

**Monitoring Progress Towards the Targets of the  
Canterbury Regional Land Transport Strategy 2008 –  
2018**

**Annual Report Card 2008/09**

Prepared for the Canterbury Regional Transport Committee by

The Canterbury Regional Transport Officers Group

**October 2009**


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## At a Glance

### Region-wide Targets


#### **No congestion outside Christchurch**

-  Traffic growth on non-urban State Highways has stalled during 2008 in response to the mid-year fuel price spike and subsequent economic downturn. Limited, peak period congestion is experienced in some Canterbury towns, but is rarely viewed as a major problem by residents. Targeted network improvements on northern access to Christchurch have improved commute conditions from Waimakariri District to the city.


#### **Carbon dioxide emissions to no more than 10% of 2001 levels**

-  Reduced fuel consumption / traffic volumes, related to the mid 2008 fuel price spike have reduced transport related CO<sub>2</sub> emissions in 2008 relative to the previous year. Despite this, the 10-year trend is still upwards – heading away from 2011 target. Risk is that renewed economic growth will see increased emissions once again.


#### **Reduce deaths from road crashes to 6 or less per 100,000 population**

-  2008 was another relatively poor year for road deaths in the Canterbury region. The 10-year trend is still downwards and tracking relatively close to the 2011 target of not more than 6 deaths per 100,000 Canterbury residents. The road death totals for the past two years are, however, far less positive than the downward track observed between 2003 and 2006.

#### **Reduce deaths plus hospitalisations to less than 560 per 100,000 population**

-  The number of deaths plus hospitalisations is very high for the past two years and the trend is heading away from the 2011 target. Although the trend in road deaths is more positive, it is clear from the statistics that fewer deaths do not also bring fewer serious accidents – car occupants are still being injured, even if they are not dying in the crash.

#### **Increase satisfaction among Canterbury's residents about their footpaths, pedestrian areas and overall walking environment**

-  Satisfaction with the overall walking environment continues to remain high amongst residents of Canterbury.

## Christchurch City Targets

### **Reduce the proportion of single occupancy motor vehicles in peak periods within Christchurch City**



No marked change in vehicle occupancy is evident from the occupancy surveys undertaken over the past few years.

### **No traffic congestion within Christchurch City outside peak periods & Contain the amount of congestion within Christchurch City during peak periods to 40 lane kilometres of less**



Rising fuel prices during the course of 2008 and the period of recession that has followed have both had an impact in terms of stemming traffic growth. This, coupled with ongoing targeted investments in the network, has reduced congestion, particularly peak period congestion, in Christchurch City.

### **Increase proportion of all trips (excluding walking trips) made by cycle to 12%**



Available data suggests that, whilst some limited progress is being made in terms of journey to work mode share within Christchurch City. For all trips (excluding walking trips) made in Christchurch City, the estimated cycle share for 2008/9 is slightly less than 3%.

### **Increase proportion of all trips (excluding walking trips) made by public transport to 6%**



Continuous PT patronage growth has been seen within Christchurch over the past 9 years, with 17.3 million trips taken in 2008/9. In terms of mode share, the HTS suggests that PT has a mode share of just over 4% of all trips. Whilst the 2011 target of 6% of all trips is unlikely to be met, ongoing service enhancements and rising fuel costs are likely to continue to drive patronage growth.

## 1. Background

Prior to the Land Transport Management Amendment Act (LTMAA) 2008, the RTC had a legislative requirement under the Land Transport Act 2003 to produce an Annual Monitoring Report (AMR) on the progress of its Regional Land Transport Strategy (RLTS). The report had to be produced within three months of the end of the financial year to which it related. The LTMAA 2008 removed this requirement and put in place legislation that now requires formal reporting on a three yearly basis.

Although formal reporting on the RLTS / RLTP is now only required on a three-yearly basis, monitoring data will continue to be collected annually. This is to allow reporting on observed trends in the three yearly reports - for which continuous data sets are required. The RTC has expressed a wish to see an annual picture of progress, even though formal reporting to the Minister is not required each year. To meet this request, the Regional Land Transport Annual Report Card has been developed.

The Annual Report Card is intended to have a dual role:

- to inform the RTC whether the region is heading towards, or away from, targets outlined in the RLTS; and
- to inform on the implementation of the Canterbury Regional Land Transport Programme (RLTP).

Given that the first RLTP (covering the period 2009/10 to 2011/12) only became operative at the beginning of this financial year, this Annual Report Card focuses solely on progress being made towards RLTS targets. The first Report Card that comments on RLTP delivery, as well as RLTS targets, will be produced in September 2010.

## 2. Introduction

The Canterbury RLTS contains 5 region wide targets, all with a time horizon of 2011:

- No congestion<sup>1</sup> outside Christchurch;
- Carbon dioxide emissions increases to no more than 10% above 2001 levels;
- Reduce deaths from road crashes to 6 or less per 100,000 population;
- Reduce deaths plus hospitalisations to less than 560 per year;
- Increase satisfaction among Canterbury's residents about their footpaths, pedestrian areas and overall walking environment.

There are also 5 targets for the Christchurch urban area, again all with a 2011 time horizon:

- Reduce the proportion of single occupancy motor vehicles in peak periods within Christchurch City;

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<sup>1</sup> Congestion is defined in the RLTS in terms of minimum levels of service, which differ by time of day and also by type of road. Given measurement difficulties, congestion in this Annual Report Card is discussed in more generic terms.

- No traffic congestion (see footnote 1) within Christchurch City outside peak periods;
- Contain the amount of congested (see footnote 1) road within Christchurch City during peak periods to 40 lane kilometres or less;
- Increase proportion of all trips (excluding walking trips) made by cycle to 12%;
- Increase proportion of all trips (excluding walking trips) made by public passenger transport to 6%.

The RTC has been informed in the past that quantitative measurement of progress towards some of these targets is not possible with available annual data. It is therefore essential that an entire new set of measureable targets is derived to measure progress of the next RLTS.

