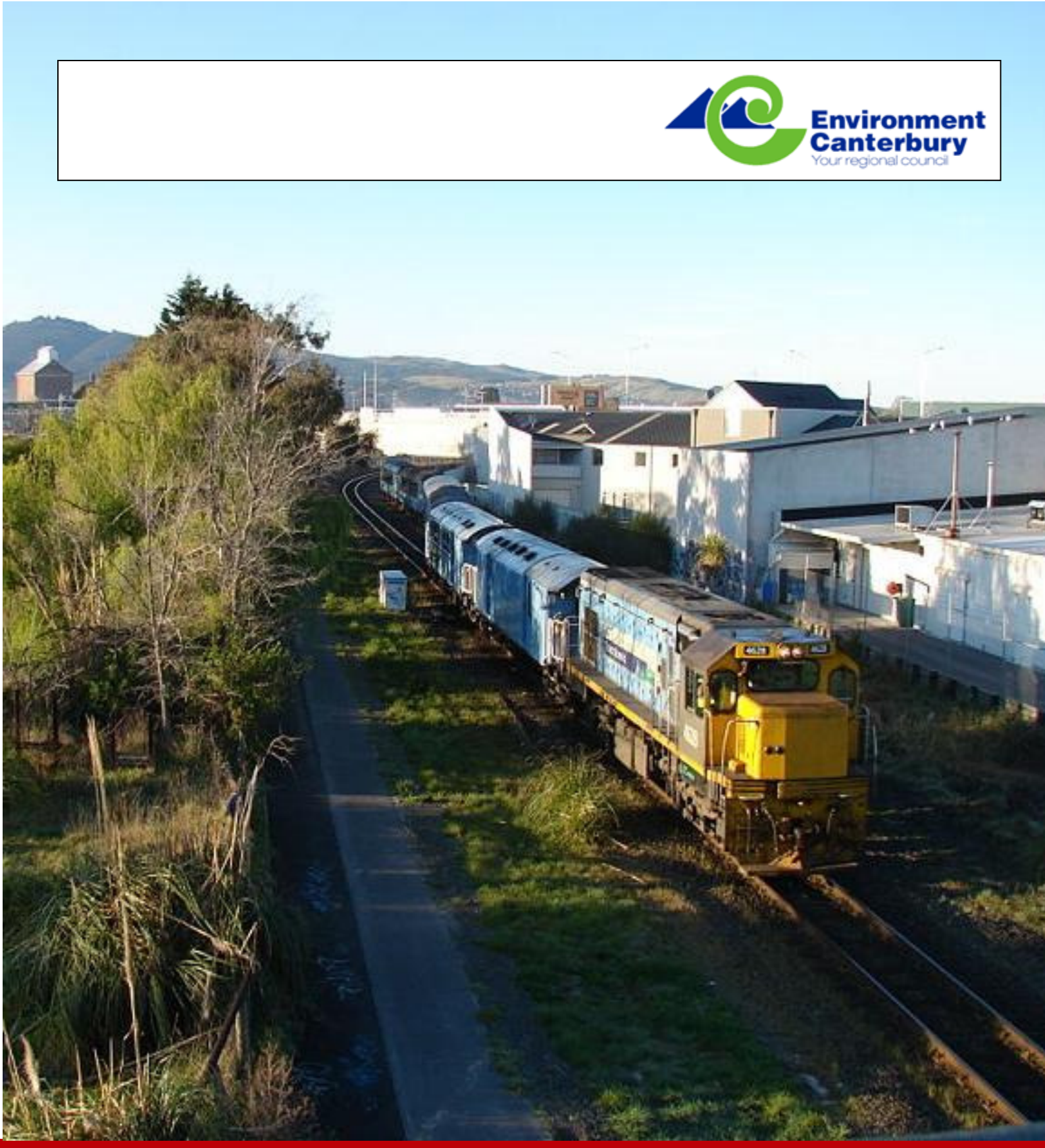

Canterbury Regional Land Transport Strategy 2011-2041 Market Research Report

Monday, 22 February 2010

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Research First

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1 Research Background

1.1 Research Context

Environment Canterbury (ECan) is required by the Land Transport Act 1988 and Land Transport Management Act 2003 to produce a Regional Land Transport Strategy (RLTS) every six years. Significant changes to transport policy and legislation since 2008 mean the current RLTS, *Canterbury Regional Land Transport Strategy 2008 – 2018,* requires updating. In 2009 ECan commenced a review of this RLTS, and one aspect of this review involved a programme of market research to better understand wider community views of the issues and challenges facing the region's transport system. ECan contracted Research First Ltd to complete this market research on ECan's behalf, and the results of that research are reported here.

Environment Canterbury is required to produce a Regional Land Transport Strategy every six years

1.2 Research Objectives

The focus of the RLTS is to define, and prioritise, the issues that have implications for transport in Canterbury over the next 30 years. The objective of the market research component of the RLTS review is to provide robust data about community perceptions of the key issues, and to better understand which issues the community sees as priorities.

The market research also needed to connect with the objectives identified for the Land Transport Management Amendment Act 2008 and the *New Zealand Transport Strategy 2008*. These objectives include the affordability; integration; safety; responsiveness; and sustainability of the land transport system. At the same time, contributing to:

- Economic development;
- Safety and personal security;
- Access and mobility;
- Public health; and
- Environmental sustainability in Canterbury.

2 Research Design

2.1 Research Design

Understanding public perceptions of the key issues and challenges facing the region's transport system (both currently and over the next 30 years) posed a complex research problem. This complexity was compounded by the requirement to ensure specific policy responses for North Canterbury, Greater Christchurch, Mid Canterbury, and South Canterbury.

Understanding the public's perceptions of the key issues and challenges for Canterbury's transport system over the next 30 years posed a complex research problem

Research First addressed this complexity with a phased multi-method research design. This involved:

- A workshop with local experts and key opinion leaders to scope the known transport issues (to inform the primary data collection);
- A series of 'working group' workshops across the region to determine local needs and issues, and to work through trade-off scenarios to generate a list of priority issues; and
- A broad-based survey of Canterbury residents.

The logic of this research design is set out in Figure 2.1:

Figure 2.1: Research Design

In more detail, these phases involved:

2.2 The Scoping Phase: Expert Workshop

The starting point of this research was an expert workshop to scope the known transport issues in Canterbury, and to ensure the research team did not duplicate research and consultation already undertaken. This half day workshop took place on November 20th 2009, and included participants from:

- Canterbury Active Transport Forum;
- CDHB Community and Public Health;
- Chamber of Commerce;
- Christchurch City Council;

- Environment Canterbury;
- Federated Farmers;
- New Zealand Road Transport Association Inc;
- New Zealand Transport Agency;
- Selwyn District Council;
- The Regional Transport Committee;
- Waimakariri District Council; and
- A number of private consultants working in the transport space.

The expert group workshop assisted the research team a great deal in the design of the workshop guide and telephone survey questionnaire

The expert group workshop assisted the research team a great deal in the design of the workshop guide and telephone survey question to be used in Phases 2 and 3 of this research. A key suggestion to come out of the workshop was to *personalise* transport issues. That is, to structure research instruments that take the respondents through a series of steps towards a strategic view. One approach discussed in the workshop involved:

1. Starting with where the respondents are currently (that is, have them discuss their current transport needs and challenges);
2. Move on to have respondents think about what their likely needs and issues will be in ten years' time; and
3. Repeat for the 30 year horizon (i.e., out to 2041).

A similar but alternative approach involved focusing on the current life stage of respondents, and then asking about the kinds of issues people at a similar life stage in 2041 might be facing.

A copy of the summary notes from the Expert Group Workshop is reproduced in Appendix One of this Report

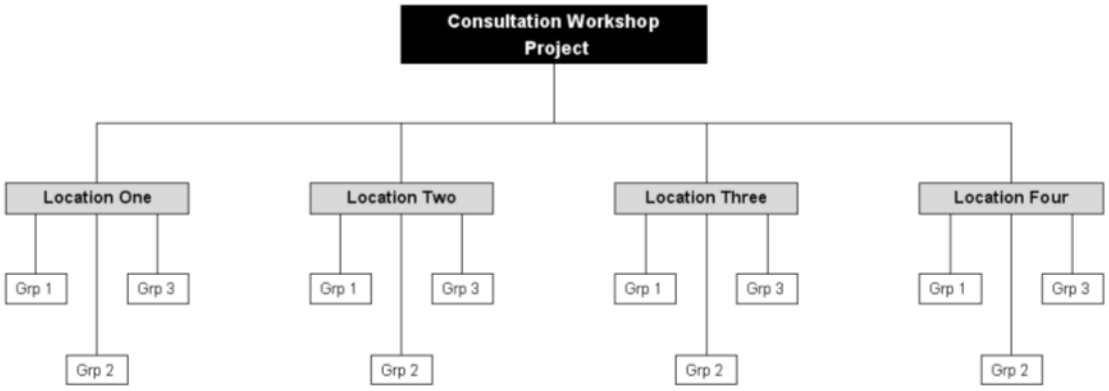
2.3 The Exploration Phase: Community Workshops

The second phase of the research involved exploring the issues identified in the scoping phase using a series of community workshops. To do this, Research First used its 'Working Groups' method. This method uses a narrative-based approach to better understand how community perceptions and attitudes are created.

The workshop approach uses a narrative-based approach to better understand how community perceptions and attitudes are created

In the Working Groups method, a number of key locations of interest are targeted. At these locations, three different segments of the local population are invited to a single workshop session (se Figure 2.2)

Figure 2.2: The Logic of Working Groups



The workshop is then structured to enable participants to 'break out' into segment-specific working groups to complete a number of tasks led by a dedicated facilitator (such as prioritising issues, and working through trade-off scenarios for policy interventions). At the close of the workshop, the three groups are brought back together to discuss their responses to the set tasks, and to work though the points of difference within and across the groups.

The workshops use a mix of unprompted and prompted data collection techniques. The value of this kind of approach is that it provides a 'layered' approach to data collection, where participants work through a number of layers to arrive at a conclusion. Such research designs are effective because they allow participants the time and opportunity to develop (or modify) their attitudes within processes that mimic (albeit by compressing) typical social processes.

These views can then be tested with a technique known as 'ground truthing'. This involves taking note of stories and examples of the issues raised in discussion. These stories and examples are then used to better understand how the perceptions and attitudes uncovered are created. Where appropriate, the facilitator can also take on the role of a contrary advocate, helping to ensure the attitudes uncovered in the break-out groups are robust and consistent.

The advantage of this Working Groups method over similar workshop techniques is that it simultaneously provides the ability to:

- Target community consultation and research at particular groups of interest (for instance, by location, age, rural/urban, resident/business, etc.);
- Explore complex issues in depth;
- Understand how attitudes and perceptions are constructed and socialised;
- Test ideas and concepts 'in real time' with residents;
- Take part in a dialogue about issues of interest to residents; and
- Collect sufficient information to be assured of the robustness of the consultation insights.

In addition, the Working Groups method:

- Is cost effective when compared to a qualitative research design of comparable size; and
- Can be completed very quickly.

A four workshop design was used for this research, with workshops in Timaru, Ashburton, Christchurch, and Amberley

For this research a four workshop design was used – with workshops in Timaru, Ashburton, Greater Christchurch, and Amberley. The groups for each of these workshops is set out in Table 2.1.

Table 2.1: Workshop and Group Composition, Location, and Dates

Date	Location	Groups
December 2nd 2009	1. Timaru (South Canterbury)	• Rural Residents (N=10) • Young Residents (N=10) • Older Residents (N=11)
December 3rd 2009	2. Ashburton (Mid Canterbury)	• Rural Residents (N=10) • Young Residents (N=9) • Older Residents (N=10)
December 8th 2009	3. Christchurch	• Young Residents (N=7) • Young Families (N=9) • Older Residents (N=8)
December 9th 2009	4. Amberley (North Canterbury)	• Rural Residents (N=9) • Young Residents (N=10) • Older Residents (N=10)

The workshop guide, providing an overview of what was covered in the workshops, is reproduced in Appendix Two of this report. A key part of this process involved having participants rank their priorities for the future of transport in Canterbury. The priorities to be ranked were:

- A transport system that co-ordinates transport and land use development;
- A transport system that is affordable (i.e., travel costs);
- A transport system that promotes health and wellbeing;
- Improving the energy efficiency of our transport system;
- Increasing safety for people travelling on the roads;
- Reducing the dependence on cars;
- Reducing the impacts of our transport system on the environment; and
- Supporting the region's economy in future.

The results of this unprompted ranking were then used as a basis of a discussion about the future of transport in Canterbury. The RLTS consultation document was handed out to participants, and some of the implications of different transport scenarios were discussed. At the close of this discussion, the participants were asked if their original priorities had changed. Any movement between the original ranking and the ranking after discussion were noted.

Illustration 2.1: Group Member Reporting Back, Ashburton Workshop

2.4 The Testing Phase: Regional Residents' Survey

The final phase of this research involved a telephone survey of 780 Canterbury residents, providing results accurate to +/-3.6% of the true population values

The final phase of this research involved a survey of 780 residents from across Canterbury to gain a quantitative (i.e., statistical) measure of the salience of issues and priorities. The survey questionnaire was informed by phases one and two (above), and piloted prior to the survey roll-out[1]. A copy of the final survey questionnaire is provided in Appendix Three of this report.

A telephone survey was used as this provides an extremely cost-effective way to collect data from large, and geographically dispersed, populations quickly. In addition, a survey of this size provides very accurate results. For the total sample (778), the survey results are accurate to at least +/-3.6% of the true population values.

The results for any subgroups within the sample will not be as precise as this because the precision of the sample results is a function of the size of the sample. However, the results are still more than accurate enough to 'zoom in' on particular groups in the sample. For instance, the results for Christchurch residents (N=502) are accurate to +/-4.4% of that population as a whole; and the results for the 65+ age group across Canterbury (N=140) accurate to +/-8.3%. The breakdown of the achieved telephone sample by location and age is provided overleaf (Tables 2.1, 2.2, and 2.3).

The size of the sample enables researchers to address problems with a survey's results that arise from sampling errors. Researchers call these errors 'unsystematic' because they arise from probability (i.e., 'chance') factors. However, errors can also enter any research due to the way the research is conducted. Researchers call these errors 'systematic' (because they are not the product of chance). The most common source of systematic error in any survey research is called 'non-response bias'. This 'error' occurs when survey participants differ in important ways from the population as a whole. To understand how much non-response bias there may be in a survey, it is important to know not just how many people took part in a survey but also how many people were approached to take part. The lower a survey's response rate (i.e., the percentage of those approached who actually took part in the survey), the greater is the potential for non-response bias to be present. For this survey, Research First contacted 2,360 qualifying households to complete 778 surveys, for a participation rate of 33%. Typical telephone survey response rates vary between 20% and 40%.

[1] This pre-test process ensures the questions in the survey are intelligible to the target population, that the answer options (where provided) are exhaustive, that the question order makes sense, and that the questionnaire is not too long. The results of this pre-test are used to refine the final survey questionnaire and are not to be considered part of the achieved sample.

Table 2.1: Achieved Survey Sample by Gender

	Timaru	South Canterbury	Ashburton	Mid Canterbury	Christchurch	Canterbury not Christchurch	Rangiora	North Canterbury	Overall
Base:	*42*	*35*	*30*	*15*	*502*	*64*	*20*	*70*	***778***
Male	52%	46%	40%	47%	47%	50%	50%	47%	**48%**
Female	48%	54%	60%	53%	53%	50%	50%	53%	**52%**

Table 2.2: Achieved Survey Sample by Age Group

	Timaru	South Canterbury	Ashburton	Mid Canterbury	Christchurch	Canterbury not Christchurch	Rangiora	North Canterbury	Overall
Base:	*42*	*35*	*30*	*15*	*502*	*64*	*20*	*70*	***778***
15-24	7%	6%	3%	7%	11%	9%	10%	10%	10%
25-34	17%	20%	17%	20%	16%	13%	10%	20%	16%
35-44	19%	17%	23%	20%	19%	22%	20%	19%	19%
45-54	17%	23%	27%	13%	19%	17%	15%	19%	19%
55-64	17%	17%	13%	27%	18%	22%	15%	17%	18%
65+	24%	17%	17%	13%	18%	17%	30%	16%	18%

Table 2.3: Achieved Survey Sample by Urban / Rural Split

Base:	***778***	
Christchurch	501	64%
Small urban	146	19%
Rural	131	17%

The survey addressed the potential problem of non-response bias by making every effort to contact the people identified in the original sample (that is, the telephone numbers originally selected or generated were not substituted for new numbers until they had been exhausted). To do this, Research First used up to six call-backs for each originally selected number (with these call-backs scheduled to cover daytime weekdays, evening weekdays, and daytime weekends). In general, higher response rates are achieved with more 'call backs' made to each non-answering number.

2.5 The Synthesis Phase: Bringing All the Data Together

With a multi-method research design like the one used here, the challenge for the researchers is to create insights based on the logical integration of data into a single, consistent interpretation. The key to doing this is a technique known as 'triangulation'. This involves the use of multiple sources of information, perspectives, and kinds of data to 'see' the research question from a number of different perspectives and, therefore, to have much more confidence that the findings are accurate. Essentially, this mix of approaches enables the researcher to have much more confidence that their findings are valid.

