

Christchurch City Council Cyclist Survey Project



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Project Objectives

- Determine current demand cycle network
- Segregate commuter, recreation, other types of cyclists
- Identify where cycle facilities are required
- Identify problem areas for cyclists
- Update the 1999 cycle network plan

Procedure

- Engagement of 400 cyclists
 - Weeklong travel survey of cycling activity
- Data:
 - Entered, mapped and analysed

Participant Recruitment

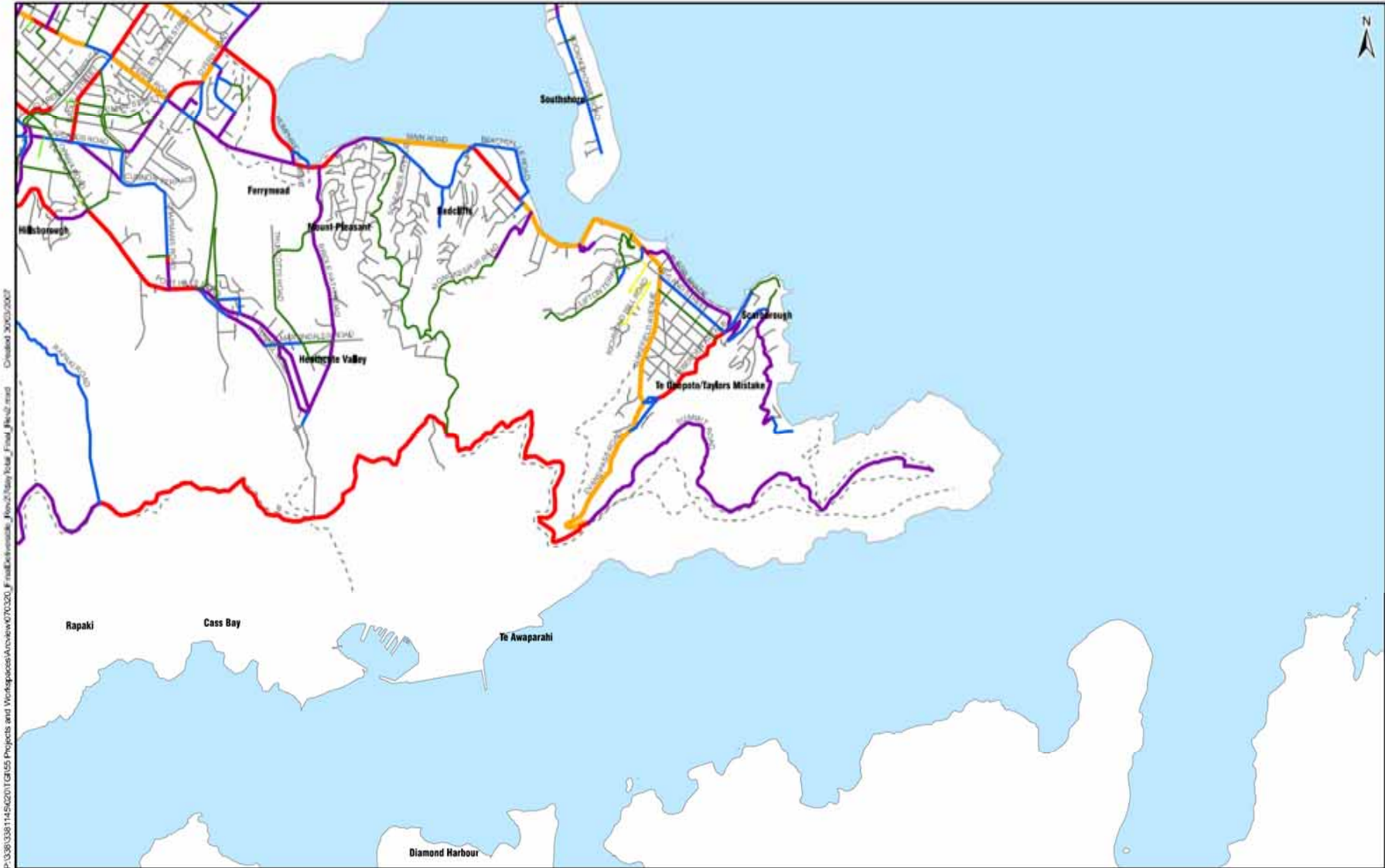
- Randomly selected – telephone numbers
- Evenly distributed throughout city wards
 - Minimise bias of trips by residential address
- Participants aged 16 +

Data Gathering

- Self-completion travel diary
 - Date, time, origin, destination, route, purpose, problem locations etc.
- Regular contact with recruitment consultant
- Split into two periods, as May was a wet month. Enabled comparison of data between different months.