In the interim, however, reporting focuses on a qualitative assessment of progress towards each target. For example, the three congestion targets are impossible to measure without comprehensive level of service monitoring of the entire Canterbury road network on an ongoing basis – as this is not a feasible task, the material that is presented in this report discusses whether congestion in Christchurch and elsewhere within the region is getting better or worse, without reference to absolute levels.

In this report, the format for reporting progress is essentially a two step process:

- Are we above trend, below trend, or on track to meet the target?
- Are we heading in the right direction?

In the sections that follow, progress towards each of the 10 targets is discussed, with the most recent monitoring data presented to inform the RTC on the direction in which the region is heading in relation to them.

### 3. Progress towards Canterbury wide targets

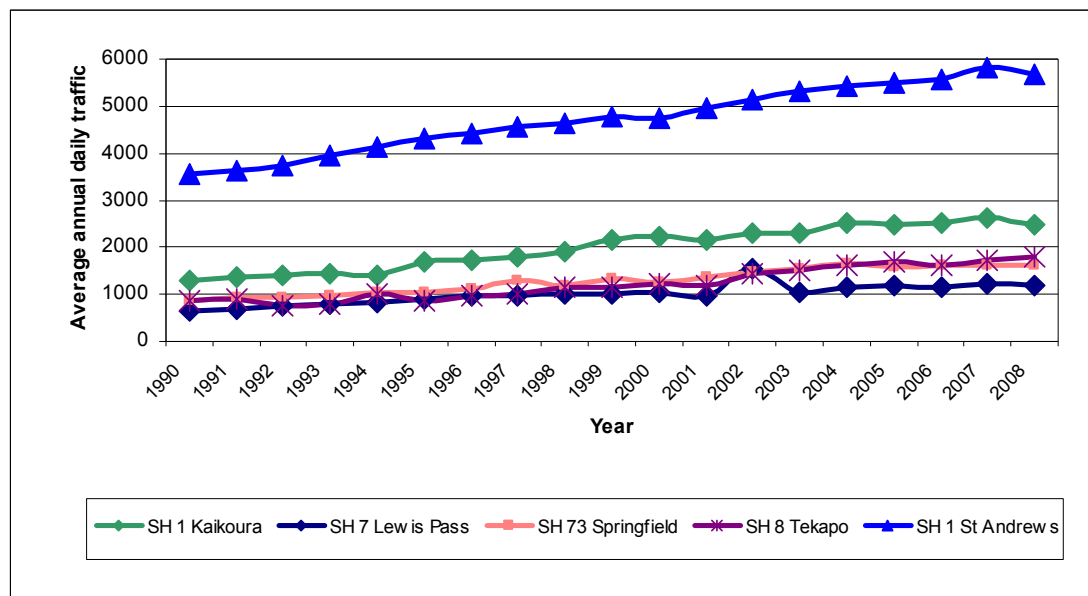
**Target: No congestion outside Christchurch**



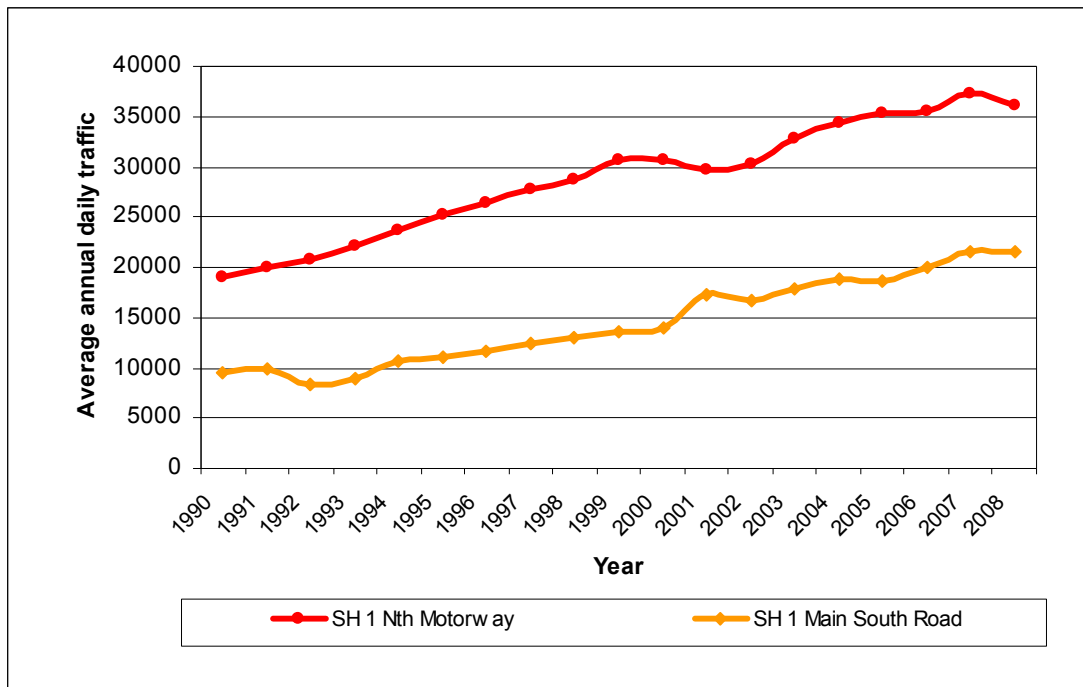
Traffic growth on non-urban State Highways has stalled during 2008 in response to the mid-year fuel price spike and subsequent economic downturn. Limited, peak period congestion is experienced in some Canterbury towns, but is rarely viewed as a major problem by residents. Targeted network improvements on northern access to Christchurch have improved commute conditions from Waimakariri District to the city.

The RLTS recommends a minimum level of service (LoS) outside of Christchurch City. Whilst the specified LoS varies by road type and time of day, the target essentially is stating that the desired outcome is that there are no serious instances of heavy congestion that occur on a regular and ongoing basis.

The Canterbury State Highway network carries around 40% of vehicle kilometres travelled in the region. Figures 4.1 and 4.2 present traffic count data for several rural State Highway locations around the Canterbury region.



