such as cycle stands adds to this clutter, careful consideration must be given to finding suitable and safe locations for cycle stands that don't interfere with pedestrian thoroughfare, visual amenity and other street furniture demands.

In Wellington city, there is no proactive sweeping of debris from the road. Clearing of debris is done only on request. It is proposed to proactively sweep an area at the side of the traffic lane using a mechanical sweeper. It is proposed to sweep all key routes at least once every two weeks.

There are a number of locations in the city that pose problems for cyclists due to road construction and sump locations. This cycle policy addresses these issues on the key cycle routes, however on major arterials that do not form part of the key routes network, it is proposed that improvements be made to these routes as opportunities arise through normal road maintenance.

Wellington City Council has been approached by a number of potential operators requesting support of their bike-hire or public bikes schemes. Each of these operators would like Council to provide bike parking at no cost to them. This model is used elsewhere in New Zealand and successfully on a large scale in Paris.

The Council will work with commercial operators to examine the viability of a short term bike hire scheme with the objective of there being no net cost to Council