Data Entry & Mapping

- Custom interface in database
- Pick lists to minimise data entry error
- Creation of Unique ID to allow data to be connected to spatial data
 - Concatenation of person ID, date & trip number = Route ID
- Mapped using GIS software



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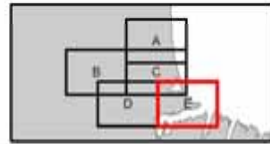
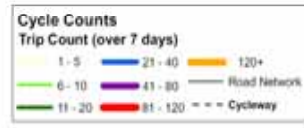


Christchurch Cycling Survey

Scale at A3 - 1:40,000

Map: E 1

Road Centreline and Cycleway Network data sourced from Christchurch City Council.
 Cycle Counts derived from Christchurch Cycle Survey
 Based on a survey of 400 cyclists over a one week period.



Key Findings

- 417 survey participants made 3,927 cycling trips
- Trip purpose (main types):
 - Commuter = 48%
 - Recreation = 29%
- Average trip time = 26 minutes ~ 6 – 9km

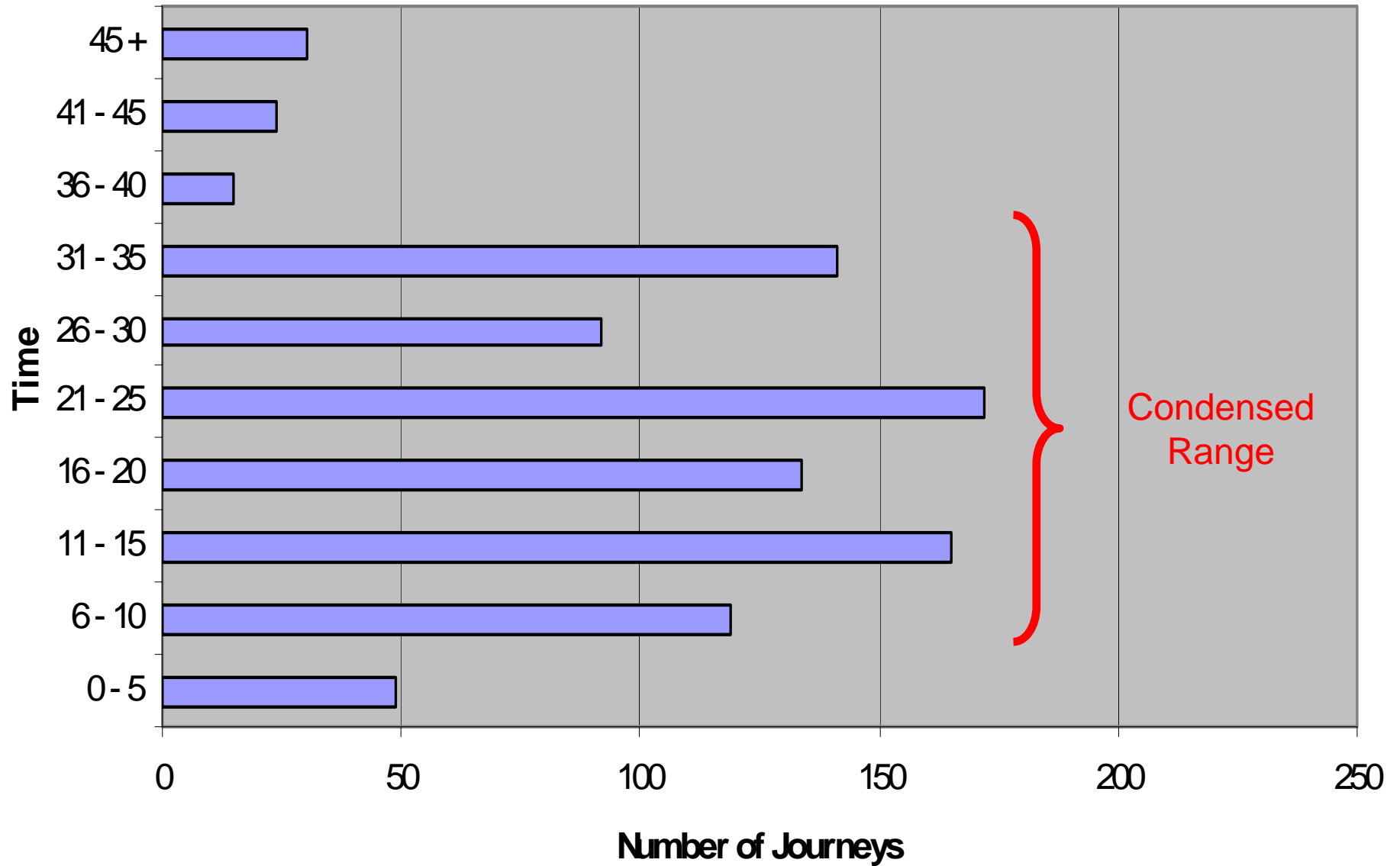
Relationship with Existing Network

- Trips occur mainly on arterial roads.
- Some arterial roads with high cycle demand have no cycling facilities e.g. Riccarton Rd, Papanui Rd.
- Some arterial roads have lower than expected demand.
 - Why?
 - Lack of cycling facilities = deterrent to safe cycling
- Cycle paths attract demand e.g. Rolleston Ave between Antigua boatsheds and Museum.