**Figure 4.1: Annual average daily traffic (AADT) counts at selected rural State Highway locations**  
Source: NZTA



**Figure 4.2: Annual average daily traffic (AADT) counts at rural State Highway locations to the north and south of Christchurch**  
**Source: NZTA**

Discussion

The impact of the 2008 fuel price spike is clearly evident in the State Highway traffic count data. After many years of steady growth, traffic volumes either levelled off or fell during 2008. Given that fuel prices have subsequently dropped back significantly from the level seen in mid 2008, it remains to be seen whether historic traffic growth levels return in the current year.

As part of the Annual Perceptions Survey, Environment Canterbury asks a sample of Cantabrians (400 residents of Christchurch and 200 residents in the wider region) about their perceptions of traffic congestion both in the city of Christchurch and outside of it. Whilst perceptions have remained largely stable through time, in both 2008 and 2009 slightly fewer respondents indicated that they experience congestion ‘very often’ or ‘quite often’ – in 2007, 14% of respondents fell into these two categories, versus only 9% in each of the two subsequent years.

Since 2008, the survey has been asking those who responded ‘very often’ or ‘quite often’ to elaborate on the location of the congestion that they are experiencing. The northern Christchurch City fringes (SH 1 into Main North Road) are almost wholly the source of the reported congestion. It is likely that the falling traffic volumes on SH1 observed in 2008, coupled with the upgrades to the Main North Road / Johns Road intersection have improved congestion in this part of the city in the past year.

**Target: Carbon dioxide emissions to increase by no more than 10% above 2001 levels**

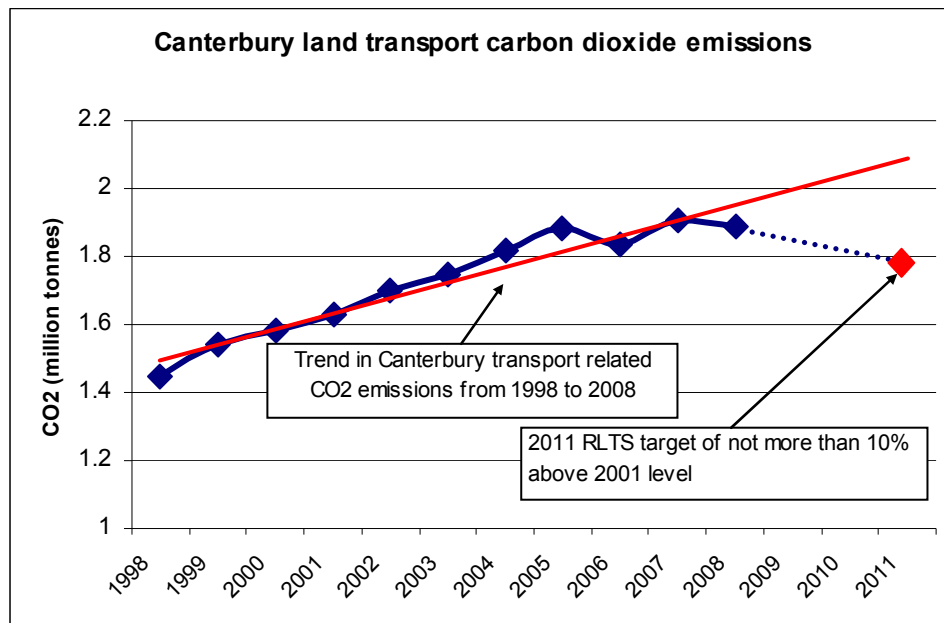
☹️ Reduced fuel consumption / traffic volumes, related to the mid 2008 fuel price spike have reduced transport related CO<sub>2</sub> emissions in 2008 relative to the previous year. Despite this, the 10-year trend is still upwards – heading away from 2011 target. Risk is that renewed economic growth will see increased emissions once again.

Transport related carbon dioxide emissions for the region are calculated via a methodology that employs petrol and diesel sales data. Whilst improvements in engine efficiency for newer vehicles translates into lower fuel consumption for a given distance travelled, intensity of transport is intimately linked to economic and population growth. Thus, a growing Canterbury population that is fuelling a growing economy will generally tend to push up total fuel consumption.

Discussion

2004 saw a peak in sales of petrol in the region – when 387 million litres were sold. Since then, sales have settled at around 380 million litres a year. In terms of per capita consumption, the 2008 figure of 690 litres/person is the lowest it has been since this series was commenced in 1998. Diesel sales are more closely linked to economic growth than sales of petrol, reflecting its heavy use in commercial vehicles and also off-road applications. Diesel sales in the region have increased every year since 1998, except for the last year – in 2008 a 1% fall in diesel sales was recorded.

Figure 4.3 shows how the fuel price spike in 2008, with subsequent fall off in economic growth has impacted upon transport related CO<sub>2</sub> emission estimates for the Canterbury region.



**Figure 4.3: Time series analysis of transport related CO<sub>2</sub> emissions in Canterbury.**  
**Source: Territorial authority fuel sales data and ECan derived CO<sub>2</sub> calculation formulae**

Whilst recent trends on CO<sub>2</sub> emissions are therefore positive, this has more to do with high fuel prices and recessionary effects, rather than any fundamental decoupling of fuel use from economic growth. The challenge for Canterbury and, indeed, the wider New Zealand economy is to continue to reduce transport related CO<sub>2</sub> emissions when economic growth picks up once again.

**Target: Reduce deaths from road crashes to 6 or less per 100,000 population**

☹️ 2008 was another relatively poor year for road deaths in the Canterbury region. The 10-year trend is still downwards and tracking relatively close to the 2011 target of not more than 6 deaths per 100,000 Canterbury residents. The road death totals for the past two years are, however, far less positive than the downward track observed between 2003 and 2006.

Figure 4.4 presents a time series analysis of road deaths in the Canterbury region, expressed as a rate per 100,000 population.