3 Key Findings and Messages

3.1 Five Key Points for the Strategy

The participants in this research were clear that their ideal *Canterbury Regional Transport Strategy 2011-2041* is one which:

1. Addresses the transport needs of residents **across** Canterbury: That is, the transport strategy for Canterbury needs to take account of the needs of residents in rural areas and residents in small urban areas as well as residents in Christchurch. This is important because there are different challenges faced when (i) travelling from rural areas into Canterbury's towns; (ii) travelling around these towns; (iii) travelling between these towns; (iv) travelling between these towns and Christchurch; and (v) travelling around Christchurch.

2. Acknowledges that for many Canterbury residents there are no viable alternative to a transport strategy built around private **cars** – and investment in **roads.** Many of the participants in this research could see no viable alternative to a transport strategy built around private cars. This means these research participants saw a pressing need to invest in roading infrastructure in Canterbury.

3. Prioritises improving the **safety** of people travelling on roads. Given many participants could see no alternative to a transport future built on cars and roads, any strategy developed will need to prioritise improving the safety of people travelling on roads.

4. Addresses a widespread belief that **technological change** to how cars are powered (i.e., alternative fuels, electric cars, hydrogen cells) will enable Canterbury to develop a transport future that preserves the convenience of private cars while also improving energy efficiency, reducing the dependence on imported fuel, and ensuring travelling remains affordable.

5. Does not attempt to reduce people's **dependence** on cars (or focus on improving the health and well being of residents). Given the widespread belief that Canterbury's transport future will be built around cars and roads, many participants in this research could see no justification for creating a strategy that deliberately attempted to reduce people's dependence on cars. In addition, few participants in this research saw any merit in using transport strategies as a way of improving the health and well being of residents.

The participants in this research believe the future of transport in Canterbury needs to be built around private cars and investment in roads. It needs to deliver improved safety as a matter of priority

4 Insights from the Workshops

The results from the workshops can be grouped into the views of those that live outside of Christchurch and those that live in Christchurch. In the process, the workshop results reveal notable differences in attitudes and behaviour between the residents that live in Christchurch and those that live elsewhere in Canterbury.

The workshop results reveal notable differences in attitudes and behaviour between the residents that live in Christchurch and those that live elsewhere in Canterbury

4.1 Residents Outside of Christchurch

For the workshop participants outside of Christchurch (i.e., Timaru, Ashburton, and Amberley), the key messages from this research are:

- The future of transport in Canterbury needs to be about making travelling by cars easier and safer. This is because these research participants saw no practical alternative to cars for the kind of travelling they did.
- Given this belief in the continuing dominance of cars, these participants argued that any transport strategy for Canterbury needs to focus on investment in roads, including increasing the quality, capacity, and safety of roads.
- These participants also saw a need for much better connections between the towns of Canterbury and Christchurch. Here, the participants saw improved bus and rail services playing a key role.
- Many of the participants in these groups thought that rail could also play a greater role in moving freight, thus helping to get freight trucks off the road (which might help reduce road wear and increase road safety).
- The participants also thought that commuter rail could be incorporated from areas such as Ashburton and Amberley, providing a rapid and effective link, even if only operated on a limited schedule. Similarly, commuter rail in the Timaru area, servicing remote communities such as Geraldine and Temuka would be an effective use of existing infrastructure. Where practical, bus services within the town boundaries might help with some kinds of trips.
- These participants were clear that the pressing priority for any future transport development is preserving the **affordability** of travelling. Safety was the second most common priority, and particularly important for the older residents in these locations.
- The participants were also clear that it is important that for any future transport development supported the region's economy and increased the energy efficiency of transport. The participants resolved this seeming contradiction by talking about technological changes to transport. In particular, alternative fuel and/or highly economical cars were seen as a highly likely technological solution that will enable Canterbury to meet a number of the current RLTS priorities simultaneously.

- The lowest priority identified in these locations for a transport strategy was to reduce people's dependence on cars. In addition, many of these participants did not believe it was the place of transport policy to reduce environmental impacts or promote health and wellbeing.
- Participants in Ashburton and Amberley, and the rural participants in general, talked about how the future of transport in these areas depends on how Canterbury grows and develops in future (i.e., there is need to co-ordinate transport and land use development).

4.2 Residents Within Christchurch

Christchurch residents were more likely than residents elsewhere to identify investment in public transport as a priority

For the Christchurch workshop participants:

- The participants thought that developments in public transport provide a key way of addressing growing traffic congestion in Christchurch. However, there is a need to develop these bus services so they offer a viable alternative to the private car. Car drivers will also likely need explicit incentives to make them switch travelling modes.
- As Christchurch grows and commuting distances increase, participants saw a clear need for other commuter transport services (such as a passenger rail service running North and South of the city).
- Outside of the commuter peak periods, the participants thought that transport in Christchurch will still be very much about private cars. However, these cars are likely to be different to today's petrol-powered cars (i.e., more hybrids and/or cars running on alternative fuels).
- The key priority for the Christchurch workshop participants was that any future transport development preserved the **affordability** of travelling.
- Both achieving energy efficiency; and reducing environmental impacts were seen as important, but having more public transport and alternative fuel or electric cars will meet these goals.

5 Results from the Timaru Workshop

5.1 Introduction

The Timaru Working Group was held on December 2nd 2009, and involved 31 participants across three groups. These were Younger Timaru Residents (N=10); Older Timaru Residents (N=11); and Rural Timaru Residents (N=10).

The participants in the Timaru workshop were clear that the future of transport in their part of Canterbury was the private car

Illustration 4.1: The Timaru Workshop, December 2009

5.2 A Summary of the Timaru Results

The participants in this workshop were clear that the future of transport in Timaru was with private cars. While how these cars are powered may change (and is likely to change), the mode itself will remain dominant simply because the participants could see no realistic alternative. The participants talked a great deal about the convenience of private cars. As a result, their best insight into the future of transport for Timaru was to build better roads. 'Better' in this sense meant more roads, larger roads, and safer roads. This would deliver a transport future where traffic was able to flow more smoothly, and where the roads did not need maintaining as often as the current roads.

A number of participants noted that having free buses in town (and better, and more frequent services) would cut down on car use in the Timaru township.

The key priority for these participants, both now and into the future, was **affordability**. At the same time, the Older Timaru Residents' group also placed a strong emphasis on safety (in the context of a discussion about making roads safer). Also important in Timaru is a transport policy that will support the region's

economy and increase the energy efficiency of transport. The participants resolved this seeming contradiction by talking about technological changes to transport. In particular, alternative fuel cars were seen as a technological solution that enabled Canterbury to meet a number of the current RLTS priorities simultaneously.

The least important 'priority' in Timaru was a transport system that reduced dependence on cars. As already noted, this is because the Timaru participants could not see a transport future that did not involve private cars.

The participants in the Timaru workshop said the last thing the RLTS should do is try to reduce their dependence on cars

5.3 Shared 'Top of Mind Issues'

At the beginning of the workshop, with the three groups together, a list of 'top of mind' transport issues facing Timaru was created. The issues the participants raised were:

- That the current connection to the airport is expensive (trip costs);
- Public transport in the satellite towns around Timaru, and between Timaru and those satellite towns is poor;
- Public transport in some areas of Timaru (example given was Washdyke) is poor;
- 'There are not enough buses that go to the CBD';
- If you have to combine public transport trips it is expensive;
- In many cases there is no alternative to taking a private car;
- 'Children don't walk anywhere these days' – have to access to a car or a parent with a car;
- Transport planning and logistics is a challenge for farmers;
- Parking is an issue ('you can't get close enough to your destination');
- The roads are policed overzealously; and
- The connection between Timaru and other major cities in South Island is an issue – the choices are to fly or drive. In particular, participants wanted to know why there was no passenger train service to Christchurch.

5.4 The Timaru Younger Residents' Group

Illustration 4.1: Timaru Younger Residents Break-Out Group, December 2009

5.4.1 Current Travelling Behaviour

The group started by asking participants about their 'normal' transport behaviour. The Younger Residents in Timaru talked about taking a car 'everywhere' in Timaru. This was in stark contrast to their transport behaviour when they were in Christchurch or Dunedin studying. Those who studied in Christchurch talked about regularly taking buses (in Christchurch), and those studying in Dunedin talked about 'walking everywhere' (in Dunedin). They explained this by saying that Christchurch had an easy to use, and cost effective bus service; and that Dunedin was the kind of city where 'everyone walks'. Neither was the case when they came home to Timaru.

The younger residents in Timaru talked about how they needed to 'take a car everywhere'

5.4.2 Exposure to Alternative Transport Models

A number of those in this group had travelled to international cities (as well as had experienced living in Christchurch and Dunedin – see above – that exposed them to different modes of travelling). This international experience exposed the participants to subways, trams, ferries, and 'excellent' bus services. The participants talked about how big cities overseas generally have some kind of 'cheap and efficient' mass transport system. However, the participants could not see any of these transport systems providing a realistic future for Timaru's

transport problems. This was because Timaru did not have the scale to make these kinds of systems practical. The participants wanted cheap, frequent, and convenient travel options, and the only way they could see of doing this in Timaru was in a private car.

5.4.3 Perceptions of the Future of Transport in Canterbury

The participants were asked to think about where they saw themselves in 10, and then 30 years. They were then asked to think about how they would be getting around Canterbury in those periods. For the ten year period, the young residents gave little thought to what transport in Canterbury would look like. This is because the majority of them saw themselves as living overseas, developing their careers, and living in large cities. There were a number of comments along the lines of 'if I'm still living in Timaru in 10 years, something will have gone seriously wrong with my life'. The 30 year timeframe made more sense to these participants as they could see themselves as moving back to Timaru with their family for lifestyle reasons. The transport future they saw at this time was still one built around private cars, but with those cars running on alternative fuels (electric cars and biofuel cars were the two most common suggestions).

The transport system of the future in Timaru is one built around private cars, but with those cars running on alternative fuels

5.4.4 Transport Future Priorities

Unprompted Ranking (Top 3)	Ranking After Discussion (Top 3)
1. Affordability 2. Reducing the impacts transport system on the environment 3. Supporting the region's economy	1. Affordability 2. Supporting the region's economy 3. Improving the energy efficiency of the transport system

The key priority for these participants, both now and into the future, was **affordability**. In the group discussion the participants talked a lot about how transport solutions needed to be environmentally sustainable but were clear this commitment remained only as long as it did not result in a reduction in transport affordability (note how this moves from being the second priority in the unprompted scoring to not even in the top three for the 'prompted' ranking).

The participants were also clear that the future of transport in Timaru was private cars. The fuel may change, but they could not see any alternative to the mode simply because the private car was so convenient. As a result, their best insight into the future of transport for Timaru was to build more, and larger, roads.

This group also wanted a transport policy that would support the region's economy, ensure private transport remains affordable, and increase the energy efficiency of transport. The participants resolved this seeming contradiction by talking about technological changes to transport. In particular, alternative fuel

cars were seen as a technological solution that allowed the group participants to maintain their (shallow) commitment to environmental issues and preserve the affordability of transport (once the technology reaches a critical mass to drive costs down). A number of the participants in this group thought technological developments would mean that the costs of running an alternative fuel car would be cheaper in future than a petrol-powered car is today.

Alternative fuels will mean that the cost of running a car in future will be cheaper than they are today

5.5 The Timaru Older Residents' Group

Illustration 4.3: Some of the Timaru Older Residents' Group, December 2009

5.5.1 Current Travelling Behaviour

The most common travel mode for the participants in this group was the private car. The main reason for this was convenience, but a number of participants thought there was no viable alternative available. Travelling between Timaru and other places meant taking a bus (coach), flying, or driving. For travelling around Timaru, some participants wanted to see trams ('a super way to travel'), but most wanted to see more buses (for instance, a regular bus service to Timaru airport).

5.5.2 Exposure to Alternative Transport Models

A number of the participants in this group had travelled around the world and had experienced different transport models. This includes monorails and subways, but the two most relevant experiences seemed to be (i) cities that have frequent and cheap bus systems, and (ii) road networks that have dedicated trucking lanes

and/or dedicated overtaking lanes. Wider, better made, roads were seen as the solution to a number of Canterbury's transport needs.

Wider, better made roads were seen as the solution to a number of Canterbury's transport needs

5.5.3 Perceptions of the Future of Transport in Canterbury

This group saw the future of transport in Timaru as being private cars (running on alternative fuels), running on better roads. 'Better' here meant:

- Safer roads;
- Roads able to take more traffic;
- Roads able to allow traffic to flow more smoothly; and
- Roads that do not need maintaining as often as the current roads.

A number of participants noted that having free buses would cut down on car use in town (with one participant noting that the buses are subsidised already).

5.5.4 Transport Future Priorities

Unprompted Ranking (Top 3)	Ranking After Discussion (Top 3)
1. Affordability 2. Increasing safety 3. Improving the energy efficiency of the transport system	1. Affordability 2. Increasing safety 3. Improving the energy efficiency of the transport system

The number one priority for this group was **affordability**. These participants talked about how they were reliant on transport for their social and economic needs, and that transport already accounted for a significant proportion of their household budgets. To maintain transport affordability, these participants thought the transport future needed to **move away from a dependence on imported oil**, which they assumed would simply become more expensive over time. This means a need to develop other fuel sources for private cars (alternative fuels and hydrogen fuel cells were discussed). Electric cars were not seen as a viable alternative, unless new ways to generate electricity were developed (such as solar power, wind power, or even nuclear power).

At the same time, the participants in this group were interested in a transport future that promoted the **safety** of users. Again, this discussion was in the context of making roads safer (with suggestions such as increasing the number of passing lanes on state highways).

They also liked the idea of transport policy promoting public health for others. In particular, they liked the idea of a transport future were schoolchildren walked or cycled to school rather than driving or being dropped off by their parents.

5.6 The Timaru Rural Residents' Group

Illustration 4.4: Timaru Rural Residents' Break-Out Group, December 2009

5.6.1 Current Travelling Behaviour

As with the other Timaru groups, the most common travel mode for the rural residents was the private car. As the group all lived out of Timaru, their only option was to travel by car. This included commuting to and from Temuka and Pleasant Point daily for work, rural requirements for farming and lifestyle blocks, including travel to and from schools, and to pick up farm supplies. While some travelled in and out of Timaru daily others only needed to come in a few times per week.

The most common mode of travel among the rural residents was the private car

When considering alternate travel requirements, one resident who lived on a lifestyle block around 4Km from the town boundary rode his bike subject to weather. Another noted that she could use the Temuka bus service to get to work in the morning, but as the service primarily focused on serving school needs, there was no suitable return journey available in the evenings.

5.6.2 Exposure to Alternative Transport Models

International experience of these group members included a range of cities of significant size, and while options were suggested (such as a bus-only lane in the main routes around Timaru) most of these international models were dismissed as prohibitively expensive for a city the size of Timaru. A lot of this has to do with

historical investment and city planning – one participant noted that they had lived in a city of Timaru's size in Switzerland. This city had a regular bus service operating at fifteen minute intervals that provided a circuit route around the city.

The group noted that the size of Timaru and the needs of the population precluded any significant investment in public transport. However, those from Geraldine and Temuka noted that a shuttle train service between Timaru and Geraldine would be an efficient use of the existing infrastructure, and that they would consider using such a service for daily commuting if it were available. It would only need to operate 3-4 times per day to meet a general need. It was noted that farmers can't transport goods on public transport.

A concern with the existing public transport in Timaru was that it was operated as a highly indirect service, with loops in the routing. It was presumed these routes had been planned to increase the reach of the bus service. However, the resulting slow transit meant that the bus was not seen as an efficient transport option.

The participants shared a belief that the size of Timaru and the needs of the population precluded public transport from becoming a realistic alternative to the private car

5.6.3 Perceptions of the Future of Transport in Canterbury

While the primary focus was on providing a roading system that would meet the demands of the rural and urban residents, key issues were identified that required addressing in future planning. These included the increased use of the Timaru urban roads by freight trucks. The growth of dairying meant that truck usage (and resulting wear) on roads was increasing, and that the noise effects were also increasing. Suggestions for alternative options for transporting bulk products included a depot system for milk deliveries. This depot would support deliveries from trucks, then pipe the milk in the same way that oil or natural gas pipelines work, delivering it to Clandeboye without the constant road use.

When considering wider issues regarding the future and an aging population, the need was seen for the development of a 'retirement' shuttle bus service between the city and the (yet to be build) retirement villages, while also serving the older residential populations.

The group did not perceive a likely decrease in the use of roads for general transport either around Timaru, or around Canterbury in general. The perception was that the change in fuel costs may change the types of personal vehicles being driven, but the general usage of vehicles was unlikely to change.

Key issues to be addressed included effective separation of land use, where zoning should be rapidly established to separate through-roads from industrial service roads (such as the Hilton Hwy). The dual-purpose road does not effectively meet either need, and will cause a bottleneck and resulting access and transit issues.

Safety issues raised included the need for better driver training and the need for dual carriageways to separate oncoming traffic (and the resulting head-on collisions).

