

Activity 10.1: Active Travel

Accountable Manager: John Mackie

What services are provided?

Planning, building, maintaining and providing facilities for Active Travel, including:

- Cycle networks and facilities
- Walking networks (including public footpaths, public pedestrian malls and open spaces)

Why do we provide these services?

To promote sustainability, to encourage a choice of travel modes, and to provide safe and attractive networks for **those who use means of travel other than motor vehicles**, in line with NZ Transport Strategy 2008.

What outcomes are we trying to achieve?	How do the services contribute to desired outcomes?
<ul style="list-style-type: none"> There are a range of travel options that meet the needs of the community 	<p><i>Providing walking and cycling networks gives people choices in how they travel to work, school, shops and recreational destinations</i></p>
<ul style="list-style-type: none"> The transport system provides people with access to economic, social and cultural activities 	<p><i>Providing walking and cycling travel ways ensures people have active travel options for accessing the places, people and activities they want and need to reach.</i></p>
<p>An increased proportion of journeys is made by active travel and public transport</p>	<p><i>Providing safe and convenient walking and cycling networks, and delivering travel behaviour change programmes, encourages people to consider making more journeys by foot or cycle</i></p>
<p>Streetscapes, public open spaces and public buildings enhance the look and function of the city</p>	<p><i>Providing attractive public malls and open spaces contributes to the character of the city and neighbourhoods</i></p> <p><i>A network of well-designed walking and cycling paths enables people to move around the city</i></p>
<p>Transport safety is improved</p>	<p><i>Providing well-designed walking and cycling networks improves safety for pedestrians and cyclists</i></p>
<ul style="list-style-type: none"> Christchurch is recognised as a great place to work, live and visit, invest and do business 	<p><i>Walking and cycling paths provide choices of travel options and contribute to the ease of getting around for residents and visitors</i></p>

Which group or section of the community will benefit from this activity?:

Customers include the wider community, visitors, cyclists and pedestrians (commuter and recreational), school children and their parents. Business (including retailers) adjacent to public pedestrian malls and open spaces benefit from amenity improvements.

Key legislation and Council Strategies:

Local Government Act, Regional Land Transport Strategy, Greater Christchurch Transport Statement, Christchurch Transport Plan, Christchurch City Plan, Safer Journeys Strategy, NZ Transport Strategy 2008, Land Transport Management Act 2003

Customer

What business results must we deliver to our customers, to deliver on the outcomes?

Performance Standards for LTP

Performance Standards for LTP	Current performance	Benchmarks	Recommended LOS	Rationale	LTP Committee Direction
Cycle networks and facilities					
10.1.1 Mode Share: Ensure proportion of all trips made by active means (walking and cycling)	2012/13 per draft AP Cycling: Re-establish baseline	Cycling: 2008/09 – 2.1% 2009/10 – 2.2% 2010/11 – no data Three year average 2009-11 Christchurch – 3.1% Auckland – 0.9% Wellington – 0.9%	10.1.1.2 Cycling: 2013/14 Baseline Y1 2014/15 Increase by 0.5%	Measures proportion of trips made by active means, such as walking and cycling. Target is to increase both walking and cycling. This is in line with the intent of the Draft Christchurch Transport Plan and the Regional Land Transport Strategy. Modest changes to targets for 2014/15 are set to reflect the likely adverse effects of the SCIRT work programme and anticipated perceptions that walking and cycling will be less safe and/or convenient. Note: Links to Road Network 10.0.1 and Public Transport 10.4.1 <i>Source: Ministry of Transport's Household Travel Survey</i> Note: no data for the 2010/11 survey as it was not completed due to the earthquakes. The survey is carried out continuously throughout the year. The three year average is used to compare with other cities due to the smaller sample size in these cities, and the lack of post earthquake data in Christchurch.	
10.1.4 Amenity: Ensure perception of Christchurch as a cycle friendly city	2012/13 per draft AP 66% agree or strongly agree	Council actuals: 09/10 – 54% 10/11 – N/A 11/12 – 42% Surveys conducted in March each year	2013/14 At least 40% agree or strongly agree 2014/15 At least 42% agree or strongly agree	Measures perceptions of the cycling environment. Target is set to reflect the likely adverse effects of the SCIRT work programme on cyclists perceptions <i>Source: The Council's Residents' Survey</i> Note this is not easily compared to other cities as a similar survey question is not asked elsewhere.	

Customer

What business results must we deliver to our customers, to deliver on the outcomes?