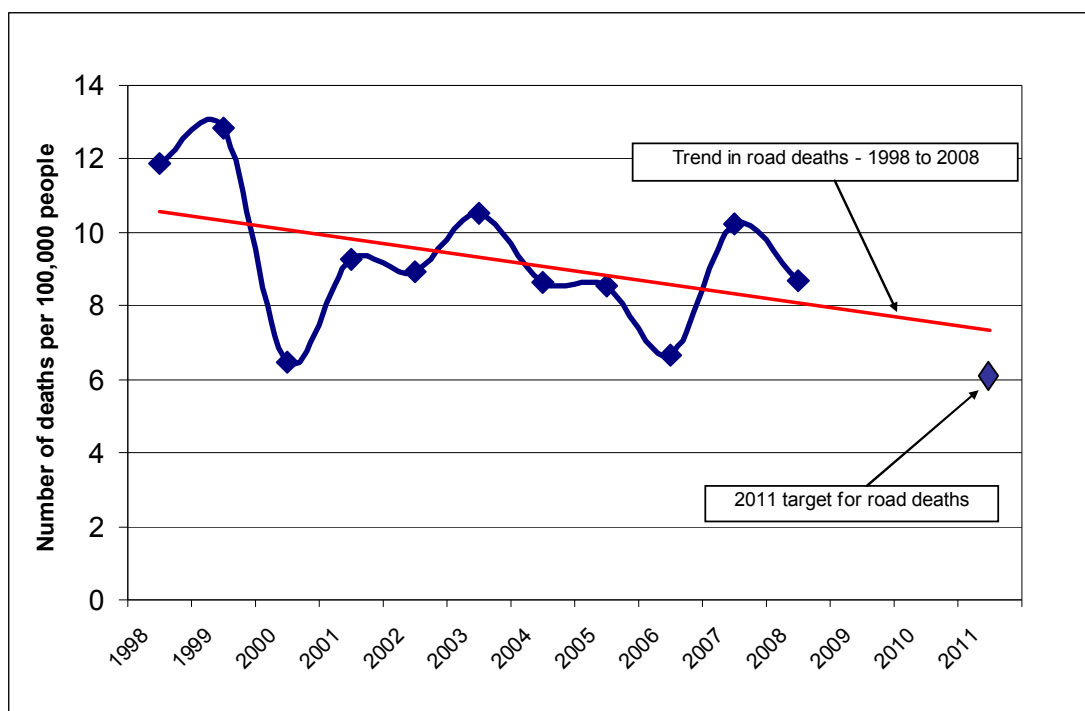


Figure 4.4: Road deaths in the Canterbury region – 1998 to 2008.  
Source: NZTA

## Discussion

Whilst not as bad as 2007, the last calendar year produced another poor performance on the regions roads – this is particularly concerning given that a steady downward trend appeared evident over the period 2003 to 2006.

Further detailed analysis of crash statistics from the past two years undertaken by NZTA does not identify any particular issues that are driving the poor results in 2007 and 2008 – the major road safety issues for the region continue to be loss of control (both at bends and on straight sections of road), intersections and crashes involving cyclists.

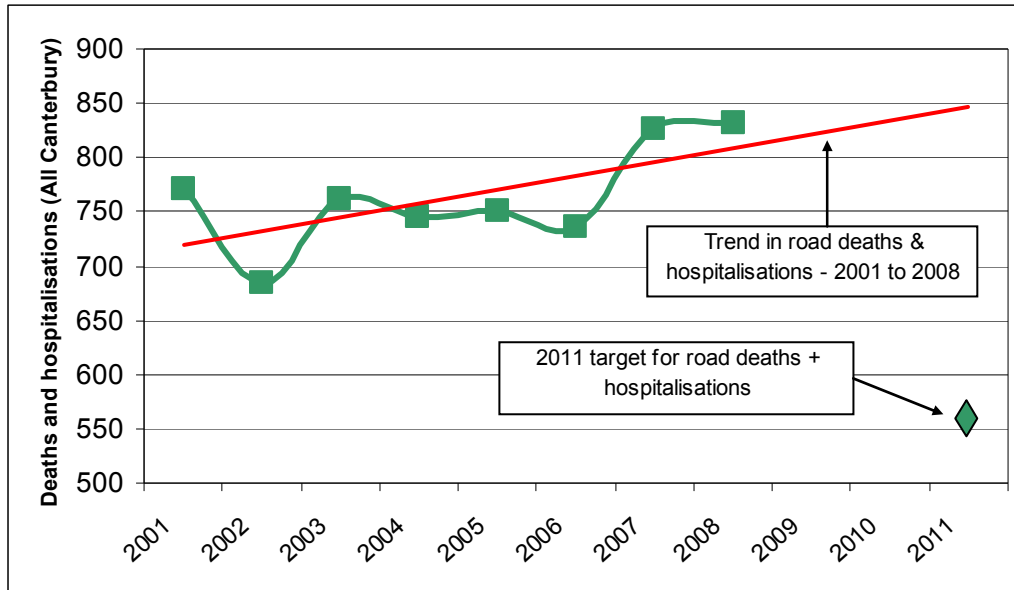
Year to date road death data from NZTA suggests that 2009 is a more positive year for road deaths than 2007 and 2008 – with deaths tracking at 24, versus 38 at the same point in 2007 and 29 in 2008.

### **Target: Reduce deaths plus hospitalisations to less than 560 per 100,000 population**



The number of deaths plus hospitalisations is very high for the past two years and the trend is heading away from the 2011 target. Although the trend in road deaths is more positive, it is clear from the statistics that fewer deaths do not also bring fewer serious accidents – car occupants are still being injured, even if they are not dying in the crash.

Figure 4.5 presents trend data for the period 2001 to 2008 for a combined deaths plus hospitalisation index – 2001 was the year in which the monitoring programme began tracking this road safety indicator. It also highlights the trend in the series over this timeframe, together with the 2011 target of less than 560 per 100,000 Canterbury residents.



