

Long Term Plan 2018-28 Service Plan for Active Travel

As at February 2018

Approvals		
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What does the overall Group of Activities do and why do we do it?

Christchurch City Council plans, manages and operates the local transport network in Christchurch. Many of the Council's activities in this role are undertaken in close collaboration with the New Zealand Transport Agency and Environment Canterbury.

The streets we manage provide a safe and efficient network that connect communities and facilitate the movement of people and goods around the District and to the adjoining region. These network facilities provide for choice in travel mode, promotion of active travel for healthy lifestyles and attractive, functional streetscapes. Council implements these services for the community in a number of ways, including network planning, day to day operations, asset maintenance, renewal of life expired infrastructure and improvements to the network.

For decision making clarity these elements are categorised into the following Service Plans: Roads and Footpaths, Active Travel, Parking, Public Transport and Traffic Safety & Efficiency. The objective for this group of Activities is to manage the network to ensure that it is safe, connected, integrated, affordable, sustainable, and responsive to the needs of customers.

1. What does this activity deliver?

The objective of this activity is to provide a safe, convenient and attractive walking and cycling network with the outcome of more people choosing to walk and cycle more often. This is physically delivered by the following:

- Operational interventions, including maintenance of off-road and separated on-road cycleways
 - Delivery of the Major Cycle Routes programme, which consists of 13 routes across the city connecting communities, and places of employment and education to the highest degree. These routes have been designed to achieve high use potential, travel time, reliability, improved safety and economic support.
- Delivery of the Local Cycleways programme, which is designed to connect to and support the use of the Major Cycleways.
- Delivery of the Pedestrian Improvements programme, which has been developed to:
 - Provide and maintain attractive, well defined and direct pedestrian routes in the Central City and in areas to support Regeneration and Master Plans and within Key Activity Centres.
 - Prioritise pedestrians in the Central City and Key Activity Centres; supported by low speeds, attractive footpaths, accessible public spaces and convenient, closely spaced street crossings.
 - Design footpaths and intersections to provide sufficient clear path widths with minimal crossing distances.

2. Why do we deliver this activity?

The Transport network is an integral part of Council's infrastructure. It links people and places and enables people to undertake the activities that make up their lives. Council's role is to own and operate this infrastructure on behalf of citizens and manage it in such a way that it meets their needs now and into the future.

The Council Strategic Priorities 2017/20 seek to increase the proportion of journeys made by active modes (as well as public transport and shared transport opportunities), within the framework of a fully integrated and reliable transport system which responds to the needs of citizens and adapts to new technologies. The Christchurch City Council aims to deliver cycling and pedestrian initiatives to assist in achieving the Liveable City Community Outcomes of a well-connected and accessible city, a vibrant Central City, and thriving suburban centres. Increasing the proportion of cycling and walking journeys as alternative modes of transport will help reduce congestion. Single occupancy vehicles are the biggest contributor to inefficiency and congestion on the road network. Council's goal is that the active travel network is; safe, accessible, well connected, efficient, and of an appropriate quality, to enable people to adopt active modes more often.

Christchurch has a high proportion of committed and regular riders (19%) and a high proportion of occasional urban riders (17%), and recreational on-road riders (14%). Occasional and recreational riders are a key target market, categorised as 'interested but concerned'; those who would like to cycle more but have safety concerns about cycling on-road with vehicle traffic. These safety concerns relating to on-road cycling apply to school aged children; 90% of whom would love to ride a bike. Well-designed separated facilities in the context of a multi modal transport system are demonstrated to attract new users and encourage existing cycle users to adopt this mode more often.

The Council aims to increase the level of service and safety for pedestrians and cyclists; vulnerable road users who risk greater levels of injury in a crash scenario. Council is committed to creating safer environments for cyclists and pedestrians by improving the cycle network and ensuring new or replacement intersections with crossings comply with design standards for people with disabilities.

The following strategies and plans reflect the goal of increasing the proportion of journeys made by active modes:

- Christchurch Transport Strategic Plan 2012
- Greater Christchurch Transport Statement 2012
- Christchurch Central Recovery Plan – An Accessible City 2013
- Regional Land Transport Plan 2015 -2025 (target of 30% active modes)
- CCC Policy – Equity and access for people with disabilities 2001
- CCC Policy – Intersection and Pedestrian Crossing Design for People with Disabilities 2016

3. Specify Levels of Service

Here are the specific Levels of Service and Performance Measures that apply to this Service Plan

