

The Highlights	Where have we made improvements?	Where is there still room for improvement?
<p><b>Car:</b></p> <ul style="list-style-type: none"> <li>○ Around 30% of respondents reported that they travel by car less than they did 12 months ago</li> <li>○ 57% find travelling by car easy, while 68% reported feeling safe when travelling by car.</li> </ul> <p><b>Bike:</b></p> <ul style="list-style-type: none"> <li>○ Around 40% had travelled by bike more than once in the past 12 months; 42% of these respondents reported cycling more frequently in the past 12 months.</li> <li>○ 62% find it easy to travel by bike in Christchurch.</li> <li>○ The popularity of e-bikes is on the rise; 18% reported travelling by e-bike more than once a month in the past 12 months.</li> </ul> <p><b>Walking:</b></p> <ul style="list-style-type: none"> <li>○ Around 80% of those who have walked to activities more than once a month in the past 12 months, find it easy to walk places in Christchurch</li> <li>○ The top factors that would encourage people to work to activities more often were; living closer to the places they needed to go, improved footpath and pedestrian areas, and improved personal security on walking routes.</li> </ul> <p><b>Public Transport</b></p> <ul style="list-style-type: none"> <li>○ Travel by public transport at least once a month over the last 12 months increased to 32%, up from 29% in 2018.</li> <li>○ Just over 30% of respondents who travelled by bus, used it to travel to work once or more a week.</li> <li>○ 61% of respondents find travelling by public transport easy or very easy, an increase from 58% in 2018.</li> <li>○ 43% of those who didn't travel by public transport said more direct routes and connections would encourage them to use this mode.</li> </ul> <p><b>E-scooter</b></p> <ul style="list-style-type: none"> <li>○ Around 20% of respondents have used an e-scooter more than once a month in the last 12 months.</li> <li>○ Clearer official road rules, cheaper e-scooter rental prices and being allowed to ride in designated cycle lanes were the top three factors that would encourage people to use e-scooters.</li> </ul> <p><b>Travel to School</b></p> <ul style="list-style-type: none"> <li>○ 36% of respondents who have school aged children drive them to school.</li> <li>○ The main reason children are driven to school are that the parent/caregiver is dropping them off on the way to other places, or because the distance between home and school is too far.</li> <li>○ 62% of parents/caregivers would let their child travel independently between the ages of 9 – 12 years old.</li> </ul> <p><b>Satisfaction with Infrastructure</b></p> <ul style="list-style-type: none"> <li>○ The main reasons 51% of respondents are dissatisfied or very dissatisfied with the overall condition of the roads are; ongoing patch repairs to roads (78%), potholes in the roads (78%), and the road surfaces are not smooth (72%).</li> <li>○ The top reasons 30% of respondents were dissatisfied or very dissatisfied with the footpaths are; the footpaths are uneven (82%), there are trip hazards (74%) and the footpaths are not smooth (69%).</li> </ul>	<p>Residents are travelling by bicycle more often than they were 12 months ago:</p> <ul style="list-style-type: none"> <li>● We've been constructing cycling routes that prioritise cycling with separated paths where possible.</li> <li>● Implementing cycle-only signals when busy roads cross key cycleways.</li> <li>● Routes for both commuter and recreational cyclists offering good connections between the wider city and the central city.</li> </ul> <p>We are significantly upgrading pedestrian areas throughout the city:</p> <ul style="list-style-type: none"> <li>● Wider footpaths will be created in key areas for pedestrians, sometimes these may be shared with cyclists.</li> <li>● Slower streets (30km/hr and slower) in the Central City's core make areas safer for pedestrians and cyclists.</li> <li>● Attractive streets will encourage shoppers, residents and visitors to spend time in the Central City.</li> <li>● A number of shared zones will prioritise pedestrians and cyclists, making active travel a more appealing option in the central city.</li> </ul> <p>We are beginning to see an improvement in public transport patronage:</p> <ul style="list-style-type: none"> <li>● Three electric buses have been introduced for the bus route between the central city and Christchurch Airport, which carries more than 200,000 people each year.</li> <li>● The Central City Interchange and the Riccarton Bus Lounge, and improved services such as new Express Services, make some bus routes more attractive and comfortable as a travel option.</li> <li>● To make it easier and more comfortable to take the bus Riccarton Road Public transport priority is underway and super stops have been established along Riccarton Road and in the central city, as well as new bus priority lanes.