**Figure 4.5: Road deaths plus hospitalisations in the Canterbury region – 2001 to 2008.**  
**Source: NZTA**

### Discussion

As was noted in the preceding analysis of road deaths, the past two years have been less than positive for the region. In many respects, this indicator presents a worse picture for the region than the headline road death data – it can be seen that once, hospitalisations are added, the past two years are equally high.

More detailed analysis of the Canterbury crash statistics has been undertaken by NZTA. The data does not reveal any particular areas of road safety concern that are driving the increases in accidents observed over the past two years – the additional deaths and hospitalisations are occurring across all types of crashes. Given that the pattern of road deaths does not mirror the pattern of deaths plus hospitalisations, it appears to be the case that safer vehicles are better protecting drivers and passengers, but driver behaviour is still resulting in far too many hospitalisations.

The trend for this indicator is still heading the wrong way and tracking well above the target in the RLTS.

**Target: Increase satisfaction among Canterbury’s residents about their footpaths, pedestrian areas and overall walking environment**

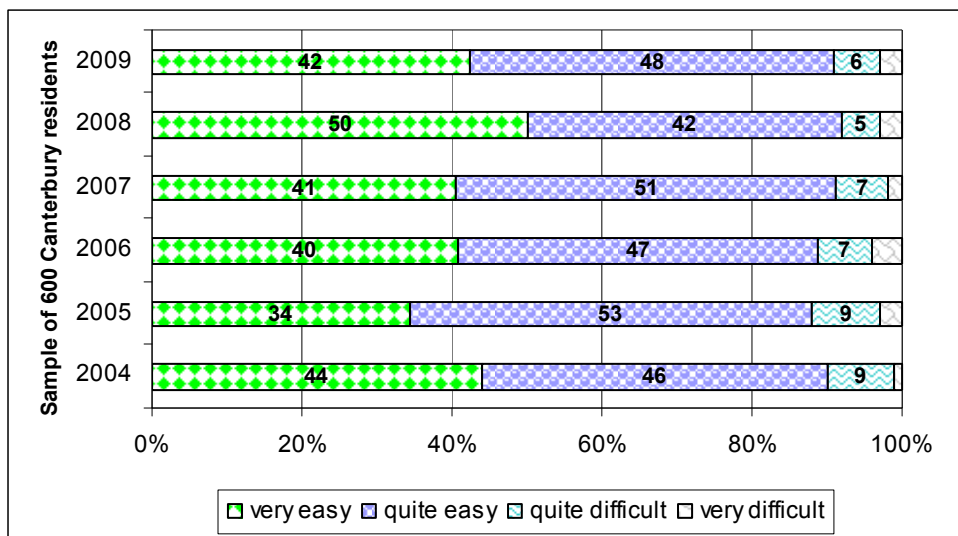
😊 Satisfaction with the overall walking environment continues to remain high amongst residents of Canterbury.

Discussion

The RLTS recognises the importance of walking and promotes pedestrian-friendly built environments. Pedestrian-friendly environments, where people choose to walk for short distance journeys and enjoy their experience of being out and about, are difficult to measure using quantitative techniques, but an annual perception survey of 600 Canterbury residents (400 people in Christchurch and 200 people outside of Christchurch) has been used to gauge residents’ satisfaction with the overall walking environment.

Figure 4.6 presents a time series analysis of Cantabrians response to the following question about their perceptions of their walking environment.

*Thinking about the places you go, overall how easy or difficult is it to walk around using public facilities such as footpaths, pedestrian areas, street crossings?*



**Figure 4.6: Cantabrians perceptions of their walking environment – 2004 to 2009.**  
**Source: Environment Canterbury Opinions Monitor Survey**

Over the six year period, satisfaction with the walking environment has largely remained high and stable – typically around 9 out of 10 Cantabrians indicate that they find walking around the city / wider region either “very easy” or “quite easy”.

## 4. Progress towards Christchurch urban area targets

**Target: Reduce the proportion of single occupancy motor vehicles in peak periods within Christchurch City**



No marked change in vehicle occupancy is evident from the vehicle occupancy surveys undertaken over the past few years.

### Discussion

The Environment Canterbury Vehicle Occupancy Survey was undertaken in 2009 – having been previously conducted in 2007 and 2003. The 2007 survey indicated that the average occupancy of cars/vans was 1.34. Repeating the survey this year has produced an equivalent figure of 1.27. The 2003 survey, by comparison, produced a result of 1.29.

From the above, it would seem reasonable to conclude that car occupancy within Christchurch City, during the morning peak, has remained largely unchanged over the period from 2003 to 2009. This result is largely as would be expected as there has been little encouragement or persuasion to encourage car pooling / ride sharing during the period in question. Essentially, car sharing / pooling that is observed is largely a result of personal choice, rather than as a direct result of any policy implementation / other intervention methods.

This target area will be a key one to influence in the coming years, especially for remote locations where it will be impractical for public transport options to provide a cost effective alternative.

**Targets: No traffic congestion within Christchurch City outside peak periods & Contain the amount of congestion within Christchurch City during peak periods to 40 lane kilometres of less**



Rising fuel prices during the course of 2008 and the period of economic recession that has followed have both had an impact in terms of stemming traffic growth. This, coupled with ongoing targeted investments in the network, has reduced congestion, particularly peak period congestion, in Christchurch City.

Discussion

It has been noted in previous Annual Monitoring Reports that the “lane kilometre” congestion target is very difficult to measure in a quantifiable manner. As such, this target will be replaced as part of the forthcoming major review of the RLTS. For the interim, the RLTS Annual Scorecard will use data that is currently available to comment on congestion issues within Christchurch City in a more generic manner – essentially, is congestion getting better or worse?

Whilst these are two distinct RLTS targets, they are discussed within one section of this Annual Report Card – largely because the indicators used to understand the progress being made are the same ones for each target.

The monitoring programme has two indicators that provide an insight into traffic congestion within Christchurch City – one is the NZTA Travel Time Survey and the other is the Environment Canterbury Opinions Monitor Survey. Each of these is discussed in turn below.