Performance Standards Levels of Service		Results	Method of Measurement	Current Performance	Benchmarks	Future Performance			
#	Description					Year 1 2018/19	Year 2 2019/20	Year 3 2020/21	Year 10 2027/28
Journeys are comfortable									
16.0.10	Improve the perception that Christchurch is a walking friendly city	Increasing active, public and shared transport opportunities and use	Annual Resident satisfaction survey conducted in March each year	16/17 84%		≥84%	≥84%	≥85%	≥90%
10.5.2	Improve the perception that Christchurch is a cycling friendly city		Annual Resident satisfaction survey conducted in March each year	16/17 52%		≥53%	≥54%	≥55%	≥60%
new	Maintain the condition of off-road and separated cycleways		Condition rate off-road and separated cycleways on a 1 – 5 (excellent to poor) scale and confirm what percentage are rated 3 or better.	TBA		≥75%	≥76%	≥77%	≥80%
Customers have choices									
10.5.3	More people are choosing to travel by bike	Increasing active, public and shared transport opportunities and use	Increase in the number of average daily cyclists, from citywide cycle counts.	16/17 4595 average daily cyclists		≥2.5%	≥2.5%	≥3%	≥3%
						4825	4963	5100	6065
new	Increase the numbers of people cycling into the central city		Increase in the number of morning peak hour cyclists coming into the central city, from cordon cycle counts	16/17 277 peak hour cyclists		≥7.5% 319	≥7.5% 339	≥5% 353	≥5% 450
Journeys are safe									
	Reduce the number of reported cycling and pedestrian crashes on the network	Increasing active, public and shared transport opportunities and use	The number of deaths or serious injuries to pedestrians and cyclists from crashes on the local road network per calendar year	2016 49 deaths and serious injuries		Less than 45	Less than 43	Less than 41	Less than 30

4. What levels of service do we propose to change from the current LTP and why?

The following is a summary of level of service changes.

Amended LTP 2016-25			LTP 2018-28			Rationale
LOS ID	LOS Description	Target (FY17/18)	LOS ID	LOS Description	Target (FY18/19)	
10.7.4 LTP	Mode shift: Contribute to overall increase in percentage of trips made by alternative transport modes	≥17.4% walking	N/A	N/A	N/A	This Level of Service has been removed as part of the 2018-28 LTP.
		≥3.5% cycling			N/A	This Level of Service has been removed as part of the 2018-28 LTP.
		≥3.6% PT			N/A	This Level of Service has been removed as part of the 2018-28 LTP.
10.0.35 Non-LTP	Promote modal shift Increase the percentage share of walking trips	≥17.4%	N/A	N/A	N/A	This Level of Service has been removed as part of the 2018-28 LTP.
10.0.36 Non-LTP	Promote modal shift Increase the percentage share of cycling trips	≥3.5%	N/A	N/A	N/A	This Level of Service has been removed as part of the 2018-28 LTP.
10.5.5 Non-LTP	Cycleways remain operational and maintained to a high standard	≥90% within 48hr	N/A	N/A	N/A	This Level of Service has been removed as part of the 2018-28 LTP.
		≥95%			N/A	This Level of Service has been removed as part of the 2018-28 LTP.
10.5.6 Non-LTP	Support shared bike schemes	≥6 new targeted organisations (workplace travel planning)	N/A	N/A	N/A	This Level of Service has been removed as part of the 2018-28 LTP.
10.5.7 Non-LTP	Improve the customer satisfaction with cycle parking facilities	≥5% improvement per annum	N/A	N/A	N/A	This Level of Service has been removed as part of the 2018-28 LTP.
10.7.6 LTP	Provide school 'Cycle Safe' education programme	≥3,000 students per year	N/A	N/A	N/A	This Level of Service has been removed as part of the 2018-28 LTP.

Amended LTP 2016-25			LTP 2018-28			Rationale
LOS ID	LOS Description	Target (FY17/18)	LOS ID	LOS Description	Target (FY18/19)	
10.7.7 Non-LTP	Maintain a high level of satisfaction with school 'Cycle Safe' education programme	≥95% satisfied	N/A	N/A	N/A	This Level of Service has been removed as part of the 2018-28 LTP.
10.5.3 Non-LTP	Increase the number of cycling trips	Discontinued	10.5.3 LTP	More people are choosing to travel by bike	≥2.5%	
		Discontinued			4825	
16.0.10 LTP	Maintain the perception that Christchurch is a walking friendly city	≥80%	16.0.10 LTP	Improve the perception that Christchurch is a walking friendly city	≥84%	
10.5.2 LTP	Improve the perception that Christchurch is a cycling friendly city	≥35%	10.5.2 LTP	Improve the perception that Christchurch is a cycling friendly city	≥53%	
10.0.37 Non-LTP	Protect vulnerable users – minimise the number of fatal crashes involving pedestrians and cyclists	0	TBC	Reduce the number of reported cycling and pedestrian crashes on the network	Less than 45	
10.5.1 LTP	Reduce the number of fatal and serious crashes on the network	≥5% reduction per annum	TBC	Reduce the number of reported cycling and pedestrian crashes on the network	Less than 45	
N/A	N/A	N/A	TBC	Increase the numbers of people cycling into the central city	Improvement ≥7.5%	
		N/A			Number of cyclists increase by 319	
N/A	N/A	N/A	TBC	Maintain the condition of off-road and separated cycleways	≥75%	LOS descriptor amended to more accurately reflect the outcome which Council has control over - pollutants discharged from our network to waterways. Target descriptors amended to reflect primary source of data and to reflect current indications of likely performance based on modelling to date and the likely ("modified medium") funding scenario. Reclassified as 'non-