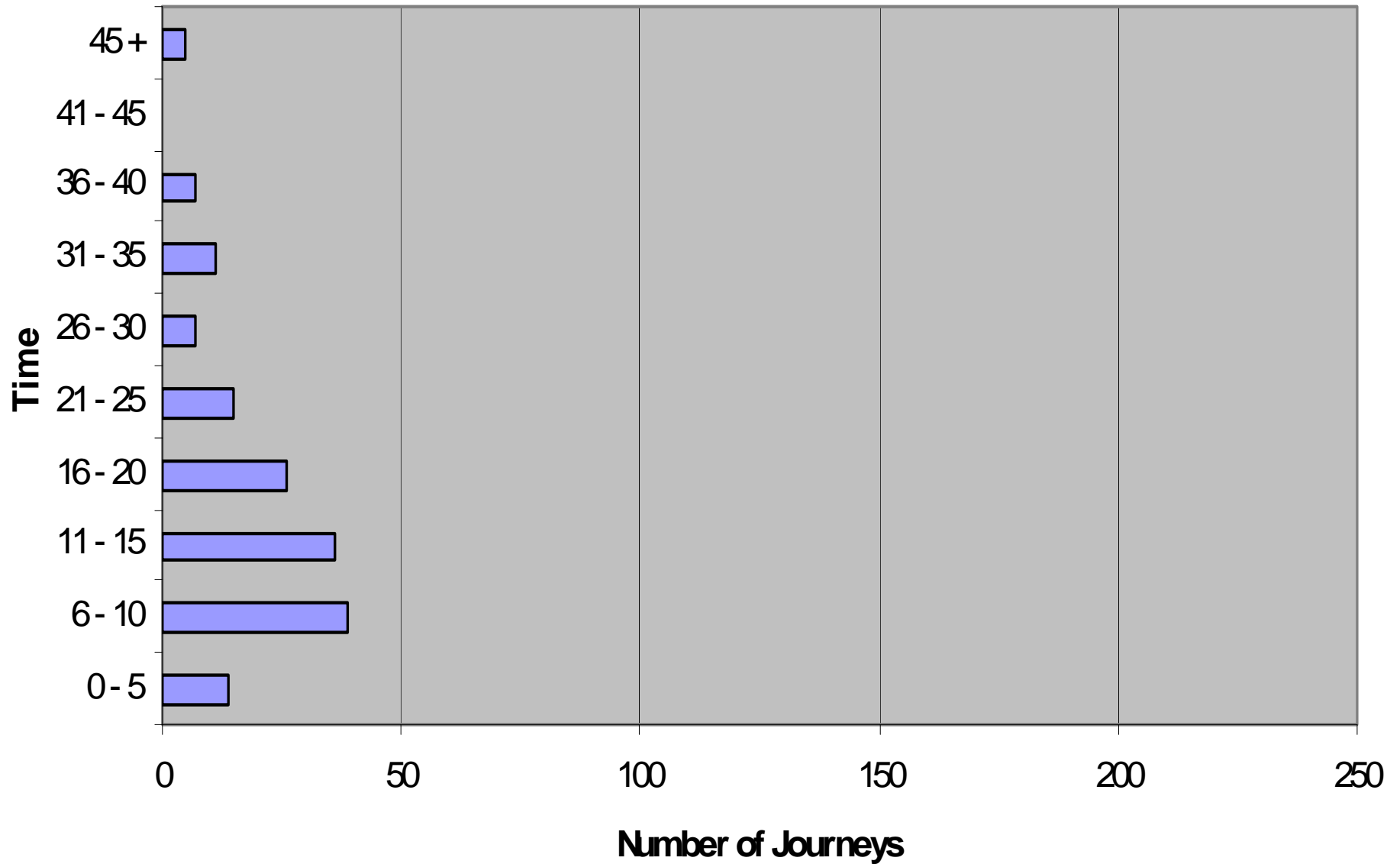
Trip Times

- No overall difference between May & October
- Commuter Trips = 20 minutes
(no variation in time of year)
- Education Trips = 18 minutes
(15 min avg in May vs. 25 min avg in Oct)
- Recreation Trips = 59 minutes
(lower in Oct)