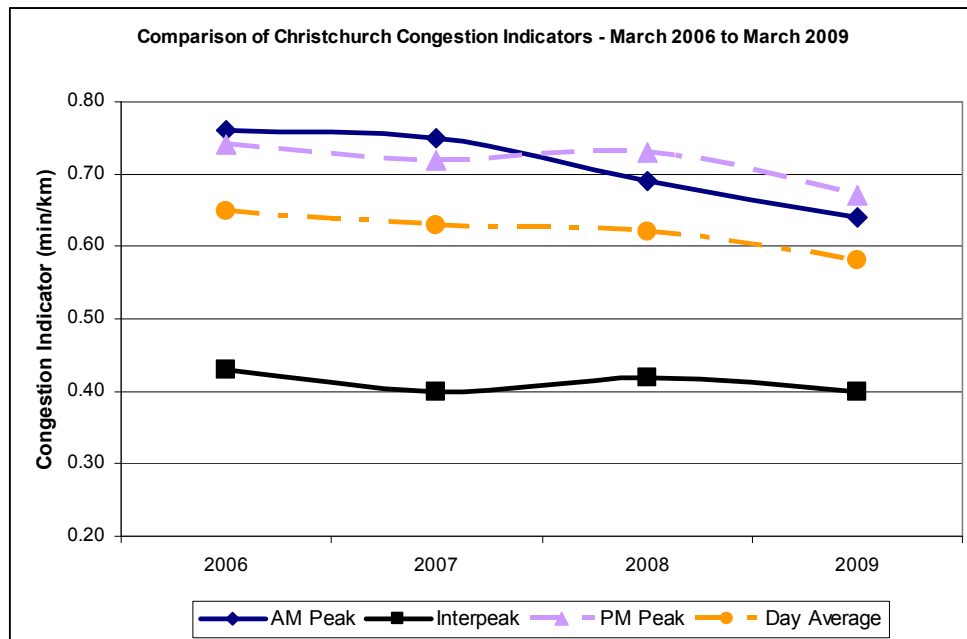
Christchurch Travel Time Survey

This survey is undertaken by NZTA, in partnership with Environment Canterbury and Christchurch City Council, twice each year – in March and November. The latest available data set is for March 2009.

Two sets of the data from the Travel Time Survey are reproduced in this monitoring report:

- **Congestion Indicator (CGI)** – this compares observed travel time against the theoretical minimum that would be possible, if travelling, unimpeded by any delay (congestion related or intersection related) whatsoever, at the posted maximum speed. Over time, the CGI gives an indication as to whether journey times are becoming quicker or slower – the latter tending to indicate increasing delay associated with congestion.
- **Variability Indicator (VTT)** – as part of each survey, a number of distinct vehicle ‘runs’ are undertaken. The VTT measures how consistent travel times are. A high degree of travel time variability is often a good indicator of a congested network.

Figure 5.1 presents March data for the period 2006 to 2009 for the CGI in peak and interpeak periods within Christchurch.

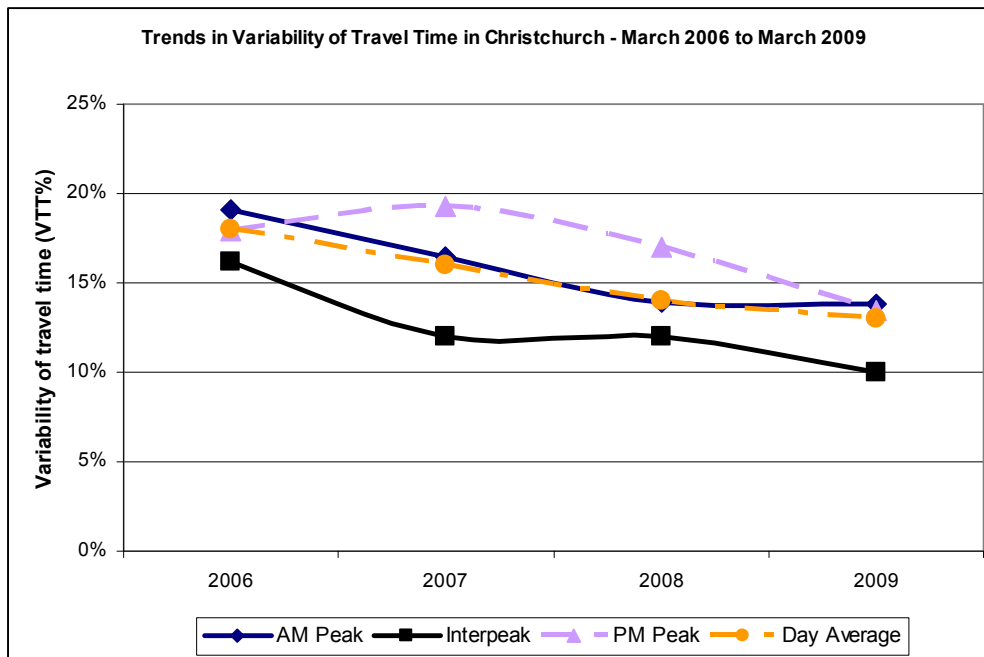


**Figure 5.1: Trends in Christchurch Congestion Indicator – 2006 to 2009**  
**Source: NZTA Travel Time Surveys**

The CGI indicator can only ever be at zero if a given journey is undertaken at the posted speed limit – in other words, there is no slowing / stopping / accelerating from traffic signals and there is no other disruption to the trip speed. Clearly in any city, but particularly in one like Christchurch, traffic signals have major impact upon actual journey times. The interpeak period in Christchurch is largely uncongested and this relatively stable travel time can be seen in Figure 5.1. What this is essentially saying is that when there is no congestion, a CGI value of around 0.4 is to be expected across the Christchurch road network, simply due to negotiating traffic management systems.

