

Objective 5

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

How will we know that we have succeeded?

Target 5

The Annual Resident Satisfaction Survey shows a greater satisfaction for cyclists biking to and from educational centres. Council monitoring shows that all schools in Wellington have a School Travel Plan/Safer Routes to School programme incorporating safe cycling policies and that tertiary institutes have an organisational travel plan that incorporates safe cycling policies

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

Policy 5.1

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

How will the Council do this?

Proposed actions	
1.6	Facilitate the creation of an internet-based regional journey planner which will enable people to personalise individual journey maps
1.10	Adopt school travel planning programme, rolled out in all schools across Wellington with the initial focus on primary schools but extended to include intermediate and secondary schools in the future
1.11	Promote the use by schools of the online regional journey planner which will enable people to personalise individual journey maps
1.12	Promote , encourage and support the use of the Safer Routes to School programme and school travel plans
1.13	Work with tertiary institutes to develop organisational travel plans
2.10	Undertake an audit of common routes to and from school to determine barriers and issues affecting cycling
2.11	Undertake analysis to determine options to correct issues identified in audit including identifying likely costs. Prioritise works in a way that creates the potential to reduce car trips to and from school

3.18	Provide a dedicated parking warden to address school parking issues
Proposed actions that depend on the outcome of investigations	
3.17	Provide street improvements as identified to improve routes to and from school ie for safe crossing points and traffic calming as identified in the school travel plan
3.19	Provide infrastructural improvements where the experience of cycling to and from campuses is compromised and has been identified in Organisational Travel Plans

RATIONALE

Educational centres are defined as primary, secondary and tertiary institutes.

Parents driving children to school contribute significantly to congestion during morning rush hours and create safety problems outside and around school premises. Children who are driven to school miss out on valuable exercise and have fewer opportunities to develop good road sense. If parents are to allow their children to walk or cycle to school, they are going to have to be convinced there are safe routes available.

Travelling to school often involves trips without adult supervision along busy roads at peak times. Many school children are keen to cycle to school but are often afraid to because of the dangers and high levels of traffic on busy urban routes.

This policy identifies education as a priority to help prevent further car dependence and to make safer drivers for the future. Staff and pupils will be encouraged to consider cycling to and from school and provide training in safety and security. Through this policy, Council officers will work with local schools to assess the level of road safety knowledge to assist the development of initiatives.

The Council intends to use the proposed regional online journey planner being developed by Greater Wellington, which will enable users to select origin and destination for their trip and to include the type of route they would like to take. For this tool to be effective, it is essential the City Council takes a proactive lead in providing sufficient resources and data for the information to be useful. Of particular relevance to schools would be the ability to define a desired level of cycling confidence or ability, and thus the data must have enough detail to assess the suitability of a given section for young or inexperienced cyclists. Once collected and stored in the system, the information will be available for individuals and groups such as schools, enabling them to produce individualised maps of safe routes to and from school.

Wellington has 76 primary schools and 13 secondary schools and the Council has worked with 25 schools to develop a Safe Routes to School programme. Experience has shown each school needs on average \$100,000 of infrastructural changes to the roads surrounding the school to make parents feel more at ease to let their children walk to school. Unfortunately, current budgets can not sustain this programme but incorporating it into the larger suburb-wide, area-based SaferRoads programme will enable the programme to be delivered successfully.

One of the reasons given for not letting children cycle is the illegal and dangerous parking at or around the school gate. This policy proposes to dedicate at least one parking warden to address school parking issues.

There are a number of agencies working with schools to help increase fitness, reduce car dependency and promote road safety. Cycling to school is seen to be a good way of achieving these, therefore the Council becomes the lead agency in a multi-agency approach to cycling.

Organisational travel plans (OTP) are similar to school travel plans. There are a number of organisations that have adopted OTPs. Victoria University has an OTP as a means of addressing parking and travel issues between their four main campuses: Kelburn, Pipitea, Vivian St and Karori. The OTP has identified a number of deficiencies in the cycle network both on their campus and on the surrounding city streets. It is proposed the Council assists in rectifying publicly owned issues and improves the experience of cycling to and from campus. This will be extended to other tertiary institutions as required.