Performance Standards for LTP

Performance Standards for LTP	Current performance	Benchmarks	Recommended LOS	Rationale	LTP Committee Direction
Walking networks (including public footpaths, public pedestrian malls and open spaces)					
10.1.1 Mode Share: Ensure proportion of all trips made by active means (walking and cycling)	2012/13 per draft AP Walking: Re-establish baseline Walking: 2008/09 – 21.8% 2009/10 – 20.6% 2010/11 – no data	Three year average 2009-11 Christchurch – 20.7% Auckland – 14.4% Wellington – 25.8%	10.1.1.1 Walking: 2013/14 Baseline Y1 2014/15 Increase by 0.5%	Measures proportion of trips made by active means, such as walking and cycling. Target is to increase both walking and cycling. This is in line with the intent of the Draft Christchurch Transport Plan and the Regional Land Transport Strategy. Modest changes to targets for 2014/15 are set to reflect the likely adverse effects of the SCIRT work programme and anticipated perceptions that walking and cycling will be less safe and/or convenient. Note: Links to Road Network 10.0.1 and Public Transport 10.4.1 <i>Source: Ministry of Transport's Household Travel Survey</i> Note: no data for the 2010/11 survey as it was not completed due to the earthquakes. The survey is carried out continuously throughout the year. The three year average is used to compare with other cities due to the smaller sample size in these cities, and the lack of post earthquake data in Christchurch.	
10.1.9 Ensure resident satisfaction: with footpath quality	2012/13 per draft AP Council actuals: 09/10 – 67% 10/11 – N/A 11/12 – 46%	Surveyed in March each year	Maintain resident satisfaction with footpath quality at least baseline from 2012/13 (excluding red-zoned areas)	Measures resident reaction to provision and maintenance of footpaths and additionally stipulates measurement to benchmark with other local authorities. Impact of SCIRT work programme unlikely to take effect until 2015/16 as road surface repairs will be last in most cases.	
10.1.5 Amenity: Ensure perception of Christchurch as a walking friendly city	2012/13 per draft AP 93% agree or strongly agree Council actuals: 09/10 – 88% 10/11 – N/A 11/12 – 81%	Surveys conducted in March each year	2013/14 At least 80% agree or strongly agree 2014/15 At least 82% agree or strongly agree	Measures perceptions of the walking environment. Target is set to reflect the likely adverse effects of the SCIRT work programme on pedestrians perceptions <i>Source: The Council's Residents' Survey</i> Note this is not easily compared to other cities as a similar survey question is not asked elsewhere.	<i>Are their existing audits around accessibility?</i> Staff response: No

Customer

What business results must we deliver to our customers, to deliver on the outcomes?

Non-LTP Performance Standards

Non-LTP Performance Standards	Current performance	Benchmarks	Recommended LOS	Rationale	LTP Committee Direction
Walking networks (including public footpaths, public pedestrian malls and open spaces) (cont'd)					
10.1.6 Ensure resident satisfaction with the appearance and quality of Pedestrian-only streets, which are in use e.g. New Brighton Mall, City Mall	2012/13 per draft AP At least 70% Council actuals: 09/10 – 73% 10/11 – N/A 11/12 – 65%		Survey result will be reported to Council annually, with new target set for 2015/16 * 2015/16 At least <u>X%*</u> of residents satisfied with appearance and quality of pedestrian malls	The variables affecting this performance standard are numerous. As the central city develops walkability will be a key objective that will shape the urban form. The performance standard will evolve to encapsulate walkability and the appearance of pedestrian areas in general.	<i>LoS will be re-baselined in 2013/14.</i>
10.1.7 Rate citywide footpaths	2012/13 per draft AP Less than 2% rated as 'very poor' Council actuals: 09/10 – N/A 10/11 – N/A 11/12 – 7.7%		No less than 92% rated as 'good or better'	Contributes to LTP LOS for choice, amenity. Monitors footpath condition according the Council's assessment framework. Target is set at approximate 11/12 result because of the widespread damage to footpaths.	<i>Rephrase the LoS in the positive so it reads as a certain percentage "rated as good or better". LOS target amended</i>
10.1.8 Manage road maintenance contract to ensure contractor performance meets requirements	2012/13 per draft AP Ongoing contract audit score of at least 90% (NB: old contract format)	Council internal standard/benchmark (Urban Parks, Waterways and Land Drainage)	The road maintenance contract is managed in accordance with the performance criteria in the contract management plan	Managing compliance with the Road Maintenance contract requirements will ensure Active Travel maintenance activities are programmed and completed in accordance with the contract. Contract management training and quality assurance processes have been reviewed to ensure contract outcomes are achieved. The Contract Management Plan's performance criteria includes that the works will be completed within the agreed budgets, completed to contract specifications, and comply with the approved Quality Assurance System. (The contract performance is audited against the specifications per the KPI model in the Road maintenance contract).	