5.6.4 Transport Future Priorities

Unprompted Ranking (Top 3)	Ranking After Discussion (Top 3)
1. Increasing safety 2. Affordability 3. Supporting region's economic future	1. Increasing safety 2. Affordability 3. Supporting region's economic future

The number one priority for the rural residents in Timaru was improving the safety of rural roads

The number one priority for this group was **Increasing Safety For People Travelling on the Roads**. The participants in this group noted that the roads around Timaru were poor once travellers were off the main state highways. In addition, the main highways were of marginal standard in many areas. A second key factor was affordability – while participants were comfortable with the cost of infrastructure being covered in taxation systems, (central and rating), the daily cost to use the transport system needed to be sufficiently low to not impeded the general lifestyle of the population. The exception to this was the commercial road users. As these users benefited from the infrastructure, there was a case for higher road user charges to help offset the benefits they received from the roading.

Following discussions, the group in general felt that the lowest factor that should be considered in any thirty year planning was the need to plan for reduced dependence on cars.

6 Results from the Ashburton Workshop

6.1 Introduction

The Ashburton Working Group was held on December 3rd 2009, and involved 29 participants across three groups. These were Younger Ashburton Residents (N=9); Older Ashburton Residents (N=10); and Rural Ashburton Residents (N=10).

Participants in the Ashburton workshop shared the belief that the future of transport in and around Ashburton is with the private car

Illustration 5.1: The Ashburton Workshop, December 2009

6.2 A Summary of the Ashburton Results

The participants in this workshop were clear that future of transport for Ashburton is with the private car. This is because there is no practical alternative if you live in and around Ashburton. As a result, the participants in this workshop wanted to see much more investment in roads. This would both increase safety and enable goods to flow more easily (hence supporting economic growth). At a minimum, this will need four lane bridges over the Rakaia and Ashburton Rivers, and maybe a bypass for heavy vehicles.

Links to other main centres is a different issue, and the participants in this workshop thought both buses and rail had a role to play here. The rural group was not supportive of rail to move freight as this tended to be slower than moving it by roads.

Affordability was a big issue for all three groups. The youth and rural groups also prioritised a transport system that supported economic growth. The older group prioritised safety.

Future transport strategies should not try to reduce dependence on cars because there is no alternative to people who live outside of Ashburton. In addition, these

workshop participants did not believe it was the place of transport policy to reduce environmental impacts or promote health and wellbeing.

6.3 Shared 'Top of Mind' Issues

At the beginning of the workshop, with the three groups together, a list of 'top of mind' transport issues facing Ashburton was created. The issues the participants raised were:

- The condition of the roads in and around Ashburton (which one participant described as 'third world roads') is a major issue. Problems include the number of gravel roads, the potholes and the condition of the seal on the sealed roads, and the way intersections are signposted and controlled;
- There is a need for more parking in Ashburton;
- Trucks on the roads create a hazard (especially to cyclists). There is a need to have dedicated routes or bypasses for trucks;
- A bypass would also take all the North-South traffic out of the Ashburton commuter traffic stream;
- The railway line through the middle of town creates a barrier to the East-West movement of traffic through Ashburton;
- Ashburton is 'strangled' at both ends of the town by major bridges that are limited to two lanes of traffic. Any future transport strategy needs to prioritise the four laning of these bridges (and especially the Ashburton-Tinwald link);
- The bus to Christchurch is too expensive;
- There is a rail that runs to Christchurch but carries no passenger trains (this line should be double tracked to handle simultaneous North-South traffic); and
- More buses are needed to get around town. An 'Orbiter' style bus service running between East and West streets is an obvious place to start.

The 'top of mind' issues in Ashburton focused on the state of the local roads, and how traffic flow is managed in the township

6.4 The Ashburton Younger Residents Group

Illustration 5.2: Introducing the Process, Ashburton Workshop, December 2009

The young residents in the Ashburton workshop had experienced public transport systems overseas, and enjoyed using them. They just did not believe these alternatives were a realistic option for Ashburton

6.4.1 Current Travelling Behaviour

The young residents in Ashburton talked about 'taking cars everywhere'. This is because there are no buses in Ashburton, and taxis are too expensive. This means the options are driving, getting a lift with a friend, or walking. As one of this group said 'you're kind of trapped without a car [in Ashburton]'. Most of the participants lived in households that had one car per person, reflecting this dependence on cars. These participants talked about using other modes of transport in other cities (for instance, travelling by bus when in Christchurch).

Although it amused them to discuss it, the participants in this group were clear that Ashburton did experience peak period congestion (particularly when schools closed in the mid afternoon). This was compounded by the way a couple of key intersections were signalled or the lights phased. Others thought it was due to trains running at the same time, adding to the confusion. This mean that some locals 'rat run' to avoid the choke points, creating further traffic problems elsewhere.

6.4.2 Exposure to Alternative Travel Models

The youth in this group had travelled overseas and were familiar with a range of transport modes (such as subways, monorails, taxicabs in New York, etc.). The key elements of these systems were their affordability, their frequency, and the choice they provided travellers. These participants didn't think these models offered anything of practical use for Ashburton but a compromise would be a bus

service and subsidised taxicabs (on the subject of choice, one of the members of this group noted that the lack of choice meant that sometimes they were reduced to walking home from bars and parties – and that walking distances were significant if you lived in the country). The participants were clear that Ashburton was simply too small for any mass transport option to work. Therefore any transport planning would need to keep private cars at the centre.

6.4.3 Perceptions of the Future of Transport in Canterbury

The future of transport in Ashburton for these youth participants was in the private car. They were looking for a transport system that addressed any congestion issues that might arise. The participants were clear that they didn't mind travelling long distances to get places (as many of them did in their day to day lives) but delays caused by congestion were a major source of frustration. They compared their travelling experiences in Ashburton (where 'it takes five minutes to get anywhere') to travelling in Christchurch (where 'traffic delays are so frustrating').

Increased traffic congestion in Ashburton worried a number of the young residents

6.4.4 Transport Future Priorities

Unprompted Ranking (Top 3)	Ranking After Discussion (Top 3)
1. Reducing dependence on cars 2. Support the region's economy in the future 3. Affordability	1. Support the region's economy in the future 2. Affordability 3. Energy efficiency

Unprompted Ranking (Bottom 3)	Ranking After Discussion (Bottom 3)
1. Promotes health and wellbeing 2. Co-ordinates land use development	1. Promote health and wellbeing 2. Safety

The initial key priorities for this group were a transport system that **reduced dependence on cars** and **supported future economic development**. By reducing dependence on cars, the participants in this group thought a transport strategy could meet a lot of other goals at the same time (such as improved safety and reduced environmental impact). But this can't be done in a way that undermines economic development, or the kind of economy in Mid Canterbury. This was underscored by the fact their third ranked priority was **affordability**. Health and wellbeing was a clear last in the initial ranking as this was seen as belonging in

other policy domains than transport. The participants were clear that encouraging health and wellbeing was important, just that transport was not the best way (or even a suitable way) to do this. Most participants were not interested in having a transport system that co-ordinated development either.

Using transport policy to encourage health and wellbeing made no sense to the young residents in Ashburton

When asked about the role of transport and the environment, these participants said they were interested in environmental sustainability and would pay a premium for it. But only a small premium. As one of these participants said 'the environment is important, but you still have to get around' (against a context of these participants saying they had no option but to use private cars to get around).

On reflection, this group moved 'supporting the region's economy' up in importance, and added 'energy efficiency' to their top 3 list. This is because having a more energy efficient transport system is seen as a way of covering all the bases – having a more affordable transport system that is also kinder to the environment. Note that 'reducing the dependence on cars' ceased to be a priority following the group discussion.

Illustration 5.3: Reporting Back, Ashburton Workshop, December 2009

6.5 The Ashburton Rural Residents Group

Illustration 5.4: Reporting Back, Ashburton Workshop, December 2009

The rural residents noted that their international experiences shows not only how public transport could be done better but also how New Zealand's roading network could be vastly improved

6.5.1 Current Travelling Behaviour

The members of the rural residents' group were highly dependent on their private car. They talked about the convenience of using their cars for trips, but also the practicality (for instance, taking bulk supplies home from the store in their car). Many were already careful to combine trips to cut down on the amount of travelling they did. While this had a good environmental outcome (lower emissions), the members of this group were clear that they did because it made good economic sense or was common sense.

This group noted that Ashburton was constrained by the bridges at either end of town. As SH1 becomes busier, this will lead to more delays and more safety concerns. SH1 should be four lanes and have a median strip down the middle. Given the volume of traffic flowing through Ashburton, and the problems with navigating across town at peak periods, it was no surprise to the members of this group that children no longer biked to school and sport. There needs to be a way of separating cyclists from cars (other than a white line).

6.5.2 Exposure to Alternative Transport Models

Where good mass transport systems are provided overseas, there is inevitably the population density to support this. In Ashburton these densities don't exist, and are unlikely to exist in any imaginable future. Therefore mass transport systems make no sense locally. Trains are particularly liked for the way they can keep cars out of the centre of cities. A number of participants talked about the quality of the

roads overseas, and how this provided a model for the future of transport in Canterbury.

6.5.3 Perceptions of the Future of Transport in Canterbury

This group were not concerned about the environmental effects of transport. They were much more concerned about creating a transport system that supported economic growth (and that the economy in Ashburton depended on the rural environs). They thought this meant a future of cars and trucks. They said that buses are not practical in rural settings where population densities are low and people live long distances from each other and from where they want to travel to. They were also not a fan of rail for commercial transport – trucks arrive overnight but trains experienced all kinds of delays. Many participants in this group thought the transport challenge was a subset of a broader problem, that Ashburton needed investment in infrastructure in general. In regard to roads, it was commented that there is a very short term mindset for roading developments (capacity) and maintenance (quality). If Canterbury was serious about the future of transport in the region, we would be building roads that would last for ten years and able to handle the traffic volumes predicted for ten years' time.

The rural residents in Ashburton were much more concerned with creating a transport system that supports economic growth than one which minimises environmental impacts

6.5.4 Transport Future Priorities

Unprompted Ranking (Top 3)	Ranking After Discussion (Top 3)
1. Safety 2. Affordability 3. Improving the energy efficiency of the transport system	• No second ranking

Unprompted Ranking (Bottom 3)	Ranking After Discussion (Bottom 3)
1. Reduces the dependence on cars 2. Co-ordinates land use development 3. Reduces impact on the environment / promotes health and wellbeing	• No second ranking

The rural residents ranked **safety** as their number one concern, and were clear that this meant improving safety on rural roads around Ashburton. **Affordability** was a big issue. These participants wanted to see investment in roads, which

would both **increase safety** and **enable goods to flow more easily** (hence supporting economic growth). This will need four lane bridges over the Rakaia and Ashburton Rivers, and maybe a bypass for heavy vehicles.

The future should not try to reduce dependence on cars because there is no alternative to people who live outside of Ashburton, and it is not the place of transport policy to reduce environmental impacts or promote health and wellbeing.

The rural residents strongly believed that transport policy should not concern itself with reducing environmental impacts or promoting health and wellbeing

6.6 The Ashburton Older Residents Group

Illustration 5.5: Older Residents' Group, Ashburton Workshop, December 2009

6.6.1 Current Travelling Behaviour

All the participants in the Older Residents' Group in the Ashburton workshop used private cars for the majority of their travel requirements. In general, travel on a daily basis was around the town, rather than to any hinterland areas or other centres. Travel requirements varied from daily to 2-3 times per week, depending on the age and the requirements of the individual. One person used their bike during the warmer months for their daily commute, but during winter they found the air too cold, and found they became ill from transport fumes. There was also concern about transport safety on bikes, with the State Highway and railway bisecting the town, and significant safety issues for cycling either across this corridor, or across the bridge to Tinwald.

The major area in which traffic was a major problem was Tinwald. One individual had a weekly trip to Tinwald, and had a very long wait to get back into the northbound flow of traffic after their visit (on the eastern side of Tinwald). There was a strong perception of a need to separate the trough traffic from the local traffic, and various suggestions such as a second bridge and/ or a bypass were suggested. Other specific locations at which traffic issues occurred were at Moore St in peak hour, and increasingly to the north of the cemetery. The railway was seen as a difficult issue, with trains frequently interrupting the flow of traffic from the east to the west of the town.

Traffic flow around Ashburton was a major issue for many of the older residents in this workshop

Concerns were expressed about intra-regional travel issues, with no effective bus service to and from Christchurch or Timaru. Issues such as accessing the airport and medical specialists were seen as important. One participant noted that if the saw their specialist in Christchurch using public transit, they would need to overnight in Christchurch to be able to get to most appointment times.

6.6.2 Exposure to Alternative Transport Models

The group noted the population in Ashburton was too small to support public transport. However, it was suggested that the school bus contract could be expanded, providing for a once-a day service from various areas to the town centre. One person noted that they were an 'unstructured, now' person, and the need to plan their travel around bus times was impractical for them. They held a perception that the population in general were of a 'now' mentality.

6.6.3 Perceptions of the Future of Transport in Canterbury

Participants believed that the existing situation would not change, and that road usage would increase in the future. While Ashburton was a popular place to live, it was still small. However, the increase in heavy vehicle usage of Ashburton roads was increasing at a far more rapid rate than cars. This led to a raft of issues such as local access; safety; noise and air pollution; and wear on the roads.

The group was concerned that the future of the northern end of town would follow the path of Tinwald, unless effective plans were made to separate through traffic from local traffic. Beyond the town boundaries, there was a difference of opinion, with some noting that the increase in the number of passing lanes was making it easier to get to and from other regional centres, while others believed the highway with passing lanes was a sub-standard option compared to other places in the world, where such a road would be a dual carriageway.

To meet the needs of an aging population who may not have the ability to self-drive, it was strongly suggested that a shuttle bus service could be developed to link with the public bus service at Hornby, allowing access to hospitals and specialist medical services, and to the airport.

The group also noted two issues concerning the railway. Firstly, the goods yard in the middle of town meant that any loading and offloading needed road transport to the middle of town, which added to traffic issues; and secondly that the system remained underutilised, both for freight and possibly for a commuter shuttle to Hornby (in place of the proposed bus shuttle).

Safety issues raised included the need for better driver training and the need for dual carriageways to separate oncoming traffic (and the resulting head-on collisions). It was noted that the increase in technology of cars over the last thirty years was significant, and as such, care were able to perform at a far higher level that had previously been the case. However, there had been no such parallel increase in the skills of drivers, and that the increase of traffic, in conjunction with other factors such as greater congestion on the roads was leading to societal problems such as aggressive driving and road rage. While the regional council was not in a position to address such issues, they were in a position to invest in infrastructure and possibly training to help alleviate these factors. Some simple safety factors could be achieved through clear signage, placed at greater distances from the location being addressed (such as signage to turn for a specific town being placed several hundred metres before the intersection).

For the older residents in Ashburton Road safety, particularly the attitudes and behaviour of some drivers, needs addressing

Environmental Issues raised included benefits for higher occupancy and a structured car pooling, although the benefits in a place such as Ashburton would be hard to quantify. There was clearly a need for more stringent truck emission standards, and enforcement of those standards. In the world of carbon credits and environmental concerns, increased afforestation of roadsides could provide a sink for car emissions, while increasing the attractiveness of the drive.

6.6.4 Transport Future Priorities

Unprompted Ranking (Top 3)	Ranking After Discussion (Top 3)
1. Affordability 2. Improve energy efficiency 3. Co-ordinate land use	1. Affordability 2. Improve energy efficiency 3. Promote health and wellbeing
Unprompted Ranking (Bottom 3)	**Ranking After Discussion (Bottom 3)**
1. Reduces the dependence on cars 2. Increase safety 3. Reducing environmental impacts	

Affordability was the number one priority for the older residents in Ashburton

The number one priority for this group was **Affordability** in general. It was felt that short-term and relatively modest investments of some tens of millions of dollars in key infrastructure projects (such as a duplication of the Ashburton River bridge, a Tinwald by-pass, an Ashburton by-pass and finally a duplication of the Rakaia bridge) would provide a significant long-term benefit in terms of lower road usage costs (due to more economical and less time-consuming travel), providing greater affordability for the individual, and at the same time supporting regional growth.

Initially, many rated a reduced dependence on cars highly. When this was cross-examined, it was noted that this was largely a personal factor (due to the age of the individuals in the group), and that there was limited likelihood that there would be any significant decrease in the overall use of cars to travel in the next 30 years. Energy efficiency was seen as a way of reducing transport costs and reducing the amount of travelling needed.

7 Results from the Christchurch Workshop

7.1 Introduction

The Christchurch Working Group was held on December 8th 2009, and involved 24 participants across three groups. These were Younger Christchurch Residents (N=7); Older Christchurch Residents (N=8); and Christchurch Family Residents (N=9).

A number of the Christchurch participants were clear that public transport does not currently provide a realistic, viable, alternative to the private car

Illustration 6.1: The Christchurch Workshop, December 2009

7.2 A Summary of the Christchurch Results

The participants in the Christchurch workshop saw the future of transport in Christchurch as being built around private cars. However, these cars are likely to be different to today's petrol-powered cars (i.e., more hybrids and/or cars running on alternative fuels).

As population grows, and congestion increases, there may be more public transport. But this needs to be developed into a viable alternative to the private car. When it is, incentives need to be in place to make drivers switch.

This future should also involve rail links North and South (commuter rail), more regular buses (perhaps subsidised at a higher rate so they are cheaper), and better roads.

However, whatever happens, the transport system needs to be affordable (i.e., the number one priority for this group was **affordability**). Energy efficiency and reducing environmental impacts are also important, but having more public transport and alternative fuel or electric cars will meet these goals. It should also ensure travel remains affordable.