</li> </ul> <p>E-Scooters have become a popular mode of transport:</p> <ul style="list-style-type: none"> <li>● We have given permits for three e-scooter companies (Lime, Beam and Flamingo) to operate in Christchurch until 2020, with a total of 1600 e-scooters available to rent in Christchurch.</li> </ul> <p>We are working on making it safer for kids to get to school:</p> <ul style="list-style-type: none"> <li>● We run a School Travel Planning programme to help schools approach school travel holistically. The programme is an individualised practical approach to improving road safety and encouraging active travel to and from school. 42 schools are on our programme so far.</li> <li>● Cycle Safe is a cycle skills education programme offered to year 6 students. The programme typically delivers to 3500 students annually.</li> </ul> <p>We are working on the condition of our roads:</p> <ul style="list-style-type: none"> <li>● Following the earthquakes, around 1,300,000m<sup>2</sup> of roads and over 300 bridges were repaired throughout the city.</li> <li>● We have adopted a 'dig once' policy to protect transport and underground utility assets, and to make sure as much of the road network is available for public use.</li> </ul>	<p>Private vehicle remains the most prevalent travel choice for both Christchurch residents and those travelling to the city from Selwyn and Waimakariri:</p> <ul style="list-style-type: none"> <li>● Christchurch has the highest rate of car ownership in New Zealand, meaning we have a lot of cars on our roads.</li> <li>● As Selwyn and Waimakariri continue to grow, it is likely that the number of commuters will also continue to grow. This is likely to have a significant impact on our network, both in terms of delay and general wear and tear on the network.</li> </ul> <ul style="list-style-type: none"> <li>➡ We are promoting carpooling as a transport option as part of the City Travel Planning programme.</li> <li>➡ Electric vehicles help to reduce transport related emissions and the carbon footprint of the transport sector. The Transport Strategic Plan encourages the use of electric vehicles, and we are leading the way with a fleet of electric vehicles.</li> <li>➡ We are preparing the 2020 Strategic Transport Plan; amongst other things, this will focus on getting people to shift towards more sustainable modes of transport.</li> </ul> <p>Public transport patronage is not as high as we would like it to be:</p> <ul style="list-style-type: none"> <li>● If private vehicle remains the most prevalent travel choice for both Christchurch residents and those travelling to the city from Selwyn and Waimakariri, it is estimated the central city would have severe traffic congestion by 2041, with an additional 70,000 car trips per day projected</li> <li>● As growth is expected to continue in the greenfields, both in the short and long term, providing connections to an efficient, affordable and reliable public transport network is going to be essential to reduce the number of private motor vehicles on the city's road network each day</li> </ul> <ul style="list-style-type: none"> <li>➡ The Greater Christchurch Public Transport Joint Committee has developed a new Regional Public Transport Plan 2018-28, which outlines significant investment in the Public Transport network over the next 3-10 years.</li> <li>➡ Bus promotion is a key element of Council's City Travel Planning programme and the Travel Easy campaign that is focused on Central City travel options.</li> <li>➡ We are working on the Christchurch Spatial Plan; this will help focus development into areas that already have good access to public transport, or areas with potential for improved public transport connections.</li> </ul> <p>A large proportion of residents are still reporting that they are dissatisfied with the condition of our roads and footpaths:</p> <ul style="list-style-type: none"> <li>● The total length of roads in Christchurch is 2,342 kilometres, and of this, 359 kilometres is unsealed. Associated with the road network are 2,546 kilometres of formed footpaths.</li> <li>● Respondents are particularly dissatisfied with the ongoing patch repairs of the roads and uneven surfaces. Although many roads have been repaired and roadworks completed, there is still a lot of work to be done to provide a transport network that is of a high quality.</li> </ul> <ul style="list-style-type: none"> <li>➡ Our 2018-2028 Long Term Plan has specified that the road network will remain a top priority, resealing and surfacing roads, footpaths and kerbs.</li> <li>➡ We are proposing a \$40m bid against the Capital Acceleration Facility to deliver greater levels of roading and footpath repairs. This additional funding is targeted towards areas of greatest earthquake roading damage and in the areas of safety and supporting An Accessible City or public transport.</li> </ul>