

## 7. MONITORING CYCLE NUMBERS - 1999

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Corporate Plan Output: Pages 9.5.37 & 38	

The purpose of this report is to inform the Committee of the results of the various methods of monitoring cycle numbers during 1999.

### INTRODUCTION

Cycle numbers are measured in three ways each year – cycle counts at intersections, cycle counts at schools, and face-to-face annual quantitative surveys questioning cycle usage.

### CYCLE COUNTS AT INTERSECTIONS

During 1999, the cyclists moving through approximately 200 intersections were counted, in the morning peak and afternoon peak.

The numbers of cyclists through intersections varied quite markedly – some showed drops of over 50%, others increases of similar values. No overall numbers trend is obvious between 1998 and 1999. However, there were some noticeable points:

- Cyclist numbers attending university appear to have dropped slightly.
- Cyclists attending Burnside and St Andrews School appear to have reduced slightly, while cycle numbers around Cashmere and Hornby High Schools appear to have risen.
- Cycle numbers generally in the north and west areas are down slightly, while numbers in the south and eastern areas are up slightly.
- Wet weather reduces cycle numbers significantly.

As no trend in numbers is obvious from the programme, it would be reasonable to assume numbers are relatively static (on a city-wide basis). At the minimum this is a very positive indication, as numbers have consistently dropped over the last decade.

The cycle counting programme will continue to be modified and improved with an aim of developing a consistent method of assessing the trend in numbers over the years.

## CYCLE COUNTS AT SCHOOLS

Cycles at intermediate schools are counted in late October each year, and compared to the number of children at school on the same day.

<b>Year 7 &amp; 8</b>	1998	35% of attendees
	1999	35% of attendees

Cycles at high schools are counted when all year 9 to 13 students are present, and again when only year 9 and 10 are present. This allows us to determine cyclists at yr 9 & 10 level, and at yr 11, 12 & 13 level. Unfortunately the split count was not conducted in 1998.

<b>Year 9 to 13</b>	1998	21% of attendees
	1999	21% of attendees

<b>Year Split</b>	1999	Yr 9 & 10 cyclists	26% of this age group
	1999	Yr 11, 12 & 13 cyclists	17% of this age group

The full school counts show that the average number of school student cyclists has not changed between 1998 and 1999. The split count shows that there are more school student cyclists in the lower forms than senior forms – pretty much as expected.

In connection to the above section on cycle numbers: a slight decrease in the actual number (as opposed to percentage) of school student cyclists is likely as most of the schools counted during 1999 recorded either a drop in actual student roles, or a drop in the number of students at school when bike counts were done (compared to 1998).

## ANNUAL QUANTITATIVE SURVEY

The annual quantitative survey is conducted in October/November each year, and asks questions on cycle usage. It has been done in both 1998 and 1999 and asks questions of a general population group (316) and a group of high school students (120).

<b>General Population</b>	1998	28% say they cycle nowadays
	1999	24% say they cycle nowadays

<b>School Students</b>	1998	78% say they cycle nowadays
	1999	80% say they cycle nowadays

There are slight changes in the values between 1998 and 1999. It should be noted that these changes are within the margin of error for the survey, and the results should be interpreted to indicate little to no change in the values between the years.

## INTERPRETING THE INFORMATION

The Annual Quantitative Survey is structured to gain its information from a cross-section of the population that matches the general distribution in Christchurch. It can therefore be considered to be a good representation of the attitudes of the population. As can be seen, it shows no change to the 1998 situation.

This is reinforced by the cycle counts at schools. The counts were taken on fine weather days, and can be considered a reasonable indication of school student cyclists. It will be interesting to see if there is any change this year (2000), as at least a quarter of all intermediate school students, by this year, will have been through the Cycle Safe programme.

The intersection count programme, which shows no noticeable trend tends to further indicate that cycle numbers are relatively static – some decreases were noted, these may be due to actual reductions in cycle numbers and wet weather (1999 was very damp), but other increases were also noted. It would appear there was a slight change in cycle movement patterns, rather than an overall change in cycle numbers.

## GENERAL CONCLUSIONS

As the three types of counting technique are different, they should not be expected to reveal the same information. However, they should be expected to show the same or similar trending information. Despite that there are only two “data points” (1998 and 1999), general indications are that the trends are similar. Further monitoring this year should provide some additional validity to the methods and results above.

The counting programme provides a useful indicator (amongst others) as to where cycle infrastructure efforts should be focussed, and which sectors of the cycling public should be targeted by promotional/information efforts, to reverse the lower cycle numbers. This research indicates infrastructure work on routes to the university and Burnside and St Andrews schools would be appropriate, with senior school students the focus of cycle promotional material.

- Recommendation:**
1. That the information be received.
  2. That cycle infrastructure and promotional efforts focus on the areas identified in the research.

### Chairman's

- Recommendation:** That a more comprehensive and reliable cycle counting programme be implemented to enable a better assessment of cycle use over the next five years.