7.3 Shared 'Top of Mind' Issues

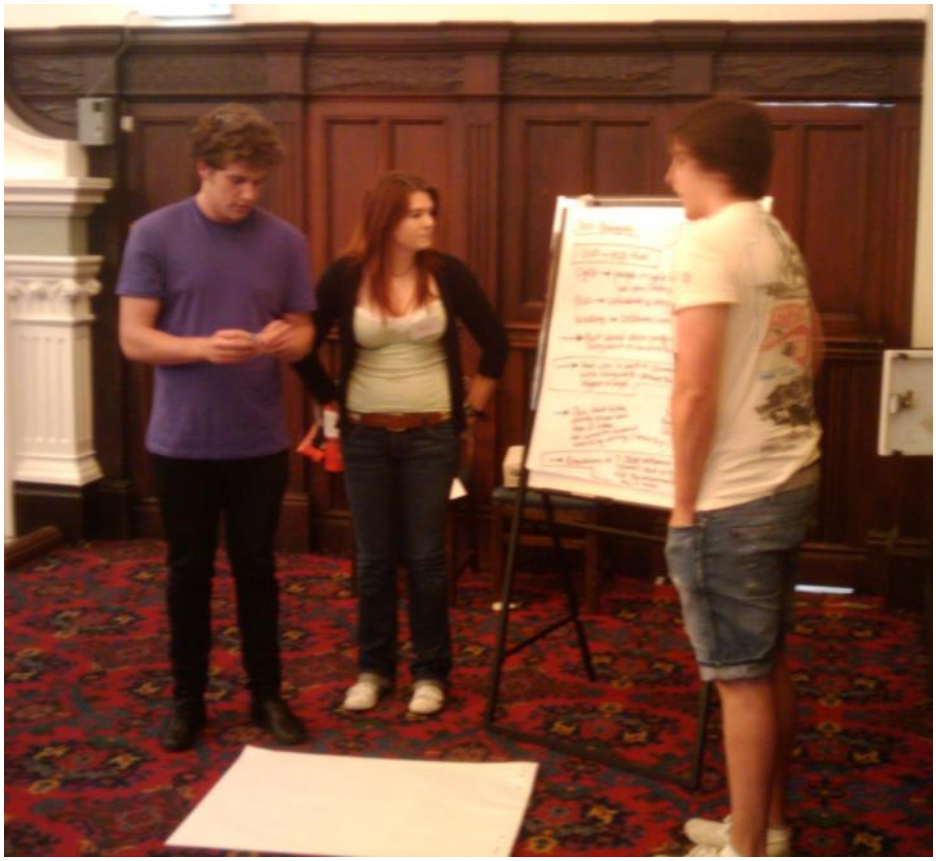
At the beginning of the workshop, with the three groups together, a list of 'top of mind' transport issues facing Christchurch was created. The issues the participants raised were:

- There is a lack of transport options available in Christchurch;
- Congestion is getting worse, and is forecast to get worse still (i.e., there is a need to future proof Christchurch's transport system to accommodate this growth);
- Buses generally work well, but bus lanes are not so well received;
- Safety on the roads is an issue;
- The quality of roads, and of signage on the roads, is a problem. Other cities do this better (for instance, intersections, and road marking for intersections);
- Parking is a problem. The restrictions on parking that apply at night time and on weekends are especially unpopular. There are not enough disabled car parks; and
- Driver behaviour is a problem, and driver training seems to be the issue (too easy to get a license, too little training of drivers, including ongoing training).

The 'top of mind' issues in Christchurch focused on the perceived lack of transport options; the need to manage congestion and parking; and the need to address safety

7.4 Christchurch Younger Residents' Group

Illustration 6.2: Reporting Back, Christchurch Workshop, December 2009



Participants in the younger residents' group in Christchurch were clear that they would drive 'pretty much everywhere' if they could afford to

7.4.1 Current Travelling Behaviour

The participants in the Younger Residents' Group in Christchurch used a range of transport modes. This included buses, private cars, cycling, and walking. Cars were described as 'super convenient' but the cost was also a barrier. Cycling was used by some members but safety of cyclists was seen as a major problem ('drivers don't see you'), and cycle lanes did little to help. Buses were seen as being affordable, and especially so with the Metrocard. Walking is seen as a viable option because the distances involved are generally not large. However, the members of this group were also clear that they would drive 'pretty much everywhere' if they could afford to. Some of the groups had safety concerns about buses, but these were related to the fear of crime on the buses (and especially late at night) rather than road safety.

7.4.2 Exposure to Alternative Transport Models

The members of this group that had been overseas talked about subways and fast rail connections between cities. In the large international cities, these participants thought most had very well thought out public transport systems. This meant that

in many of these cities there was no need to drive and / or driving was impractical. However, few thought these models offered anything to Christchurch given its size and layout. Instead, the members of this group that studied in other cities (Dunedin and Wellington) talked about how it was much easier to walk around these cities than it was to walk around Christchurch. This showed these group members that the layout of a city, and how a city develops in futures, has a large bearing on the kind of transport options possible.

A number of participants noted that how a city is laid out, and how a city develops in future, has a large bearing on the kind of transport options possible

7.4.3 Perceptions of the Future of Transport in Canterbury

The members of this group thought that the future of transport in Christchurch will look much like today. This future would involve rail links North and South (commuter rail), more regular buses (perhaps subsidised at a higher rate so they are cheaper), and better roads. One participant summed up the views of the others when he said 'if we're going to reduce our dependence on cars [then] we need viable alternatives'. Ideas included more hybrid cars, or cars running on alternative fuels. When it came to thinking 30 years in the future, this group struggled but thought there would still be 'cars of some sort' because 'they're just so convenient'.

7.4.4 Transport Future Priorities

Unprompted Ranking (Top 3)	Ranking After Discussion (Top 3)
1. Affordability	1=. Improving energy efficiency
2=. Reducing environmental impacts	1=. Reducing environmental impacts
2=. Improving energy efficiency	2. Affordability

Unprompted Ranking (Bottom 3)	Ranking After Discussion (Bottom 3)
1. Promotes health and wellbeing	1. Promote health and wellbeing

The environment does influence the choices that the members of this group make, but 'only if it's not too much hassle'. Alternative fuels and **more energy efficient modes** of travel were seen as a solution that met a number of goals – it would reduce the environmental impacts of travel and make travel more affordable. Promoting health and wellbeing was a distant last, with a number of participants saying that it was not the responsibility of transport policy to do these things (and that these would be taken care of somewhere else).

7.5 Christchurch Residents With Families' Group

Illustration 6.3: Reporting Back, Christchurch Workshop, December 2009

The ability of public transport to meet the needs of families with children was perceived as limited at best

7.5.1 Current Travelling Behaviours

The participants in the Residents with Families' Group talked about requiring transport to meet multiple, and often simultaneous, needs. Few saw any alternative to private cars as a way of doing this. Two in this group cycled to work[2] but noted this was only a small subset of the travelling they did. Other group members talked about 'walking' – which was in general only done for leisure, or to walk to shops. In general, transits for work purposes were point-to-point, and the ability of the public transport system to meet their needs was limited.

The members of this group talked at length about problems with specific roads and places in Christchurch (such as the traffic flow along Riccarton Rd and Blenheim) and with where bus stops are located (too close to intersections, meaning buses had to 'fight their way' through traffic – examples given included Hornby, Burnside and Redwood). One participant noted they go out of their way to use Wairakei Rd as it has a better run than any other main route, even though it is out of their way.

[2] While biking was seen as an option, several participants knew of individuals who had chosen regular cycling commuting, but had reverted to cars due to safety issues.

An issue raised by those commuting to or from the city included car parking. This was not only the availability and cost, but also the need for a 24/7 car parking service. However, there was hesitancy in using the bus service for this individual as stops in their area had no shelter or seating, and in the cold and or wet, this was a major factor in their decision making.

It was noted that the existing structure for roading was based on plans created years ago, and that while some new allowances had been made (e.g. the Southern Motorway corridor), others (such as the Northern corridor) had been abandoned with no rational planning. As a result, northern issues were constantly under discussion with no effective plans in place. Having noted that, it was also noted that the Southern motorway / Parkhouse Rd area was almost impassable at times, and had been very poorly planned.

The quality of Christchurch's roads was seen as a significant issue, as was how traffic is managed, and the availability of parking in town

7.5.2 Exposure to Alternative Transport Models

Many of those in this group had travelled overseas and seen very different approaches to transport. The main options these members talked about were buses and rail. The buses were seen as a generally frustrating option, as they generally went to-and-from the city, and most people's transit requirements needed variations on this. It was suggested that 'hubs' at places such as Northlands or Hornby could provide an 'interchange' with better effect than the central Bus Exchange. Services could feed the hub, then continue to the city. Changing at the hub location would facilitate cross-town travel. Several participants had teenagers who used the bus service. However, when the child had reached the age at which they could both finance a vehicle and were legally able to drive, the point-to-point use of cars at the time of their choosing was seen as preferable to the hub-to-hub option of buses.

Rail was seen as a significant option, as services to areas such as Darfield, Rolleston and Rangiora, and all suburbs in between could allow significant access to the south city area and Lyttelton, without interfering with or being subject to the traffic on the road. Transits could be rapid, and possibly relatively cost effective compared to investments in other forms of infrastructure.

Suggestions included a park-and-ride system, where a large, cost-effective parking station was provided at a suitable peripheral point around the city (or at several points), and a regular, rapid bus service operated from that point to the city or other significant location (such as shopping malls or areas with significant workforce). This would provide the flexibility of the car, the traffic reduction benefits of public transport, and if the service was frequent, rapid (with possibly a purpose-built road or light rail accessway), regular, and cost effective, it could provide benefits to the commuting public. The need to provide an effective dedicated road was highlighted by the current introduction of bus lanes in Papanui Rd. There was discussion regarding the benefits compared to the cost of policing and the cost to the commercial operations affected by the bus service.

When the wider Canterbury area was considered, participants had particular concerns with the safety of the road to Kaikoura. Issues included the high volume of tourists. Many of these drivers would not have experienced driving on narrow winding roads, and would have come from countries in which they drive on the right, not the left. As such, the road was destined to continually cause accidents and frustration. While the road had been re-routed in some places recently, there were very few passing lanes. The road to the south was seen as having been engineered to better standards, and therefore less likely to cause serious accidents.

Outside of Christchurch, the safety of Canterbury's roads was a major concern to many participants

7.5.3 Perceptions of the Future of Transport in Canterbury

There were significant concerns that land use and planning did not provide an effective balance between access and through-traffic. One participant specifically noted the new Pegasus development, with (primarily) one access road, a state highway with significant current traffic volumes, and a probable need for 5,000 residents to get in and out (and through Woodend once they were on the highway). Effective planning would have addressed this prior to the commencement of the Pegasus development.

The development of Rolleston was also seen as an example of poor planning. The planning for the highway was better than at Pegasus, with residential traffic directed to a side service road. However, as Rolleston grew, the natural flow of traffic would impact Hornby and through traffic. However, no plans had been made for an effective public transport service to Rolleston, despite the rail line being in place.

It was noted that use of cars was unlikely to decline, as there was an effective balance in 'real terms' between the historic cost of cars (high) compared to the running costs (low); and the current cost of cars (low) and the running costs (high). The low cost of cars was seen as a safety issue, as boy racers were now able to access powerful cars, at very inexpensive levels.

7.5.4 Transport Future Priorities

Unprompted Ranking (Top 3)	Ranking After Discussion (Top 3)
1. Affordability	1. Affordability
2. Energy Efficient	2. Affordable infrastructure
3. Affordable infrastructure	3. Energy efficient

The number one priority for this group was affordability. Energy efficiency was also important

The number one priority for this group was **affordability**. The participants noted that the city had been built in low density, and that cities of similar population size in other parts of the world were likely to be far more dense. Bearing that in mind, travel around Christchurch has historically been affordable, and the continual expansion of the city has been possible due to cost effective use of private vehicles. The priority for the future could be to review the density of the population, but the important factor was to ensure that it was still affordable to commute in the varied manner in which the group experienced and enjoyed today.

The next most important factor for the group was that the transport system was able to be operated in an energy-efficient manner. After consideration and discussion of the various factors, the group changed their priority a little, maintaining this as the third most important factor, while increasing their emphasis on the provision of an affordable infrastructure.

7.6 Christchurch Older Residents' Group

Illustration 6.4: Introducing the Session, Christchurch Workshop, December 2009

The older residents thought that light rail, minibuses, and dedicated bus lanes were all transport options worth exploring for Christchurch

7.6.1 Current Travelling Behaviours

Members of this group drove but also took buses. They talked at length about how there was a lack of other options in Christchurch. This meant they were particularly concerned about how they would travel once they became unable to drive.

7.6.2 Exposure to Alternative Transport Models

The participants in this group had experienced a number of transport systems overseas. They thought that light rail might be something Canterbury could explore, and the mini bus service used in Hong Kong. Others mentioned proper dedicated bus lanes (as in Adelaide) that separate buses from cars. Integrated PT ticketing was also seen as a positive development, with tickets valid for 24 hours.

Some participants also talked about how driving was taken 'more seriously' in some overseas countries. This has lessons for how people get driving licenses here, and what they need to do to keep them (driving as a privilege rather than a right, as seems to be assumed by many drivers – and particularly younger drivers – in Canterbury).

7.6.3 Perceptions of the Future of Transport in Canterbury

The participants in the group talked about the need to provide alternative modes of transport, so people have a choice (affordable, safe, choices). Light rail was suggested, but as a commuter rail going North and South of the city. They also talked about how zoning restrictions influence the need to travel – for instance, with new subdivisions not having local shops so people need to travel for basics (compared to Europe where developments are often more like a village, where people can walk to the local shops and bakery etc.). Incentives to encourage people to use more energy efficient cars were also seen as a way forward. They also noted 'you can't reduce dependence on cars without offering viable alternatives'.

'You can't reduce dependence on cars without offering viable alternatives'

7.6.4 Transport Future Priorities

Unprompted Ranking (Top 3)	Ranking After Discussion (Top 3)
1. Affordability 2. Improve energy efficiency 3. Reduces environmental impact 4. Improves safety (3=)	1. Affordability

Unprompted Ranking (Bottom 3)	Ranking After Discussion (Bottom 3)
1. Promotes health and wellbeing 2. Co-ordinates land use development 3. Reduces dependence on cars	

This group saw **affordability** as the main issue facing transport development in Canterbury. They were interested in finding ways to **improve energy efficiency** and **reduce environmental impacts** of the transport system, but thought the way to do this was through more public transport and alternative fuel or electric cars (note how reducing dependence on cars was something they placed in their bottom three). Safety was also an issue, but this largely related to driving behaviour.

On reflection, this group kept the same priorities but reinforced the need to make sure transport futures delivered **affordable** transport. This emphasis was strengthened by the discussion.

8 Results from the Amberley Workshop

8.1 Introduction

The Amberley Working Group was held on December 9th 2009, and involved 29 participants across three groups. These were Younger Amberley Residents (N=10); Older Amberley Residents (N=10); and Rural Amberley Residents (N=9).

The immediate pressing transport need in Amberley is getting a better commuter connection to Christchurch

Illustration 7.1: Reporting Back, Amberley Workshop, December 2009

8.2 A Summary of the Amberley Results

The pressing transport needs for the participants in the Amberley workshop were about the connections between Amberley and Christchurch. This could be addressed by better public transport linkages, adding passenger trains to the rail connection, and developing park and ride systems.

Outside of the commuter travel problem, the future of transport in and around Amberley will be all about private cars. This means there is a need to prioritise the development of roads (better quality, wider, and developed to let traffic move more freely).

Alternative ways of propelling cars (alternative fuels, electric cars, etc.) are seen as a way of having a transport future built around cars but also having a system that is environmentally sustainable and affordable.

Perhaps more than in any workshop, the participants in the Amberley workshop talked a great deal about how the future of transport in Amberley depends on how Amberley is allowed to develop in future. This means not only how large Amberley becomes, but also the kinds of residents Amberley has (for instance, commuters of those that work locally).

The rural group and the older group saw this above point as meaning a transport strategy must (as the first priority) co-ordinate land use development with transport planning. The youth group saw affordability as being the number one priority. Trying to reduce dependence on cars was seen as counterproductive (for all the reasons outlined above), and using transport to promote health and safety was seen as irrelevant.

8.3 Shared 'Top of Mind' Results

Local transport issues related to the state of the roads and driver behaviour

At the beginning of the workshop, with the three groups together, a list of 'top of mind' transport issues facing Amberley was created. The issues the participants raised were:

- A number of issues related to road transport and driver behaviour. These include – traffic behaviour; too many trucks using the roads; narrow bridges; and senior drivers on the road. All these things slow down the movement of traffic on the roads, and makes travelling less safe;
- That there is no alternative to road transport in North Canterbury – there are train tracks but no trains;
- There are no commuter buses to Christchurch;
- It's easy to get around as long as you have your own car, but very difficult if you don't have access to a car; and
- There are lots of gravel roads in the area, and many that are poorly maintained.