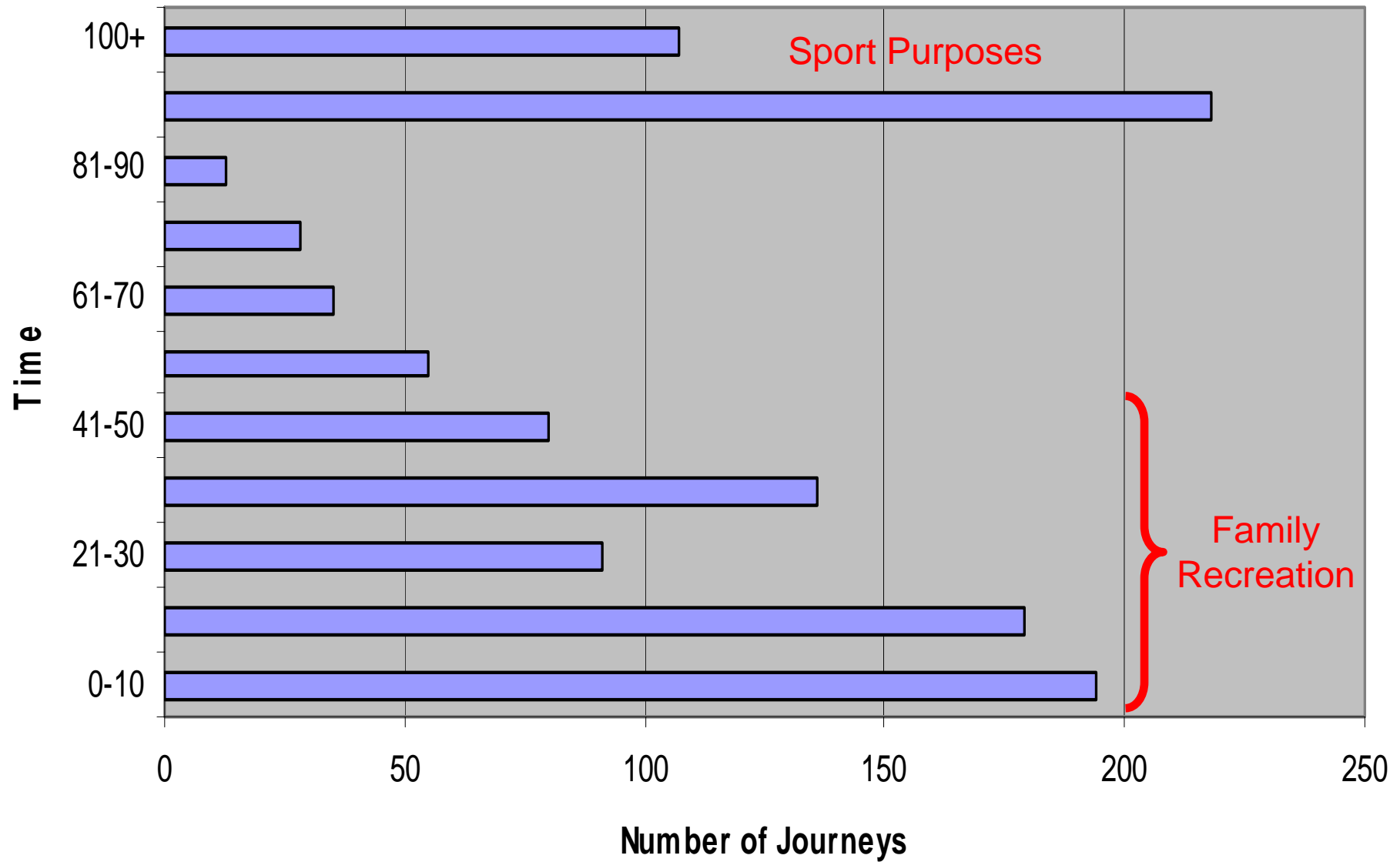
Commuter Journey Time



Education Journey Time



Recreation Journey Time



Problem Locations

- Mapped as **Point** or **Route** Locations

- Point Locations
 - Deans / Riccarton roundabout
 - Ferrymead Bridge

- Route Locations
 - Bealey Ave, Blenheim Rd, Marine Pde, Moorhouse Ave & Riccarton Rd

Cause of Problems

MAINTENANCE

- Broken glass
- Loose gravel
- Road works and road works signage
- Rough surfaces

INFRASTRUCTURE

- Tram tracks
- Traffic calming
- Lack of cycle lanes
- Pinch points
- Poor street lighting

BEHAVIOUR

- Vehicles (incl. buses) stopping in cycle lanes
- Parking outside schools

Use of Survey Information

- Update the existing Cycle Network Plan
- Identify and prioritise cycle capital expenditure for the next 5 years
- Input to major projects e.g. SWAP
- Complements cycle count programme
- Acts as a monitoring tool
- Base to periodically add future surveys to maintain awareness of any changing demands