Amended LTP 2016-25			LTP 2018-28			Rationale
LOS ID	LOS Description	Target (FY17/18)	LOS ID	LOS Description	Target (FY18/19)	
						LTP ¹ as the measure is focused on technical rather than community-facing outcomes.

To ensure that Council delivers this for the Community the Level of Service statements have been re-written to be more customer focused:

- Journey times are reliable
- Journeys are safe
- Journeys are comfortable
- Council is responsive
- Customers have choices

This process has resulted in a whole scale change to the 2015 LTP Levels of Service.

The following Levels of Service have been deleted:

- 10.0.35 Promote modal shift: Increase the percentage share of walking trips
- 10.0.36 Promote modal shift: Increase the percentage share of cycling trips
- 10.5.7 Improve the customer satisfaction with cycle parking facilities
- 10.5.4 Reduce the risk to cyclists using the network via a targeted programme of safety improvements at high risk locations
- 10.5.5 Cycleways remain operational and maintained to a high standard
- 10.5.6 Support shared bike schemes
- 10.7.4 Mode shift: Contribute to overall increase in percentage of trips made by alternative transport modes

The following Levels of Service have been combined into one:

- 10.5.1 Reduce the number of fatal and serious crashes on the network involving cyclists
- 10.031 Protect vulnerable users – minimise the number of fatal crashes involving pedestrians and cyclists

5. How will the assets be managed to deliver the services?

The objective for Council is to manage the Transport network to ensure that it is safe, integrated, affordable, and sustainable, as well as being responsive to the needs of customers. Council staff undertake planning work to determine what is required by the Community, what the options are, how the works should be prioritised and what is the best what to deliver them.

In support of recovery and growth the Council aims to provide a range of sustainable and affordable travel options to connect people and places. Future directions will be on improving network management, providing new infrastructure to make the city more cycle, walking and public transport friendly with a focus on streets as public realm, increasing the levels of service for infrastructure and services associated with active modes. Optimising connectivity and accessibility will include delivery of a programme of infrastructure improvements with new or replacement intersections with crossings complying with design standards for people with disabilities.

The Council has committed to extending the existing cycling network with the completion of the major cycleways and a complementary network of local cycleways. There are plans for better integration of public transport with the cycle and walking networks in support of multi modal journeys (park and ride, park and bike, integrated ticketing). The prospect of a public bike share scheme in central city and suburban centres would further increase multi modal access.

Recognition of the roading network as multi modal corridors means new roading designs consider reallocating space, creating more shared space streets and introducing speed management programmes to optimise safety for all, including more vulnerable road users. Through regeneration plans the design and management of streets establishes place making and the desirability of walking as a mode. A complementary Travel Demand Management programme addresses activities which engages, encourages and promotes target groups to use alternate modes (refer to the Traffic Safety and Efficiency Service Plan).

Priorities include:

- Major Cycle Routes Programme
 - Connections to the central city have been prioritised.
 - Completion is expected in 2021.
- Local Cycleway Programme
 - Connections to major cycleway network and completed routes.
 - Connections to major trip generators, such as schools, shopping centres and key trip generators.
- Pedestrian improvements
 - Improve the walking environment by public realm improvements (Suburban Masterplans)
 - Upgrade intersections to accessibility compliant
 - Improve accessibility through the implementation of new footpaths where appropriate.

6. What financial resources are needed?

The Transport Group of Activities equates to approximately 25% of Councils total expenditure. This covers planning and staff costs, operations, maintenance, renewals and improvements interventions.

What is this spend on?

- The Transport Unit currently employs approximately 140 staff (permanent and contractors), and this equates to 120 full time equivalents. The budget for this is \$10.6 million per year.
- Cycleway maintenance requires \$0.6M/year to undertake planned and reactive works.

What are the Options for Council?

Postponing the implementation of the new network would result in failing to achieve the level of cycle uptake predicted and the associated social, economic, network efficiency gains from modal shift.

Reduction of the annual maintenance programme is feasible but this would result in a drop in user satisfaction and longer term asset damage.

How is this Funded?

Council primarily funds these Activities from rates and borrowing. Additional funding is provided by The New Zealand Transport Agency via the National Land Transport Fund and National Land Transport Plan processes.