8.4 Amberley Younger Residents' Group

Illustration 7.2: Younger Residents Group, Amberley Workshop, December 2009

The younger residents in the North Canterbury group argued that the long distances involved in travelling means that transport takes up a disproportionate amount of young people's income

8.4.1 Current Travelling Behaviours

For the younger residents in the Amberley workshop, transport is dominated by cars. When travelling to Christchurch for work or social events, the young people often share cars / car pool. Buses make no sense to these participants because they need to drive from Amberley to Kaiapoi to catch the bus (and then 'you may as well drive the rest of the way' into Christchurch). There is some walking in the township but it is impractical in many cases because the distances involved are large. There were people in this group who cycled but only for recreation and not for travelling.

The youth emphasised that this all means they have no transport options when they want to go out socially and drink. Their choices are to stay overnight, nominate a sober driver, or take a chance that they won't get stopped by the police.

They also noted that the long distances they need to travel means that travelling takes up a disproportionate amount of their income. Travel costs are higher because they burn more fuel and because the distances mean their cars wear out / need maintaining more often. This is reflected in the fact that when fuel prices were at historical highs, the members of this group said 'we were just poorer… we had no alternative [to paying the price].

8.4.2 Exposure to Alternative Transport Models

The Younger Residents' Group in Amberley had travelled to many places where different transport options were available. These options included park and ride bus and train services; subways; trams; and tuk-tuks. The overall impression was of choice, frequent service, and affordable travel. However, the group participants

were also clear that none of this offered an alternative model in North Canterbury where population density was low and distances were large. What the group members most wanted was 'quick and cheap' ways to get from North Canterbury to work in Christchurch, in time for work.

A couple of participants noted that these problems could be addressed if Amberley and the Waipara region grew sufficiently to provide jobs and entertainment locally. They also thought it was unlikely that Amberley would reach the requisite critical mass in their lifetimes.

A number of the younger participants thought that overseas transport models made no sense where population density is low and travelling distances are large

8.4.3 Perceptions of the Future of Transport in Canterbury

The members of this group would like to see regular, commuter, bus services between Amberley and Christchurch. This commuter travel could also be covered by train services. But in addition to managing how commuters travel to work in Christchurch, the members of this group were heavily focused on developing a transport system in Canterbury that made life easier for the motorist – wider, better sealed roads (wider bridges), and with many of the things that get in the way of smooth flowing traffic (cyclists, tourists, trucks) addressed.

The future is all about cars, and will likely involve considerably more cars than are currently on the roads. If fuel remains affordable, there may be more lifestylers living out in the country who need to commute to Christchurch. Congestion may be managed by having HOV lanes. Alternative fuels may provide the solution to a transport system that is simultaneously more affordable and greener.

The members of this group thought cycleways were a good idea because they offered recreational cyclists (such as tourists) a way to see Canterbury. They also liked them because cycleways would get cyclists off the roads and out of the way of motorists. No-one in this group saw cycling as a serious day-to-day travel alternative.

This group thought there would always be a place for private cars as long as people lived in rural areas simply because there will always be places that public transport cannot reach.

8.4.4 Transport Future Priorities

Unprompted Ranking (Top 3)	Ranking After Discussion (Top 3)
1. Affordability 2. Support the region's economy in the future 3. Reducing environmental impacts	1. Affordability 2. Support the region's economy in the future 3. Co-ordinating land use
Unprompted Ranking (Bottom 3)	**Ranking After Discussion (Bottom 3)**
1. Promotes health and wellbeing 2. Reduces dependence on cars	1. Promote health and wellbeing 2. Reduces dependence on cars

The number one priority for this group was **affordability**. This issue took up much of the discussion about priorities. In second place, but a long way back, was ensuring the transport system **supported the region's economy**. The young residents talked about reducing environmental impacts, but were clear this was only important if it did not impact the affordability of transport, or it did not become a barrier to future economic growth. The young residents were least concerned about using transport to promote health and wellbeing (they said they were too young to be sick, and were not really sure how transport would relate to health in the broad sense). They were also not concerned about reducing dependence on cars, for all the reasons outlined above ('we need our cars here!').

'Why can't the future of transport in Canterbury just be more of what we have now?'

After the discussion, the priorities changed little (land use development came into the top three following discussions about lifestylers and how lifestyle choices impact transport behaviour). A number of the youth asked why we couldn't simply have more of what we have now (which, while not ideal, seems to meet most people's needs).

The members of this group also wondered what would happen as NZ society aged. Would older people be able to live in Amberley (and places like it) if they only have the same transport choices as today?

8.5 Amberley Older Residents' Group

Illustration 7.3: Older Residents Group, Amberley Workshop, December 2009

The older residents in North Canterbury argued that the alternatives to private cars were well known but irrelevant for a town like Amberley

8.5.1 Current Travelling Behaviours

There was a clear dependence on cars for personal transport among the older residents. When travelling to Christchurch, the group members would use buses. But in Amberley there are no buses, and cars are the only way of getting around. Walking is not practical for older people, and Amberley has some poor footpaths at the best of times. Why is there no commuter rail or passenger rail between Amberley and Christchurch?

8.5.2 Exposure to Alternative Transport Models

The alternatives are well known, but it is hard to see how any of them are relevant for Amberley. There are three issues: (i) how people who live outside Amberley in rural areas get into Amberley; (ii) how residents in Amberley get around the township; and (iii) how Amberley residents who work in Christchurch commute to work. It's hard to see how the first two can use anything but private cars. The third might be amenable to park and ride systems, to rail, or to HOV commuting.

8.5.3 Perceptions of the Future of Transport in Canterbury

Participants talked about a transport network that combined buses (for travelling long distances) and electric cars (for travelling shorter distances around towns). In the interim, more investment needs to be made in roads – better designed, wider, better maintained, better signposted.

Electric cars could be coupled with more sustainable ways of generating electricity to create an energy system that meets a number of goals.

8.5.4 Transport Future Priorities

Unprompted Ranking (Top 3)	Ranking After Discussion (Top 3)
1. Improve energy efficiency 2. Co-ordinate land use 3. Affordability	

Unprompted Ranking (Bottom 3)	Ranking After Discussion (Bottom 3)
1. Reduces the dependence on cars 2. Increase safety 3. Promote health and wellbeing	

The older residents in North Canterbury believed a transport strategy focused on improving energy efficiency would deliver a number of other desirable outcomes

This group were keen on **improving energy efficiency** as they saw this as the key to achieving a number of other goals (creating affordable transport, reducing environmental impacts, and supporting economic development). They were also keen on a transport policy that **co-ordinated land use development**. In particular, they were keen to see farmland preserved as farmland.

The group were not concerned with reducing the dependence on cars. They talked a lot about electric cars, and said this would solve many of the problems associated with cars (so there is no need to decrease dependence). They were also unconvinced that more could be done to increase safety on the roads, arguing that driving attitudes were cultural and resistant to change.

8.6 Amberley Rural Residents' Group

Illustration 7.4: Reporting Back, Amberley Workshop, December 2009

Rural residents talked about how they had 'no choice' but to use cars for travelling

8.6.1 Current Travelling Behaviours

The members of the Rural Residents' Group in Amberley demonstrated a broad range of travel behaviours. One noted they travelled 'all over North Canterbury'; another was self-employed, and serviced customers all over Canterbury. He noted that he 'spent $800 a week on fuel, and should know the issues about transport'. Another participant ran an on-line business, internationally, operating from home and rarely used the transport system other than driving to get groceries once a week. One participant needed to travel daily to Rangiora, and to Christchurch about three times per week, while another member home schooled their children and was constantly commuting between Waipara, Amberley, Rangiora and Christchurch.

A major issue for all participants was that there was no choice in their transport behaviours. There was only the private vehicle, as living in a decentralised community, there was no public transport, and the distances were too large for walking or biking. The choice was either to drive, or to not participate in social/ sporting activities (or not have children participate).

While the current transport was all provided by car, the group was agreeable in principal to some of the developments in transport planning that were occurring in Christchurch. The new bus lanes in Main North Rd were seen as 'positive forward planning'.

8.6.2 Exposure to Alternative Transport Models

The primary alternative transport service that people were aware of was public transport. The group all felt that the presence of a rail line in Amberley with no passenger service to either Rangiora or Christchurch was ridiculous. 'There's a perfectly good train line that's unused for most of the time'.

8.6.3 Perceptions of the Future of Transport in Canterbury

The population pressures were seen as significant for the group. The increased traffic through Amberley was becoming problematic, and a by-pass of the town would probably benefit both the town and the through traffic. It was noted that the population had varied transport needs and that no one solution when planning for the future would meet everyone's needs. However, the opportunity should be taken while the roading was not impeded by buildings to purchase additional land for transport development and corridors. One member who had lived in the UK noted how difficult it was to add an effective transport system once buildings had been established. This could apply to additional rail land for duplication / passing areas; additional road land for road widening, and additional transport routes for bus-only roadways.

The rural residents in North Canterbury thought the key was to plan Amberley's transport future before the town grows and locks in a particular transport system

The group saw a significant opportunity for a park-and-ride system to be developed. This would be a location where all northern traffic could easily access when driving to Christchurch, and would facilitate transport within Christchurch to locations such as the city centre, the university and the polytechnic.

The growth in the region was also seen as having an impact on *reducing* the need for transport services. As Rangiora had grown in recent years, many people no longer travelled to Christchurch as frequently – there were now both working and shopping opportunities in Rangiora that had not been there a few years ago as well as access to a wider range of health facilities. As this growth had occurred, the regularity of trips to Christchurch had declined. Growth in the Amberley area could similarly reduce the need for travel to Rangiora in the future.

Specific issues to be considered were to allow zoning for new growth in Amberley and surrounding towns that was away from the transit routes (such as Pegasus), but at the same time allowing access to the transit route (which Pegasus had not effectively done). For example, if Amberley were to have a new supermarket, the preferred location would be in a side-street rather than on the highway. The same should be true of new residential areas. Bypasses of Amberley and Woodend would provide benefits for both communities, including reduced noise, reduced traffic fumes, and a better living environment. The Ashley River bridges were seen as issues, with specific concern of the Rangiora bridge being too narrow for modern logging trucks to pass effectively. Even if they can pass, the risk is that a foreign tourist in a mobile home will not know the dimensions of their vehicle and risk a collision on the narrow (but increasingly busy) bridge.

Specific concerns were raised with current population projections. While beyond the scope of the project, participants felt that an increasing number of UK and Americans, as well as Australians and North Islanders were realising the benefits of life in Canterbury, and that the region could see substantial growth beyond current projections if the world situation political and economic situations deteriorated. While this can't be planned for, it would be better to invest in transport services to presume a higher rather than a lower rate of growth.

8.6.4 Transport Future Priorities

Unprompted Ranking (Top 3)	Ranking After Discussion (Top 3)
1. **Co-ordinate transport and land use**	1. **Co-ordinate transport and land use**
2. **Reduce dependence on cars**	2. **Reduce dependence on cars**
3. **Affordable**	3. **Reduce impact on environment**

For the rural residents, co-ordinating land use develop and transport planning is the key for Amberley and North Canterbury

The number one priority for this group was **Co-ordinated transport and land use**. The group was specifically concerned about developments in Amberley and at Pegasus that allowed development that had to work within the existing infrastructure, leading to possible future transport issues. There was clearly a need to provide better co-ordination of land use. One member of the group was particularly focused on the need to reduce dependence on cars, with a resultant use of the existing rail system to meet many transport needs. Affordability was initially seen as one of the three key factors, although after the discussion, the need to minimise the impact on the environment was seen as a more important.

9 Workshop Results by Stakeholder Group

9.1 Introduction

The previous section has presented the results from the community workshops by location. By combining the results from similar groups across locations, it is possible to extract the issues and priorities of different stakeholder groups. This brief section summarises those findings.

9.2 The Younger Residents

The workshops involved four groups with younger residents (in Timaru, Ashburton, Christchurch, and Amberley), and included 39 participants. Taken as a whole, these groups said:

- The future of transport in Canterbury will be about private cars. As a result, the focus of any transport strategy needs to be on building more, larger, and better roads.
- The future of transport in Christchurch will look much like today. However, the cars of the future (and the buses and trucks) will be running on alternative fuels. Alternative fuels may provide a transport system that is simultaneously more affordable and better for the environment
- Links between main centres in Canterbury is a different issue, and can be addressed with buses and rail.
- Whatever happens with transport in future, a transport strategy needs to focus on ensuring that travelling is **affordable**.
- At the same time, it is important that this transport policy will support the region's economy and increase the energy efficiency of transport. The young participants had a great deal of faith that technology would resolve these seeming contradictions.
- In particular, alternative fuel cars were seen as a technological solution that allowed the younger participants to maintain their (shallow) commitment to environmental issues and preserve the affordability of transport (once the technology reaches a critical mass to drive costs down). The environment does influence the choices that the members of this group make, but 'only if it's not too much hassle'.
- Health and wellbeing was a clear last in the initial ranking as this was seen as belonging in other policy domains than transport.

The younger residents in the workshops were clear that the future of transport in Canterbury is about cars, which means a need for larger, better, roads

9.3 The Older Residents

The workshops involved four groups with older residents (in Timaru, Ashburton, Christchurch, and Amberley), and included 36 participants. Taken as a whole, these groups said:

- The older residents in the workshops thought the future for transport in Canterbury had to be about private cars, with significant investment in roads to make them safer (better designed, wider, better maintained, better signposted). This will also involve a strategy for dealing with freight transport as the number of trucks on the road is seen as a safety issue.
- The future of transport should include public transport in the towns, and rail connections between major centres. But even with these, future transport will be built on cars. This means that the roads will become busier.
- Across all four groups, the two most important issues were **affordability** and **safety**.
- Energy efficiency and alternative fuels were seen as a way of delivering a transport future based on cars that could simultaneously be more energy efficient, reduce the impacts of transport on the environment, and be more affordable.
- The older residents liked the idea of transport policy promoting public health for others. In particular, they liked the idea of a transport future were schoolchildren walked or cycled to school rather than being dropped off by their parents (or took their own car).
- This group was also keen on a transport policy that co-ordinated land use development. In particular, they were keen to see farmland preserved as farmland. They also talked about how zoning restrictions influence the need to travel.

The older residents saw alternative fuels as the solution to a transport future based on private cars but also focused on energy efficiency and affordability

9.4 The Rural Residents

The workshops involved three groups with rural residents (in Timaru, Ashburton, and Amberley), and included 29 participants. Taken as a whole, these groups said:

- Canterbury's transport future will be built on cars for private transport and trucks for moving freight. This meant a need to invest in roads (which would both increase safety and enable goods to flow more easily (hence supporting economic growth).
- The rural participants were clear that Canterbury's transport future needs to meet the needs of rural as well as urban residents, and this means not thinking in terms of public transport or creating a system that penalises car users. This means thinking about how rural residents move their goods to market, and how rural residents travel into their nearest towns.
- Other issues about how rural residents get around those towns, and how they travel between towns, are the same as they are for urban residents.
- The rural residents were more likely than the other groups to talk about the impact of growth, and the kind of growth, on the future of rural communities. They were hence more likely to talk about having a transport system that **co-ordinates transport and land use development** than the other groups.
- At the same time, they saw the priorities for transport to be a system that supported the region's economy in the future and remained affordable (which they saw as being the same thing).
- They were least interested in a transport policy that reduced the impacts of the transport system on the environment.

The rural residents saw a need to invest in roads, which will increase safety and make freight move more easily (hence supporting economic growth in Canterbury)

10 Insights from the Survey

The key messages from the survey of residents are:

- Most respondents thought their travelling needs would change only in small ways between now and 2021. When asked why this would be the case, the respondents most often said this was because their personal circumstances would be similar to today.
- The most commonly cited 'important transport issues' over the coming ten years were (i) rising fuel prices; (ii) congestion, and (iii) the availability of public transport. Rising fuel prices were clearly the most important issue for respondents in rural areas and small urban centres, however among Christchurch residents congestion and public transport availability came a close second and third.
- In contrast to the needs of the next ten years, respondents in general expect their travelling needs to change 'a great deal' by 2041. Few residents thought these changes would be caused by changes to the transport system or the global context of transport. Instead, these changes would be caused by life-stage changes as the respondents aged.
- Developing a transport system that **improves road safety** was clearly the number one priority for participants in the survey. This was the number one ranked transport priority overall and within each of the three location groups.
- In second place was developing a transport system that **reduces the environmental effects of travelling**. Developing a transport system that reduces our reliance on oil was third in Christchurch and rural areas, whereas in small urban areas third place was supporting the regions' economy and freight.
- Rated least important in Christchurch and small urban areas was a transport system that enables people to travel for the same costs as today, whereas in rural areas the least important was a system that encourages more cycling and walking.
- Finally, respondents were asked if there were any other long term transport issues they felt were important. Among those offering a response, the most popular suggestion was for a light rail system to transport passengers around the city, between the city and suburbs, city and satellite towns, city and rural areas.
- Other important issues were to improve public transport (accessibility, availability, reliability), to put freight on trains to reduce the congestion on roads caused by trucks, and find ways to reduce traffic congestion in general.

The survey participants were most likely to see changes in their own lifestyle as the key impetus for changing travelling behaviour

11 Results from the Community Survey

11.1 Current Travelling Behaviour

11.1.1 Travel to Work or Study

The first part of the community survey asked respondents about their current travelling behaviours. The most common mode of travel to work or study was a car. This was essentially the same for residents across the urban / rural split (Table 9.1). However, use of the bus and walking were significantly higher for respondents in Christchurch and small urban centres than for rural residents.