As congestion is more a phenomenon associated with peak period travel, the difference between the interpeak CGI and peak period values gives a better indication of the impact of congestion on travel times – the traffic signals are the same ones, so the additional delay can be largely attributed to congestion. Figure 5.1 suggests that congestion has improved in Christchurch over the three year period from March 2006, with the afternoon / evening peak now exhibiting a higher level of congestion than the morning peak period.

Figure 5.2 presents a time series profile for travel time variability within Christchurch for the morning peak, interpeak and afternoon peak periods.



**Figure 5.2: Trends in Christchurch Travel Time Variability – 2006 to 2009**  
**Source: NZTA Travel Time Surveys**

Over the period March 2006 to March 2009, travelling within Christchurch became more predictable, which tends to indicate that congestion pressure across the whole network has improved. As might be expected, interpeak travel, where there is least congestion, is typically more predictable than travel at peak times.

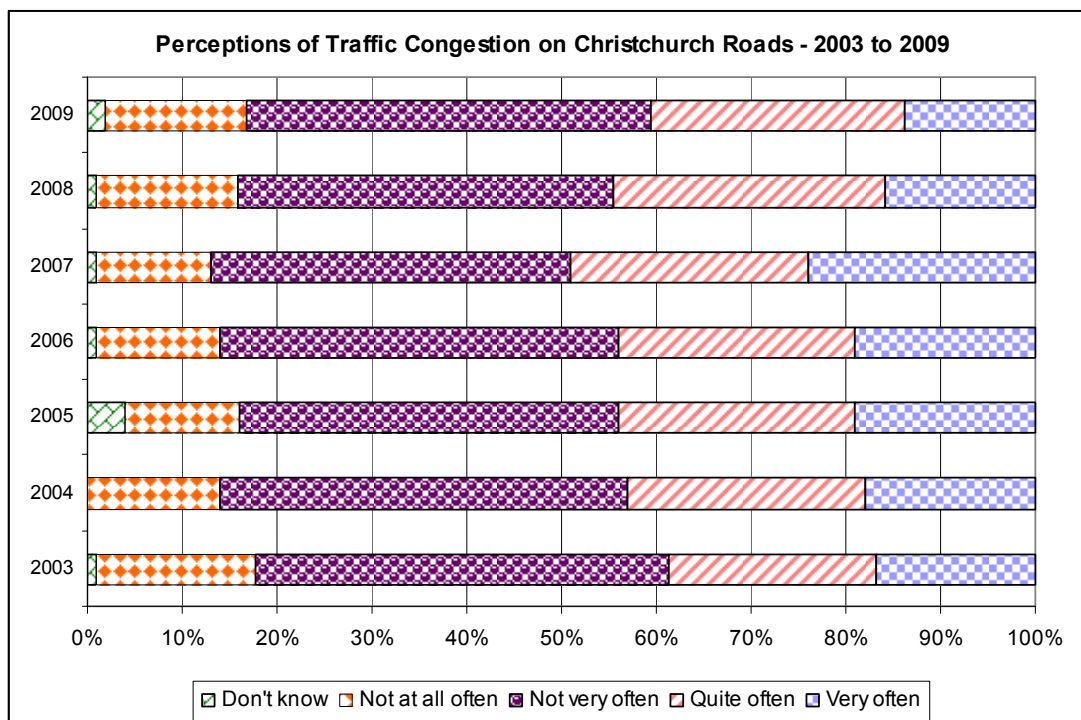
Comparison of Christchurch’s travel time variability with that of other major cities in New Zealand requires a degree of caution – highly signalised urban corridors in Christchurch tend to create more reliable peak travel environments than is necessarily the case in other centres that have higher coverage of grade separated or rural State Highway. Having said this, the corresponding morning peak VTT’s for Auckland tend to be in a range between 20% and 25%, with 15% to 20% seen in Wellington. The Auckland afternoon peak has VTT’s in the order of 30% to 35% and Wellington typically has a corresponding figure of around 25%.

### Perceptions of Congestion

The Environment Canterbury Opinions Monitor Survey asks 400 residents of Christchurch and 200 residents of the wider region the following question each year:

*Thinking about travelling in and around Christchurch, for example by car, public transport, bicycle or on foot, how often does traffic congestion on Christchurch roads affect your travel?*

Figure 5.3 shows how the response to this question has evolved since 2003.



**Figure 5.3: Perceptions of Traffic Congestion on Christchurch Roads – 2003 to 2009**  
**Source: Environment Canterbury Opinions Monitor Survey**

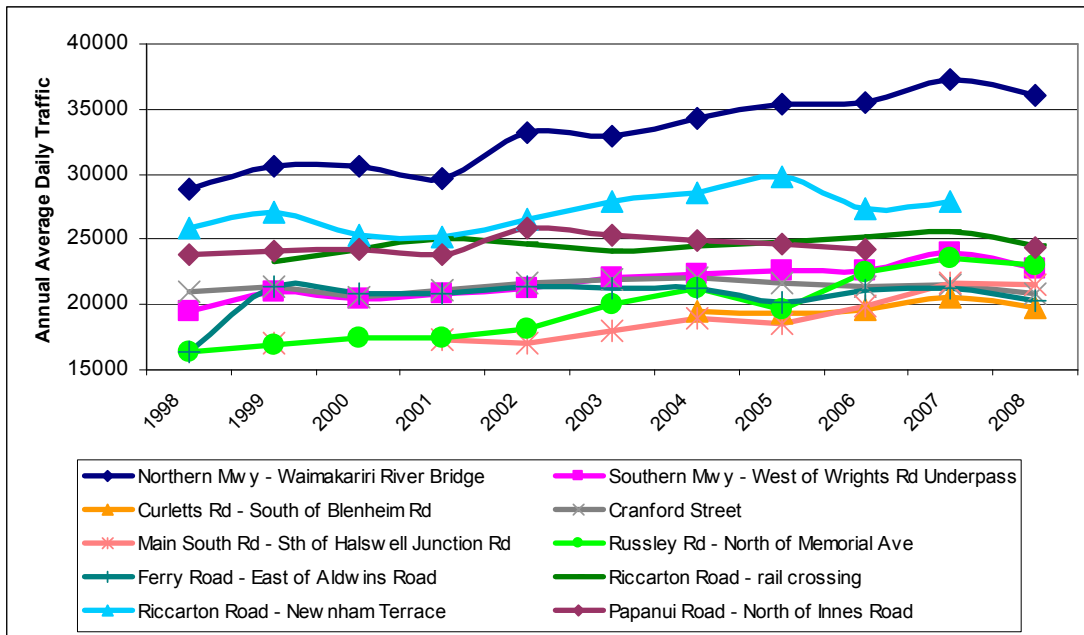
Whilst the proportion of respondents answering 'quite often' or 'very often' has remained in a broad band of between 40% and 50% over time, there has been a year on year decline since 2007.