TRANSPORTATION- ACTIVE TRAVEL	2017/18	2018/19	2019/20	2020/21
	Annual Plan			
	000's			
Operational Interventions	652	696	776	859
Activity Costs before Overheads	652	696	776	859
Corporate Overhead	59	62	96	110
Depreciation	647	660	1,301	1,808
Interest	58	58	128	226
Total Activity Cost	1,416	1,475	2,301	3,003
Funded By:				
Fees and Charges	-	-	-	-
Grants and Subsidies	95	260	298	339
Total Operational Revenue	95	260	298	339
Net Cost of Service	1,321	1,214	2,003	2,664
Funding Percentages:				
Rates	93.3%	82.4%	87.0%	88.7%
Fees and Charges	0.0%	0.0%	0.0%	0.0%
Grants and Subsidies	6.7%	17.6%	13.0%	11.3%
Capital Expenditure				
Improved Levels of Service	46,096	20,950	4,288	17,782
Increased Demand	400	1,511	584	311
Renewals and Replacements	200	194	206	272
Total Activity Capital	46,696	22,654	5,078	18,365

7. How much capital expenditure will be spent, on what category of asset, and what are the key capital projects for this activity?

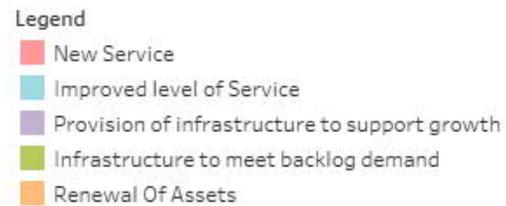
22 in Delivery
58 in Planning

Prioritised by

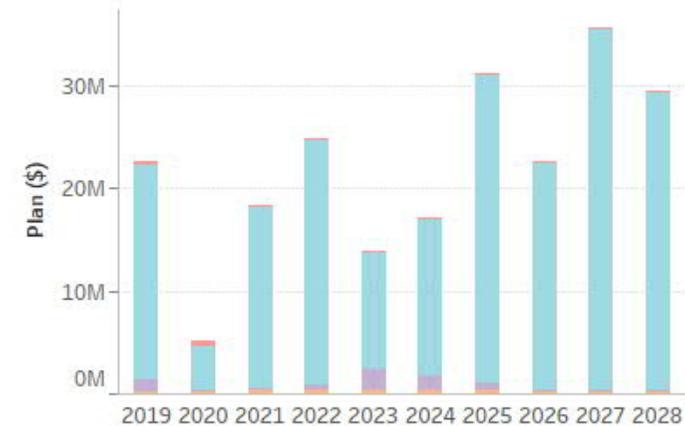
- Criticality
- Risk
- Benefit

Key projects

- Major Cycle Routes
- Local Cycleways;



Plan by Financial Year



Programme	3 Years Plan FY19- 21 \$'000,000	10 Years Plan FY19- 28 \$'000,000	Description	Drivers	Implications if delayed or not implemented
Major cycleways	37.2	205	13 key routes across the city	<ul style="list-style-type: none"> • Safety along key arterial off road routes to encourage mode shift. 	<ul style="list-style-type: none"> • Continued annual increase in congestion and journey time delays and safety issues and not providing a viable alternative to car travel.
Local cycleways	0.3	5.2	Local routes connecting major cycleway network and major trip generators, such as schools, shopping centres.	<ul style="list-style-type: none"> • Improve route options. 	<ul style="list-style-type: none"> • Missed connections to enhance the major cycleways to connect to schools, and other trip generators such as libraries, town centres and recreational centres.

8. Are there any significant negative effects that this activity will create?

Positive Effect	Mitigation
Economic development	Planning for an efficient network that allows for the safe movement to key hubs and markets, therefore allowing economic growth and prosperity
Safety and personal security	Planning to improve the safety of the network will lead to improving people's safety and personal security.
Public health	Planning for increasing walking and cycling numbers can lead to enhancements in people's health and well-being.
Environmental	A greater number of people walking and cycling will result in the transport system having a reduced environmental impact.
Transport efficiency	Encouraging more people to walk and cycle results in less people using private vehicles, contributing to alleviating congestion in the city.
Negative Effect	Mitigation
The narrowing of vehicle lanes to accommodate cycleways has the potential to impact perceived road user safety	Ensuring public communications engender high levels of awareness of the overall benefits of planned network changes. Targeted awareness when changes occur. Ensure that new layout is clearly understood by all road users where cycleway separation is installed.
Removal of some on-street car parking to accommodate cycleways	Consultation with public and business owners relating to any car park removal to ensure that any effects can be mitigated. In instances where parking is critically needed then investigate alternative parking arrangements.

9. Does this Service Plan need to change as a result of a service delivery review?

No changes required.