The private car dominated the survey respondents' current travelling behaviour

Table 9.1: Travel to Work or Study

	Christchurch	Small urban	Rural	Overall
N/A	18%	25%	26%	**21%**
Car	60%	58%	67%	**61%**
Walk	7%	5%	2%	**6%**
Bus	7%	3%	2%	**5%**
Bike	6%	7%	1%	**5%**
Other	2%	3%	3%	**2%**
Base:	*501*	*146*	*131*	***778***

11.1.2 Travel for Grocery Shopping

The percentage of respondents using a car to travel for grocery shopping was noticeably higher than the percentage using a car to travel to work or study (86% overall v. 61% overall). Again, car use was highest for rural residents (Table 9.2).

Table 9.2: Travel for Regular Grocery Shopping

	Christchurch	Small urban	Rural	Overall
N/A	5%	4%	5%	**5%**
Car	85%	85%	92%	**86%**
Bus	2%	3%	0%	**2%**
Bike	1%	1%	0%	**1%**
Walk	4%	6%	2%	**4%**
Other	2%	1%	1%	**2%**
Base:	*501*	*146*	*131*	***778***

11.1.3 Travel to School for School-Aged Children

The use of buses to travel to school among school-aged children was considerably higher in rural areas (22%) than in Christchurch city and small urban areas (4%-9%). Biking and walking were more popular in the city and small urban areas than in rural areas (Table 9.3).

Table 9.3: Travel for School-aged Children to School

	Christchurch	Small urban	Rural	Overall
N/A	72%	70%	64%	**70%**
Car	15%	17%	15%	**15%**
Bus	4%	9%	22%	**8%**
Bike	5%	5%	1%	**4%**
Walk	9%	9%	6%	**8%**
Other	2%	2%	2%	**2%**
Base:	501	146	131	**778**

11.1.4 Cars per Household

The respondents were asked how many cars they had for their household (Table 9.4). Almost half of all the respondents (47%-49%) lived in two-car households. Three-car households were more common in rural areas than urban areas, and one car households were more common in Christchurch than elsewhere.

Three-car households were most common in rural areas, and one car households most common in Christchurch

Table 9.4: Number of Cars in Household

	Christchurch	Small urban	Rural	Overall
None	2%	5%	3%	**3%**
One	33%	25%	22%	**29%**
Two	47%	49%	47%	**47%**
Three	13%	14%	21%	**14%**
Four	4%	4%	5%	**4%**
Five	2%	2%	2%	**2%**
More than five	0%	1%	1%	**1%**
Base:	*501*	*146*	*131*	***778***

11.1.5 Use of Buses

Christchurch residents were much more likely to use a bus than residents in small urban centres or in rural areas. The survey asked how often respondents travelled by bus in a 'typical' month. 41% of Christchurch residents either used a bus 'occasionally' or 'frequently', compared with 17% in the small urban centres and just 5% in the rural areas (Table 9.5).

Table 9.5: Frequency of Travelling by Bus in a Typical Month

	Christchurch	Small urban	Rural	Overall
Never	59%	83%	95%	**70%**
Occasionally (1 - 5 times)	28%	12%	3%	**21%**
Frequently (5+ times)	13%	5%	2%	**10%**
Base:	*501*	*146*	*131*	***778***

Christchurch residents were much more likely to travel by bus than other respondents

11.1.6 Use of Bicycles

Christchurch residents were also more likely to travel by bike than residents in small urban centres or in rural areas, although here the difference was much smaller. Christchurch residents were much more likely to 'frequently' use a bicycle than other kinds of residents (16% v. 12% for those in small urban centres and 8% for those in rural areas). But the proportion of residents that used bicycles either 'occasionally' or 'frequently' was much more similar across the three location groups (33% v. 29% and 25%) (Table 9.6)

Table 9.6: Frequency of Travelling by Bicycle in a Typical Month

	Christchurch	Small urban	Rural
Never	67%	75%	71%
Occasionally (between 1 and 5 times a month)	17%	14%	21%
Frequently (more than 5 times a month)	16%	12%	8%
Base:	*501*	*146*	*131*

Christchurch residents were also much more likely to travel frequently by bicycle than other respondents

11.2 Future Travelling Needs

11.2.1 Changing Travel Needs Out to 2021

The survey respondents across all locations only expect their travelling needs to change ' a little' over the next ten years

The second part of the survey asked respondents to think about their own travelling needs in the future (both in ten years' time and in thirty years' time). Overall 17% of respondents thought their travelling needs would change 'completely' or 'a great deal' over this time. However, 61% of respondents thought their travelling needs would only change 'a little' or 'not at all' between now and 2021 (Table 9.7). The mean scores across all three location groups show that respondents, on average, only expect their travelling needs to change 'a little' in the next ten years. Rural residents are those most likely to see little or no change.

Table 9.7: Changing Transport Needs Over Next Ten Years

	Christchurch	Small urban	Rural	Overall
1. Completely	5%	6%	3%	**5%**
2. A great deal	12%	15%	11%	**12%**
3. Moderately	23%	22%	15%	**22%**
4. A little	23%	18%	21%	**21%**
5. Not at all	37%	39%	50%	**40%**
Base:	*501*	*146*	*131*	***778***
Mean	**3.75**	**3.68**	**4.05**	**3.79**

A further analysis of these results by age show that those least likely to say their travelling needs will not change are the youngest and oldest respondents (Table 9.8).

Table 9.8: Changing Transport Needs Over Next Ten Years by Age

	15-24	25-34	35-44	45-54	55-64	65+	Overall
1. Completely	11%	1%	1%	1%	3%	16%	5%
2. A great deal	22%	10%	6%	8%	10%	21%	12%
3. Moderately	32%	20%	21%	14%	24%	24%	22%
4. A little	16%	26%	30%	21%	19%	14%	21%
5. Not at all	20%	43%	42%	56%	44%	24%	40%
Base:	*76*	*125*	*151*	*147*	*138*	*141*	*778*
Mean	3.12	4.00	4.05	4.23	3.91	3.09	3.79

When asked the reasons why they thought their travel would or would not change in ten years' time, almost half of the respondents felt their circumstances would be similar. Around one in ten felt they would be travelling less due to their mode of transport changing - because they would not be driving, cycling or walking as much, or their lifestyle will have changed – either retired or moved to somewhere different, or they would be travelling less as their children became more independent or moved away, or due to health or age reasons. However, 9% thought they would be travelling more, either busier in the community or at work. Overall, responses were similar across the regions, except those in rural areas were most likely to think their travel habits would be the same in ten years' time (Table 9.9).

Table 9.9 Reasons Travel will have Changed in Ten Years' Time

	ChCh	Small urban	Rural	Overall
I will be travelling the same (circumstances pretty much the same as today)	45%	43%	57%	**47%**
My mode of transport will have changed (not be driving/ cycling)	12%	10%	7%	**11%**
Lifestyle will have changed in other ways (retired / moved away)	11%	9%	10%	**10%**
I will be travelling less (children will have grown/ independent/moved away)	9%	11%	11%	**10%**
I will be travelling more (busier at work / busier in the community)	9%	9%	7%	**9%**
I won't be travelling (health reasons / age reasons / life expectancy)	9%	10%	5%	**8%**
The transport system will have changed in that time (more buses / fewer cars)	4%	3%	0%	**3%**
The world will be very different (fuel scarce and expensive / sustainability issues)	2%	1%	0%	**2%**
The area that I live will have changed in that time (more traffic / more people)	1%	1%	2%	**1%**
Other	5%	8%	4%	**5%**
Base:	*501*	*146*	*131*	***778***

Few respondents thought the transport system, or the global context of transport, would change sufficiently over the next ten years to affect their travelling behaviour

11.2.2 The Major Transport Issues Out to 2021

When asked what they thought would be the most important transport issue over the next ten years, respondents were most likely to nominate (i) rising fuel prices; (ii) congestion, and (iii) the availability of public transport. Rising fuel prices was by far the most important issue for rural and small urban respondents, however among Christchurch residents congestion and public transport availability came a close second and third (Table 9.10).

Table 9.10 Most important Transport Issues Over the Coming Ten Years

	Chch	Small urban	Rural	Overall
Petrol prices / rising fuel costs	19%	23%	26%	21%
Congestion on the roads/ increase in traffic	17%	11%	8%	14%
Availability / reliability of public transport / better public transport	16%	8%	10%	13%
Cost of running a car / rego/ insurance	6%	6%	11%	7%
Still having a car/ being able to drive a car	4%	5%	5%	4%
Roads/ infrastructure/ maintenance	3%	2%	11%	4%
Cycle ways/ improved/ safer cycling	4%	3%	1%	3%
Rail needed / light rail	2%	2%	5%	2%
Environment / environmental concerns	3%	0%	0%	2%
Getting from A to B quickly / safely/ easily	2%	2%	2%	2%
Car	2%	2%	0%	1%
Alternative fuels/ bio fuels	1%	2%	2%	1%
Carbon Emissions	1%	1%	2%	1%
Fuel availability	1%	1%	0%	1%
Parking	1%	1%	0%	1%
Cheap public transport	1%	0%	0%	1%
Other	20%	26%	24%	22%
Nothing personally / don't know	9%	12%	6%	9%
Base:	*501*	*146*	*131*	*778*

The survey participants thought the most pressing transport issues for the coming ten years will be fuel costs, traffic congestion, and the need for more and better public transport

11.2.3 Changing Travel Needs Out to 2041

The future-focused question was repeated but asked respondents to think about their travelling behaviour in 30 years' time (i.e., out to 2041). Here 64% of respondents overall thought their travelling needs would change 'completely' or 'a great deal' (compared to 17% thinking this over the ten year timeframe). Just 15% of respondents thought their travelling needs would only change 'a little' or 'not at all' between now and 2041 (Table 9.11). The mean scores across all three location groups show that respondents, on average, expect their travelling needs to change 'a great deal' over the coming 30 years.

Table 9.11: Changing Transport Needs Over Next Thirty Years

	Christchurch	Small urban	Rural	Overall
1. Completely	41%	45%	41%	**41%**
2. A great deal	24%	27%	15%	**23%**
3. Moderately	22%	14%	20%	**20%**
4. A little	8%	8%	15%	**9%**
5. Not at all	6%	5%	9%	**6%**
Base:	*501*	*146*	*131*	***778***
Mean	**2.15**	**2.03**	**2.35**	**2.16**

Although the survey respondents saw significant changes to their travelling behaviour in the next 30 years, few thought this would be caused by changes to the transport system or the global context of transport. Instead, these changes would be caused by life-stage changes as the respondents aged (Table 9.12, overleaf).

Table 9.12: Reasons Travel will have Changed in Thirty Years' Time

	Chch	Small urban	Rural	Overall
I won't be travelling (health reasons / age reasons / life expectancy)	43%	47%	40%	**43%**
Lifestyle will have changed in other ways (retired / moved away)	23%	20%	25%	**23%**
I will be travelling less (children will have grown /more independent/ moved away)	14%	10%	11%	**13%**
I will be travelling the same (circumstances pretty much the same as today)	9%	6%	11%	**8%**
My mode of transport will have changed (not be driving/ cycling)	9%	7%	5%	**8%**
I will be travelling more (busier at work / busier in the community)	4%	4%	2%	**4%**
The transport system will have changed in that time (more buses / fewer cars)	4%	2%	3%	**3%**
The world will be very different (fuel scarce and expensive / sustainability issues)	2%	3%	2%	**2%**
The area that I live will have changed in that time (more traffic / more people)	1%	0%	1%	**1%**
Other	4%	3%	3%	**4%**
Base:	*501*	*146*	*131*	***778***

Although respondents saw significant changes to their travelling behaviour over the next 30 years, few thought this would be driven by changes to the transport system, or the global context of transport

11.3 Transport Future Priorities

11.3.1 Ranking Priorities

The final part of the community survey asked respondents to rank a number of future transport issues in order of importance to them personally. These issues were:

1. Developing a transport system that reduces our reliance on oil;
2. Developing a transport system that encourages more walking and cycling;
3. Developing a transport system that supports the region's economy and freight;
4. Developing a transport system that reduces the environmental effects of travelling;
5. Developing a transport system that improves road safety;
6. Developing a transport system that enables people to travel for the same costs as today; and
7. Developing a transport system that makes better use of new technology.

Developing a transport system that improves road safety was clearly the number one priority for participants in the community survey

These priorities were introduced as an ascending list, where participants could alter their ranking each time a new issue was added to the list. The easiest way to see the overall effect of this ranking is to score each issue on a scale of 1-7, where 1 is the most important issue and 7 is the least important issue. Mean scores for each priority are provided below.

11.3.2 Top Priorities by Location

Developing a transport system that improves road safety was clearly the number one priority for participants in the survey. This was the number one ranked transport priority overall and within each of the three location groups.

Table 9.13: Top Three Ranked Transport Issues

Christchurch		Small urban		Rural		Overall	
Improves road safety (1)	2.73	Improves road safety (1)	2.75	Improves road safety (1)	2.92	Improves road safety (1)	2.76
Reduces the environmental effects of travelling (2)	3.40	Reduces the environmental effects of travelling (2)	3.64	Reduces the environmental effects of travelling (2)	3.40	Reduces the environmental effects of travelling (2)	3.44
Reduces our reliance on oil (3)	4.09	Supports the region's economy and freight (3)	3.90	Reduces our reliance on oil (3)	3.81	Reduces our reliance on oil (3)	4.06

In second place, also overall and across each of the three location groups, was developing a transport system that reduces the environmental effects of travelling. Developing a transport system that reduces our reliance on oil was third in Christchurch and rural areas, whereas in small urban areas third place was supporting the regions' economy and freight (Table 9.13).

11.3.3 Bottom Priorities by Location

By ranking all seven transport issues, it is also possible to identify those issues that the survey respondents thought the transport strategy should least focus on (Table 9.14). Rated least important in Christchurch and small urban areas was a transport system that enables people to travel for the same costs as today, whereas in rural areas the least important was a system that encourages more cycling and walking. Making better use of technology and supporting the region's economy and freight completed the second and third least important issues.

Table 9.14: Bottom Three Ranked Transport Issues

Christchurch		Small urban		Rural		Overall	
Enables people to travel for the same costs as today (7)	4.85	Enables people to travel for the same costs as today (7)	4.92	Encourages more cycling and walking (7)	5.02	Enables people to travel for the same costs as today (7)	4.86
Supports the region's economy and freight (6)	4.51	Encourages more cycling and walking (6)	4.42	Enables people to travel for the same costs as today (6)	4.84	Encourages more cycling and walking (6)	4.44
Encourages more cycling and walking (5)	4.30	Makes better use of technology (5)	4.18	Makes better use of technology (5)	4.14	Supports the region's economy and freight (5)	4.29

11.3.4 Priorities by Age Group

A subsequent analysis by age shows that those respondents aged 15-24 ranked improved road safety and reducing the environmental effects of transport the two highest priorities. And they ranked a transport system that 'enables people to travel for the same costs as today' and 'supports the region's economy and freight' the least important (Table 9.15).

Table 9.15: Ranking of Transport Issues by Respondents 15-24

	Mean	Rank
Reduces our reliance on oil	4.03	**3**
Encourages more walking and cycling	4.37	4
Supports the region's economy and freight	4.93	7
Reduces the environmental effects of travelling	2.80	**2**
Improves road safety	2.64	**1**
Enables people to travel for the same costs as today	4.72	6
Makes better use of new technology	4.49	5

Those respondents aged 25-34 ranked improved road safety and reducing the environmental effects of transport the two highest priorities. And they ranked a transport system that 'makes better use of new technology' and enables people to travel for the same costs as today' the least important (Table 9.16).

Table 9.16: Ranking of Transport Issues by Respondents 25-34

	Mean	Rank
Reduces our reliance on oil	4.14	4
Encourages more walking and cycling	4.00	**3**
Supports the region's economy and freight	4.48	5
Reduces the environmental effects of travelling	3.26	**2**
Improves road safety	2.73	**1**
Enables people to travel for the same costs as today	4.81	7
Makes better use of new technology	4.58	6

Those respondents aged 35-44 ranked improved road safety and reducing the environmental effects of transport the two highest priorities. And they ranked a transport system that 'makes better use of new technology' and enables people to travel for the same costs as today' the least important (Table 9.17).

Table 9.17: Ranking of Transport Issues by Respondents 35-44

	Mean	Rank
Reduces our reliance on oil	3.94	**3**
Encourages more walking and cycling	4.44	5
Supports the region's economy and freight	4.30	4
Reduces the environmental effects of travelling	3.23	**2**
Improves road safety	2.78	**1**
Enables people to travel for the same costs as today	4.89	7=
Makes better use of new technology	4.89	7=

Those respondents aged 45-54 ranked improved road safety and reducing the environmental effects of transport the two highest priorities. And they ranked a transport system that 'encourages more cycling and walking' and 'makes better use of new technology' as the least important (Table 9.18).

Table 9.18: Ranking of Transport Issues by Respondents 45-54

	Mean	Rank
Reduces our reliance on oil	3.96	**3**
Encourages more walking and cycling	4.39	6
Supports the region's economy and freight	4.18	5
Reduces the environmental effects of travelling	3.41	**2**
Improves road safety	3.02	**1**
Enables people to travel for the same costs as today	4.90	4
Makes better use of new technology	4.90	7

Those respondents aged 45-54 ranked improved road safety and reducing the environmental effects of transport the two highest priorities. And they ranked a transport system that 'encourages more cycling and walking' and 'enables people to travel for the same costs as today' as the least important (Table 9.18).