Potential reasons for recent observed data

From the data presented above, there is some evidence that traffic congestion in Christchurch has fallen over the past two years, particularly in the peak periods.

Part of this is no doubt due to the ongoing targeted investments being made by both the NZTA (State Highways) and Christchurch City Council in the Christchurch road network. By way of an example of this, the recent upgrade to the Main North Road / Johns Road junction to the north of the city has improved peak hour congestion – southbound from the north in the morning and northbound from the south and west in the afternoon peak period.

Another factor, however, is impact that the significant spike in fuel prices observed in 2008 has had on traffic volumes. Figure 5.4 presents average daily traffic count data for a series of key locations around the city.



**Figure 5.4: AADT counts at selected Christchurch locations**

**Source: NZTA and Christchurch City Council**

\*No data available for Riccarton Road – Newnham Terrace in 2008

At all count locations it can be seen above that traffic volumes fell in 2008, as fuel prices hit their peak around the middle of the year. Whether these lower traffic volumes have been sustained now that fuel prices have dropped back somewhat, remains to be seen.

**Target: Increase proportion of all trips (excluding walking trips) made by cycle to 12%**



Available data suggests that, whilst some limited progress is being made in terms of journey to work mode share within Christchurch City. For all trips (excluding walking trips) made in Christchurch City, the estimated cycle share for 2008/9 is slightly less than 3%.

Discussion

The Ministry of Transport Household Travel Survey (HTS) has recently had an expanded sample put in place for Greater Christchurch. This data set allows a far more detailed analysis of cycle trip making than has been possible with previous census related data sets. As the expanded HTS sample is in its first year, the census journey to work data remains the sole source of time series data on cycling trends within Christchurch City.

In 1996, 8.9% of Christchurch residents who work in central Christchurch (and travelled to work on census day) indicated that they travelled to work by bicycle. By the time of the 2001 census, this figure had risen to 9.0% and by 2006 was sitting at 9.8%. This pattern would suggest that, for the journey to work at least, cycling as a mode of transport has increased its share of all work trips.

Data from the 2008/9 sample of the HTS is broadly in line with the 2006 mode share figure from the census – 9.6% of journey to work trips made by residents of Christchurch City were made by bike.

The RLTS target is, however, related to all trips and not just the journey to work. The HTS is the first tool that has been available to the region to understand mode shares of all trips that different modes of travel achieve.

*Excluding walking trips and travel not directly related to a household (e.g. taxi driver trips), the HTS suggests that residents of Christchurch City make **2.7%** of all their trips by bicycle.*

It is clear from the figure noted above that cycling within Christchurch City is heavily focused on the journey to work and not a widely chosen mode for many other trips that are undertaken. The HTS estimates that there were around 51 million kilometres cycled in Christchurch City during 2008/9. Of these, over two fifths (23 million) was in the morning and afternoon peak periods – only a tenth were cycled during the weekday interpeak period.

Whilst the HTS sample is not large enough to break the reported cycle trips down into a full spread of trips by purpose, the data does show that around 11% of 13-17 year olds cycled to school. This, plus the journey to work, would appear to be the two most important categories for cycling at the present time.

**Target: Increase proportion of all trips (excluding walking trips) made by public transport to 6%**



Continuous PT patronage growth has been seen within Christchurch over the past 9 years, with 17.3 million trips taken in 2008/9. In terms of mode share, the HTS suggests that PT has a mode share of just over 4% of all trips. Whilst the 2011 target of 6% of all trips is unlikely to be met, ongoing service enhancements and rising fuel costs are likely to continue to drive patronage growth.

Discussion

The HTS data, taken in conjunction with census journey to work data, provide a range of data on PT mode share for trips within Christchurch City.

Unlike the pattern of trip making documented above for cycling, passenger trips are far more geographically focused on Christchurch Central City. The 2006 census data shows that over 10% of Christchurch residents who work in the Central City take the bus to work – this figure has grown from just over 9% in the 2001 and 1996 censuses.

Across the entire city, the HTS suggests that only around 3% of residents used the bus (either by walking to a bus stop (2%) or by combining a car and a PT trip (1%)) in 08/09. This, taken with the 2006 census figure for commute trips to the Central City highlights the diverse range of employment destinations that Christchurch residents access – whilst it is relatively easy to access the Central City by bus, this is clearly not true of many other employment destinations.

Unlike cycling, PT passenger trip making is not as heavily focused on the peak period. The HTS indicates that 20% of PT trip kilometres in 2008/9 were travelled during the weekday off-peak period – for comparison, 11% were estimated to occur in the morning peak, with over a third in the afternoon peak period.

PT mode share is highest amongst the over 65's, which is not entirely surprising given the impact that Supergold Card has had on travel amongst this segment of the market. Amongst this market segment, almost 5% of all trips are undertaken by bus.

The impact of Supergold card and ongoing general patronage growth has pushed per capita trip making to its highest ever recorded level in Christchurch – in 2008/9, 42 trips per residents were recorded. Whilst this is a very positive result, the HTS data for the same period reports that 54% of residents have not used a bus in the last year. The challenge for PT services within the city would, therefore, seem to be to broaden the appeal of bus services to a larger segment of the population, if future patronage growth / mode share growth is to be achieved.