Table 9.19: Ranking of Transport Issues by Respondents 55-64

	55-64	
Reduces our reliance on oil	4.03	5
Encourages more walking and cycling	4.53	6
Supports the region's economy and freight	3.99	4
Reduces the environmental effects of travelling	3.64	**2**
Improves road safety	2.94	**1**
Enables people to travel for the same costs as today	4.99	7
Makes better use of new technology	3.85	**3**

Those respondents aged 65+ ranked improved road safety and making better use of new technology as the two highest priorities. And they ranked a transport system that enables people to travel for the same costs as today' and 'encourages more cycling and walking' as the least important (Table 9.20).

Table 9.20: Ranking of Transport Issues by Respondents 65+

	Mean	Rank
Reduces our reliance on oil	4.25	**5**
Encourages more walking and cycling	4.84	7
Supports the region's economy and freight	4.16	4
Reduces the environmental effects of travelling	4.01	**3**
Improves road safety	2.40	**1**
Enables people to travel for the same costs as today	4.79	6
Makes better use of new technology	3.54	**2**

Finally respondents were asked if there were any other long term transport issues they felt were important. Among those offering a response, the most popular suggestion was for a light rail system to transport passengers around the city, between the city and suburbs, city and satellite towns, city and rural areas. Rural and small urban residents mentioned this particularly. Other important issues were to improve public transport (accessibility, availability, reliability), to put freight on trains to reduce the congestion on roads caused by trucks, and ways to reduce traffic congestion in general. The most popular suggestions are outlined in Table 9.21, and the full list of suggestions is provided in Appendix 4 of this report.

Table 9.21: Other Long Term Transport Issues Considered Important

	Chch	Small urban	Rural	Overall
Introduce rail system/ light rail for commuters / rural to city	16%	20%	23%	18%
Improve public transport	7%	4%	5%	6%
Put freight on trains/ relieve congestion caused by trucks	4%	13%	6%	6%
Reduce traffic congestion	7%	2%	3%	5%
Look at infrastructure/ widening/ improving roads	3%	4%	7%	4%
More cycleways/ cycle paths	3%	3%	1%	3%
Other	70%	64%	59%	67%
Base:	*323*	*90*	*86*	*499*

- Research First, Christchurch
Monday, 22 February 2010

12 Appendix One

Outcome from the Expert Workshop

Canterbury Regional Land Transport Strategy 2041

Notes from a Planning Workshop, November 20th 2009

Preamble:

Environment Canterbury has received funding from the New Zealand Transport Authority for some market research to inform development of the next Regional Land Transport Strategy and Research First Ltd has won the contract to complete that market research. On November 20th, a workshop was held in the Councillor's Library at Our City O-Tautahi, to help plan the research. The workshop focused on two key challenges:

1. How to enable those in the market research sample to think strategically about transport issues across Canterbury; and
2. How to ensure the market research questionnaire canvasses the key strategic transport issues.

Thinking Strategically:

The suggestion from the workshop was to *personalise* transport issues. That is, to structure a survey questionnaire that takes the respondents through a series of steps towards a strategic view. One approach discussed in the workshop involved:

- Start with where the respondents are currently (that is, have them discuss their current transport needs and challenges);
- Move on to have respondents think about what their likely needs and issues will be in ten years' time; and
- Repeat for the 30 year horizon (i.e., out to 2041).

A similar but alternative approach involved focusing on the current life stage of respondents, and then asking about the kinds of issues people at a similar life stage in 2041 might be facing[1].

This approach was preferred to one that involved presenting likely transport scenarios for 2041 across Canterbury. However, broad trends and themes could be used to help inform the respondents' thinking about transport issues. There was broad agreement in the workshop that this transport future is one where:

- Freight traffic will grow faster than other kinds of traffic (and will grow faster than economic growth), which will have implications for land use, the demands on roads, trip time, and safety;
- A larger and older population will create both more and different kinds of travelling behaviour;
- New technology may influence the need to make certain kinds of trips; and
- The transport landscape may look more like today's landscape than might otherwise be expected (with the point being made that today's transport environment does not look radically different from the one we had 30 years' previously, in 1979).

Workshop participants also noted that:

[1] Another suggestion was to open the questionnaire with a question along the lines of 'do you know what a Regional Land Transport Strategy does?'. This would provide a good opportunity, at the outset, to talk about strategic plans and the kinds of transport issues they focus on.

- Considering the economic benefits of transport futures is essential, as is considering the public health implications of certain transport futures;
- Sustainability and environmental issues are likely to become more salient; and
- Transport planning is always about trading-off outcomes, and made more interesting by unintended consequences of particular choices.

Questionnaire Content

There was broad agreement that the eight themes highlighted in the RLTS consultation document provide the range of topics that the market research questionnaire needs to cover. These are:

1. Energy use and the price of fuel;
2. Environmental impacts;
3. Funding and affordability;
4. Land use development;
5. Safety;
6. Supporting the region's economy;
7. Technological change; and
8. Transport effects on public health[2].

In addition, the workshop participants offered the following list of potential survey questions:

- Have you been to cities elsewhere in the world with transport systems that you like / prefer to the one we currently have in Canterbury? If so, what were the best features of that transport system?
- If you could design a transport system for Canterbury from scratch ('year zero'), what would be the key features of that system?
- What do you want the future of Canterbury's transport system to look like – do you want to keep building bigger roads or would you prefer something else?
- What would need to happen to make you change how you use transport?
- If you could not afford a private car, how would you get around?
- What do you like / not like about moving around your neighbourhood?
- Are you satisfied with the level of public transport available to you?
- What travel choices would you like to have?
- You have $500 million to spend on transport in Canterbury over the next ten years, how would you allocate it (with a list of options, and opportunity costs)
- Do you make a link between transport choices and health costs? (or 'to stretch the health dollar, what would it take to make you make more active transport choices?')
- Are you happy with the investment in public transport in Canterbury?
- If you shifted from X transport mode to Y transport mode, you would likely save Z dollars a year – what could you do with that saving?
- Do you want to make it safer to walk or cycle or drive in Canterbury?
- The average cost of running a car in Canterbury is X dollars per year, what is stopping you from using your car less for short trips?
- What do you see as the link between the kind of transport choices you make and the quality of life you have?
- Users of public transport currently pay about 50% of their travel costs (with the rest being funded by various subsidies), how much do you think PT users should pay?

[2] The CDHB is currently completing a review of the literature on transport and its impacts on public health, and this review has expanded this list of eight themes to twelve. Research First will review the list of twelve themes before developing the survey questionnaire.

- The amount of public space dedicated to cars (through roads and car parking) is X% - what else do you think could be done with this public space?

Other Notes

Other notes for the research team included:

- The need to distinguish between urban and rural research participants, and to have questions (and/or answer options) appropriate to their likely transport needs; and
- The need to include a question that asks if participants are happy to be contacted for further consultation about transport futures.

13 Appendix Two

Workshop Guide

Research First

ECan RLTS Community Views' Workshop

Workshop Guide

1.0 Overview of Workshop Process (to all three groups)

- **Carl to introduce workshop process.** Introduce facilitators, note-takes, and 'gofers'
- **Ground rules:** Confidentiality, recording, food, toilets, exits, etc... Chatham House rule)
- **Top of Mind Issue:** When you think about the kind of travelling you do on a regular basis, what annoys you most? Do you think that is going to get better or worse over time?
- *Break into groups*

2.0 Ice Breaker

- **Introductions:** Names, and what brought them along
- **Current travelling behaviour:** The kinds of travelling they do on a regular basis, and how they travel.
- **Travel options:** What ways of travelling would they like to have that they don't readily have access to now?

3.0 Transport Systems

- **Alternative Transport Models:** Have you ever travelled overseas and seen towns and cities with ways of getting around that you liked the look of? If so, where? And what was it about that travelling did you like? Why?

4.0 Planning Transport Futures

- The kind of transport future we have in Canterbury will depend on what our priorities are. This means making some difficult choices about what we invest in
    - Unprompted ranking exercise (first form);
    - Facilitator to summarise and discuss
    - Introduce information from Consultation form. Discuss likely future transport scenarios / funding limitations
    - Prompted ranking exercise

- Facilitator to summarise and discuss

- **A Summary:** The key priorities of the group (with outliers noted), and why.

5.0 Summary of Workshop Process (to all three groups)

- Groups come back together.

- Nominate someone to report back to the larger group (could be the facilitator but would work better as one of the participants). Report back with the approach 'if we were in charge of planning Canterbury's transport future, our priorities would be…'. And this is why.

6.0 Wrap-Up

- **Close:** Recap need for confidentiality, prize draw?

14 Appendix Three

Community Survey Questionnaire

Environment Canterbury - RLTS Telephone Survey

Questionnaire number: _____

Good <<time of day>>. I'm calling from a research company in Christchurch called Research First and today we are talking to people about the future of transport in Canterbury. The survey is being conducted on behalf of Environment Canterbury and the results will help inform transport plans. It takes about ??? minutes to complete. ..... Are you happy to proceed?

If respondent agrees to be interviewed at this point:
As we work through, please remember that....:
- there are no right or wrong answers to the questions
- you can withdraw from the research at any time
- the survey is confidential and no-one will be able to identify you from the research results. We may use your comments in the research results, but only in a way that ensures no-one can link you with the comments
- if you want to know more about the project you can call James Ryan, Principal Regional Transport Planner at the Canterbury Regional Council on 03 3649801 or 0800 324 636
- this call may be recorded for quality control purposes

Part One: Current Travel Patterns

We would like to start by talking to you about the ways you currently travel in your day to day life.

1. When you travel to work or study, how do you mostly travel?

- ☐ Not applicable (not in work or study)
- ☐ Car
- ☐ Bus
- ☐ Bike
- ☐ Walk
- ☐ Other: Specify: _____

2. When you travel to do your regular grocery shopping, how do you mostly travel?

- ☐ Not applicable (someone else does the grocery shopping)
- ☐ Car
- ☐ Bus
- ☐ Bike
- ☐ Walk
- ☐ Other: Specify: _____

3. If you have school-aged children, how do they travel to school?

- ☐ Not applicable
- ☐ Car
- ☐ Bus
- ☐ Bike
- ☐ Walk
- ☐ Other: Specify: _____

4. How many cars are there in your household? *(Check correct number is entered)*

- ☐ None
- ☐ One
- ☐ Two
- ☐ Three
- ☐ Four
- ☐ Five
- ☐ More than five

5. How many times do you typically use a bus in a normal month?

- ☐ Never
- ☐ Occasionally (between 1 and 5 times a month)
- ☐ Frequently (more than 5 times a month)

6. How many times do you typically use a bike to travel around in a normal month?

- ☐ Never
- ☐ Occasionally (between 1 and 5 times a month)
- ☐ Frequently (more than 5 times a month)

Part Two: Future Transport Needs

We'd now like to get you to think about your potential transport needs in the future:

7. If you think about how old you will be in ten years' time, how much do you think your transport needs will have changed?

- ☐ 1. Completely
- ☐ 2. A great deal
- ☐ 3. Moderately
- ☐ 4. A little
- ☐ 5. Not at all

8. Why is that?

- ☐ I won't be travelling (health reasons / age reasons / life expectancy)
- ☐ I will be travelling less (children will have grown /more independent/ moved away)
- ☐ I will be travelling the same (circumstances pretty much the same as today)
- ☐ My mode of transport will have changed (not be driving/ cycling)
- ☐ I will be travelling more (busier at work / busier in the community)
- ☐ Lifestyle will have changed in other ways (retired / moved away)
- ☐ The area that I live will have changed in that time (more traffic / more people)
- ☐ The transport system will have changed in that time (more buses / fewer cars)
- ☐ The world will be very different (fuel scarce and expensive / sustainability issues)
- ☐ Other: Specify: _____

9. What about if you think about how old you will be in thirty years' time, how much do you think your transport needs will have changed?

- ☐ 1. Completely
- ☐ 2. A great deal
- ☐ 3. Moderately
- ☐ 4. A little
- ☐ 5. Not at all

10. Why is that?

- ☐ I won't be travelling (health reasons / age reasons / life expectancy)
- ☐ I will be travelling less (children will have grown /more independent/ moved away)
- ☐ I will be travelling the same (circumstances pretty much the same as today)
- ☐ My mode of transport will have changed (not be driving/ cycling)
- ☐ I will be travelling more (busier at work / busier in the community)
- ☐ Lifestyle will have changed in other ways (retired / moved away)
- ☐ The area that I live will have changed in that time (more traffic / more people)
- ☐ The transport system will have changed in that time (more buses / fewer cars)
- ☐ The world will be very different (fuel scarce and expensive / sustainability issues)
- ☐ Other: Specify: _____

Part Three: Transport Futures

11. Over the next ten years, what do you think the most important transport issue will be to you personally?

_____

_____

READ OUT: One of the challenges for transport planners is understanding the relative importance that people place on various aspects of the transport system (both now and into the future). To get a sense of your own priorities, I'm going to read you two different transport issues and ask you to rank them. Once you've done that, I'm going to add some other issues until you've ranked seven different aspects.

12. Thinking about your own circumstances, which of the following two is most important to you?
Developing a transport system that:

A - Reduces our reliance on oil

B - Encourages more cycling and walking

Most important	A	B
Second most important	A	B

13. And in what order would you place these three transport goals?
Developing a transport system that:

A - Reduces our reliance on oil

B - Encourages more cycling and walking

C - Supports the region's economy and freight

Most important	A	B	C
Second most important	A	B	C
Third most important	A	B	C

14. And in what order would you place these four transport goals?
Developing a transport system that:

A - Reduces our reliance on oil

B - Encourages more cycling and walking

C - Supports the region's economy and freight

D - Reduces the environmental effects of travelling

Most important	A	B	C	D
Second most important	A	B	C	D
Third most important	A	B	C	D
Fourth most important	A	B	C	D

15. And in what order would you place these five transport goals?

Developing a transport system that:

A - Reduces our reliance on oil
B - Encourages more cycling and walking
C - Supports the region's economy and freight
D - Reduces the environmental effects of travelling
E - Improves road safety

Most important	A	B	C	D	E
Second most important	A	B	C	D	E
Third most important	A	B	C	D	E
Fourth most important	A	B	C	D	E
Fifth most important	A	B	C	D	E

16. And in what order would you place these six transport goals?

Developing a transport system that:

A - Reduces our reliance on oil
B - Encourages more cycling and walking
C - Supports the region's economy and freight
D - Reduces the environmental effects of travelling
E - Improves road safety
F - Enables people to travel for the same costs as today

Most important	A	B	C	D	E	F
Second most important	A	B	C	D	E	F
Third most important	A	B	C	D	E	F
Fourth most important	A	B	C	D	E	F
Fifth most important	A	B	C	D	E	F
Least important	A	B	C	D	E	F

17. Finally, in what order would you place these seven transport goals?

Developing a transport system that:

A - Reduces our reliance on oil
B - Encourages more cycling and walking
C - Supports the region's economy and freight
D - Reduces the environmental effects of travelling
E - Improves road safety
F - Enables people to travel for the same costs as today
G - Makes better use of technology

Most important	A	B	C	D	E	F	G
Second most important	A	B	C	D	E	F	G
Third most important	A	B	C	D	E	F	G
Fourth most important	A	B	C	D	E	F	G
Fifth most important	A	B	C	D	E	F	G
Sixth most important	A	B	C	D	E	F	G
Seventh important	A	B	C	D	E	F	G

A _____
B _____
C _____
D _____
E _____
F _____
G _____

18. To check that we have got your priorities right, you have identified <letter + read description> as the most important transport goal and <letter + read description> as the least important goal. Is this an accurate reflection of your priorities?

- ☐ Yes
- ☐ No - specify why in 'other'
- ☐ Other: Specify: _____

19. Are there any other long-term transport issues that you think are important?

_____
_____
_____

Part Four: About You

In order to make sense of this survey's results, we need to finish by collecting some general information about you?

20. Record gender

- ☐ Male
- ☐ Female

21. Age at last birthday

- ☐ 15-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+

22. What is the name of the <suburb of Christchurch > or <area you live in>?

_____

Thank you for participating in this survey

15 Appendix Four

Table 9.20: Other Long Term Transport Issues Considered Important , by Age Group and Location

Issue	Age	**Location**
A more convenient type of public transport	18-24	Christchurch
A safe long lasting fuel	18-24	Christchurch
A train service - not sure if big enough but if we are going to expand it would be a good idea to start planning that now	18-24	Christchurch
Buses too expensive; need to bring back car pooling	18-24	Christchurch
Car safety	18-24	Ashburton
Carbon footprint	18-24	Christchurch
Christchurch roads are terrible and they need serious work.	18-24	Christchurch
Cut down the amount of buses	18-24	Christchurch
Increased cycleways between population centres e.g. Kirwee and Darfield	18-24	Canterbury not Christchurch
Increasing bus fares	18-24	Christchurch
Trams in central city and other parts of Christchurch	18-24	Christchurch
Just to deal with the amount of traffic	18-24	Christchurch
Reducing pollution	18-24	Christchurch
Reducing speed especially around corners and in the hills	18-24	Christchurch
The environmental issues	18-24	North Canterbury
To have more buses to go to outer suburbs	18-24	Christchurch
Issue	**Age**	Location
A bus service for Ashburton	25-34	Ashburton
A bus service for people to get around in Kaikoura	25-34	North Canterbury
A cost effective system that considers the environment	25-34	Christchurch
As the population grows so should roadways / public transport	25-34	Christchurch
Availability of public transport and safety especially bus stops	25-34	Christchurch
Availability of public transport in north Canterbury	25-34	North Canterbury
Bus drivers are rude irresponsible and dangerous. They need a wakeup call it's not on	25-34	Timaru
Cost of rego, taxes too high	25-34	Christchurch
Drivers to be educated better	25-34	Christchurch
Education for drivers and cyclists	25-34	Christchurch
Good partnerships between local government authorities = Ecan, CCC, Land transport not planning in isolation	25-34	Christchurch
I would use the bus if they where reliable and on time but I gave up on that years ago	25-34	Christchurch
Improve road safety for people cycling	25-34	Timaru
Improving the public transport and making it more accessible for cyclists to put bikes on back of buses	25-34	Christchurch

Increasing the affordability of environmentally friendly cars should be a priority.	25-34	Ashburton
It's hard because Timaru isn't as big as other cities and we don't have a very good bus system	25-34	Timaru
Just taken bus stop away from the house would use it more if it was closer, just a local thing	25-34	Christchurch
Light rail will it benefit us? Instead maybe more buses and encourage/promote walking to school buses	25-34	Christchurch
Linking smaller towns to the cities with public transport	25-34	Canterbury not Christchurch
Maintenance of current infrastructure and the building of new infrastructure as the city grows	25-34	Christchurch
Make way better use of the railway lines going from Invercargill to Picton use it for public transport	25-34	Mid Canterbury
Making new car prices cheaper.	25-34	South Canterbury
More analysis of road accident stats. Need to work on intersection of Pounds and Johns rds seen 3 serious accidents and many minor accidents.	25-34	Christchurch
More efficient and convenient form of transport	25-34	Christchurch
More ferries e.g.; down rivers	25-34	Christchurch
More right hand turning arrows at traffic lights	25-34	Christchurch
More rural public transport	25-34	South Canterbury
Need to improve the roads; we need two lanes each way from Ashburton to Chch and going north as well. More passing lanes will make it more efficient and much safer, state highway one specifically	25-34	Mid Canterbury
Not safe for bikers on the roads (Holland is a good example for bikers)	25-34	Christchurch
Nothing to support people living in rural areas - no access to services, need trains for the rural areas and roads to be better designed for the long term	25-34	Canterbury not Christchurch
Pollution	25-34	Christchurch
Rates are important and cycling in the city	25-34	Christchurch
Redistribute the final remaining amount of oil towards more specialised things rather than public transport such as vintage shows and motor sport	25-34	Christchurch
Reducing the purchase price of alternative fuel vehicles.	25-34	North Canterbury
Road safety	25-34	Christchurch
Road usage charges for diesel need to be included in the pump price, more emphasis on fuel economic vehicles, cheaper economy vehicles	25-34	Christchurch
The cleanliness of public transport in particular the bus service too much tagging and chewing gum. Adding hand sanitizer facilities to buses would be a good idea.	25-34	Christchurch
The environmental impact and congestion that is going to occur when more and more people try to drive into the city, more focus on planning for the population growth	25-34	Christchurch
The intersection on our road is so dangerous something needs to be done before someone else gets badly hurt	25-34	Christchurch
The migration to electric vehicles	25-34	Christchurch
The rural road maintenance and development	25-34	Mid Canterbury

To be more active	25-34	Christchurch
Would be good to see rails used more for public transport and nationally	25-34	Christchurch
Issue	**Age**	Location
Amount of cars on the road particularly in big cities	35-44	Christchurch
An underground developed in the city	35-44	Christchurch
At all major intersections when turning right we need more signals	35-44	Christchurch
Better accessibility to bus routes that are more frequent rather than sitting around waiting for 30mins	35-44	Christchurch
Better arterial routes as there aren't any so it is better to bypass the suburbs	35-44	Christchurch
Better Public transport system, Educating people about different forms of transport	35-44	Christchurch
Bring back horse and cart, technology is going too fast	35-44	Ashburton
Cheaper bus fares, more cycling lanes, incentive for electric cars use, incentive to get rid of old cars, no 4wheel drives on road = higher costs given for road use, electric public transport	35-44	Christchurch
Connecting regional public transport with urban public transport should be a priority.	35-44	Christchurch
Cyclists should contribute to road improvements	35-44	Canterbury not Christchurch
Developing a better system across the country not just city wide	35-44	Christchurch
Developing a metro rail link with satellite towns	35-44	Christchurch
Developing a proper regional transport network, planners should be more imaginative when looking at transport networks, give cyclists and walkers more off road options	35-44	Christchurch
Different route Chch needs more light rail trams proper network the city is so spread out. Bus safety(son was getting bullied)	35-44	Christchurch
Driver quality. When first licensed or entering the country people should have to sit a defensive driving course to improve the driver quality.	35-44	Ashburton
Driving age should be put up, Old people driving drunk	35-44	Christchurch
Earlier buses in the morning	35-44	Christchurch
Educating people about reducing the amount of time they travel and car pooling etc	35-44	North Canterbury
Encouraging people to keep cars for longer rather than getting a new one as that is not good recycling	35-44	Christchurch
For me, it would be not to close the old Waimak bridge, which is what they are talking about.	35-44	Christchurch
Good fit of transport for particular needs of this region, one that is sustainable and viable economically, a light rail system will be un realistic for the city - support public transport	35-44	Christchurch
Government should subsidise the introduction of more hybrid type vehicles and manufacture them in NZ	35-44	Christchurch
Hopefully we will still be able to get petrol	35-44	Christchurch
If oil costs go up people will resort to another form & therefore people will walk or bike so we need to put commuter prices up & look at car pooling etc,all of these things are spinoffs of each other	35-44	Rangiora
If road safety issue is attended to a lot of the other issues will be solved	35-44	Christchurch

If the bus lanes could be between four and six not three and six	35-44	Christchurch
Increasing access for passenger rail public transport; Reduce cost of public transport	35-44	Christchurch
Introduce a commuter train for rural Canterbury, North Canterbury areas	35-44	Canterbury not Christchurch
Keeping the roads safe for people who do walk and cycle especially at school crossings	35-44	Christchurch
Keeping transport moving smoothly	35-44	Christchurch
Lack of secure places for bikes in public places in the city	35-44	Christchurch
Like being able to do road user charges and stuff like that on the internet if they allowed to buy more miles etc on line, some on line but there are restrictions,so do more payments on the website	35-44	Mid Canterbury
Linking the suburbs to the centre of town and then from the city having a link to the airport for regional travel as cars will become far too expensive to run	35-44	Christchurch
Make it easier and more affordable for people with disabilities to travel around. As well as more accessible.	35-44	Timaru
Making our airlines cheaper and more efficient, will free up our road travel	35-44	Canterbury not Christchurch
More services and more frequently	35-44	Christchurch
More than comfortable with what is around at the moment in terms of facilities	35-44	Timaru
Move toward alternate sources of energy and away from internal combustion engine	35-44	Timaru
Much better infrastructure with rail instead of cheap air travel for domestic short and long distance rail	35-44	Christchurch
Need a train from Chch to Springfield - light rail at least twice a day because of tourism and so high school children can go to town	35-44	Canterbury not Christchurch
No but will have to do something because of the size of the city	35-44	Christchurch
Online availability of bus timetables etc	35-44	Christchurch
People need to be prepared to travel less, people need to be prepared to use public transport	35-44	Christchurch
Planning for mass transport when developing a new suburb preferably not by driving - so how they would connect to light rail for example	35-44	Christchurch
Pollution is an issue for me.	35-44	Christchurch
Population growth	35-44	Christchurch
Public transport to Darfield	35-44	Canterbury not Christchurch
She finds the bus services restrictive	35-44	Christchurch
Should set up some sort of rail system e.g. Skytrain like in Singapore	35-44	Christchurch

Issue	Age	Location
The mobility side of things and more accessible like getting into a taxi is hard so it needs to be easier, accessibility for disabled people the small things help like offering taxi van over cab	35-44	Christchurch
The safety of the bus exchange in the city possibly having security so people feel more safe etc	35-44	Christchurch
The service available needs to be appropriate to the age of the population so need to suit it to the aging population	35-44	Timaru
The way roads are built needs to be more drivable for transporting live animals etc. Children should drive younger-pre-train them in a safe environment & have parents take more responsibility for them	35-44	Mid Canterbury
There is too much infrastructure as in there are too many traffic islands and bike lanes, over the top on the road infrastructure such as markings and islands	35-44	Christchurch
Thinking 100years ahead with respect to public transport	35-44	Christchurch
To educate people to actually use public transport rather than their own vehicles, public transport too slow compared to own car	35-44	Christchurch
To get people to actually use the public transport and the attitude towards catching the bus	35-44	Christchurch
To have more public transport available and cheaper to access rural areas	35-44	North Canterbury
To improve the whole transport network by looking at the whole picture and having tougher penalties for younger ones	35-44	North Canterbury
Travelling north of Canty it's a problem an there should be either another passing lane bridge near the Waimakariri river	35-44	Christchurch
Use of overhead light rail with the provision of being able to load on cycles and scooters	35-44	Christchurch
User friendly encouraging cycling and walking	35-44	North Canterbury
We need to think about long term solutions that will work for our children and grandchildren	35-44	North Canterbury
We should all have a horse and cart and go back to the basics	35-44	Canterbury not Christchurch

Issue	Age	Location
The city council and government should be showing more of an example with their own use of electric and hybrid vehicles; more use of pure electric cars; there should be better lighting for cyclists; encourage people to get small cars and hybrids by having a bus lane and an lane for high efficiency vehicles; cheaper parking for high efficiency cars; safe places to put bikes; every region in nz should compile a contingency plan for mild and strong changes in pollution levels so that each region can continue if a large amount of fossil fuel has to be discontinued suddenly; more hybrid cars	45-54	Christchurch
A huge number of cars on the road - centralised industry and government mean that people have to travel a great distance	45-54	Canterbury not Christchurch
ACC tax	45-54	Rangiora
Access over the Waimakariri river and the density of traffic on the	45-54	North

northern motorway; Small country roads being used by heavy vehicles		Canterbury
All look at working closer to home	45-54	Christchurch
As population grows the issues will get more complex and there should still be a focus on efficiency and expense	45-54	Christchurch
Better road networks and roading and safety aspects in Canterbury better by passes of Chch City so the city can be avoided	45-54	Christchurch
Better traffic flow and car parking issues	45-54	Christchurch
Bike lane single file; Improve public transport	45-54	Christchurch
Block off some roads into town and make access only by bus	45-54	Christchurch
Bus routes to suit office workers	45-54	Christchurch
Can't sustain light rail system, we need to identify other cities that are relevant size and what they have in place	45-54	Christchurch
Carbon footprint and anthropogenic climate change is based on false science a waste of tax payers money, the great global warming swindle is a documentary by Martin Durkin	45-54	Christchurch
Create infrastructure such as more roads and spend less money on the other things	45-54	Christchurch
Cycle track from Rangiora into town; Introduce rail system/ light rail for commuters / rural to city	45-54	North Canterbury
Cycles and car to use the road more safely together	45-54	Christchurch
Ease of coping with increased traffic on the road. Planning to aid traffic flow.	45-54	Christchurch
Efficiency with bus timetables etc	45-54	Christchurch
Electric vehicles; fossil fuels; Reduce traffic congestion	45-54	Christchurch
Encouraging people to bike and walk to help with the traffic congestion at peak times	45-54	Christchurch
Encouraging bus usage within Christchurch	45-54	Christchurch
Get cars off the road by car pooling. Also raising the licence age	45-54	Christchurch
Get rid of bus lanes; Introduce rail system/ light rail for commuters / rural to city; need less road works- concentrate on 1 area and so on	45-54	Christchurch
Getting people to reduce frequency of travel	45-54	Christchurch
Greatest possible traffic capacity on new high ways	45-54	Christchurch
Halswell road has an 80km limit but the cycle lane on the road when it should be on the grass verge so that children are safe riding to school and that would let them widen the road	45-54	Christchurch
Have to be accessible and what people can afford	45-54	Christchurch
Having peak times for trucks that travel between 1-6 in the morning and not in built up areas	45-54	Christchurch
Heavy vehicles using public roads they should have their own lane.	45-54	Ashburton
I disagree with the bus lanes I feel they don’t really work and don’t feel enough people use public transport to warrant the cost. They should make more use of trains to reduce congestion on the roads.	45-54	Christchurch
Support the local bus service	45-54	Christchurch
Improved public commuter transport between Ashburton and Christchurch	45-54	Ashburton
Improving safety and reducing congestion	45-54	North Canterbury
Increased number of cyclists is a menace They ride very erratically and	45-54	Christchurch

need policing		
Make rules of the road more aware	45-54	Christchurch
Introducing commuter trains to Darfield	45-54	Canterbury not Christchurch
Lay out of the road, pot holes 3 weeks after they've been laid	45-54	Christchurch
Long term would like to see more electric cars in public use and for example having the council provide free parking for electric cars	45-54	Christchurch
Main priority safety for cyclists	45-54	Christchurch
Mainly the costs of vehicles and the maintenance and fuel	45-54	North Canterbury
Maintaining high quality of transport infrastructure; good consultation with the public; looking at alternative to public transport e.g. Carpooling, smart cars, bio fuel cars, bikes with motors	45-54	Christchurch
Make more use of battery or electric transport and use more LPG more	45-54	Christchurch
Making allowances for population increase for busier roads	45-54	Christchurch
More traffic lights at key intersections to improve traffic flow or hold ups; a bus service for Ashburton	45-54	Ashburton
My mum finds that when she is waiting for the bus it's hard to read the bus destination sign	45-54	Christchurch
Need to do something like light rail if it was affordable especially with people working in Christchurch from outlying areas	45-54	Canterbury not Christchurch
Need to find an alternative to oil	45-54	Ashburton
No apart from more crossings of the Waimak	45-54	Canterbury not Christchurch
Options beyond cars and buses	45-54	Christchurch
Personally in cities need to get far better public transport which is number one NZ needs to get better i.e. Auckland needs to get better	45-54	Mid Canterbury
Possibly more efficient transport from the suburbs to the city and other town	45-54	Christchurch
Public transport system, free shuttle, population is aging and a free bus or free shuttle needs to be put in place. Tinwald road is horrific and needs lights and another road bridge	45-54	Ashburton
Road usage. Allowing dairy farmers to cross public roads with their stock. The mess they leave on my vehicles is corrosive and takes a lot of time to clean.	45-54	South Canterbury
Road user charges should be aligned to what the vehicle is carrying at time of being used, increase tare weights on heavy transport	45-54	Canterbury not Christchurch
Safety and ease public transport	45-54	Christchurch
Safety on roads and safer public transport	45-54	Christchurch
Safety of being able to ride a bike in the city	45-54	Christchurch
See improved signage speed signs especially in the city. Costs and safety also important	45-54	Christchurch
Size of the buses are huge especially in off peak times = stop running empty buses	45-54	Christchurch
Spend more money in the south island on roads and its infrastructure instead of Auckland	45-54	Mid Canterbury
Start developing a plan that can be implemented over time right now; need to address time and cost issues	45-54	Christchurch

Taking the cars off the road and more bus lanes	45-54	Christchurch
Teaching young people to drive like defensive driving course teach the kids by professionals so they know how to handle a vehicle and raise the age of driving to 17 or 18 perhaps	45-54	Timaru
Templeton needs more regular buses	45-54	Christchurch
The bus system is based around taking people to malls and shops and not transporting people to work that's why nobody bothers you have to take 5 different buses it's not convenient at all	45-54	Christchurch
The city council and government should be showing more of an example with their own use of electric and hybrid vehicles; more use of pure electric cars; there should be better lighting for cyclists; encourage people to get small cars and hybrids by having a bus lane and an lane for high efficiency vehicles; cheaper parking for high efficiency cars; safe places to put bikes; every region in nz should compile a contingency plan for mild and strong changes in pollution levels so that each region can continue if a large amount of fossil fuel has to be discontinued suddenly; more hybrid busses	45-54	Christchurch
The danger to students using School buses	45-54	Ashburton
The elderly to be catered for with public transport	45-54	North Canterbury
To be given choices in rural areas	45-54	Canterbury not Christchurch
To encourage car pooling more	45-54	North Canterbury
To have the public transport network subsidised	45-54	Canterbury not Christchurch
To look at a rail system e.g. Subway or underground one that connects outlying areas	45-54	Christchurch
To look at other public transport for the future, rather than buses.	45-54	Christchurch
To reduce the amount of peak time travelling	45-54	Christchurch
Too many people behind desks changing / making new rules	45-54	Christchurch
Too much reliance on private vehicles	45-54	Christchurch
Town planners are idiots as they re-zone areas for subdivisions like Pegasus and create traffic problems instead of making them closer to the city	45-54	Christchurch
Trams	45-54	Christchurch
Viable transport system for people e.g. Buses, trams, light rail to create better access in out and around the city	45-54	Christchurch
Waste of money with rumble bars	45-54	North Canterbury
We live in Oxford and would like another bridge across the Waimak	45-54	North Canterbury
We need more right hand arrows at lights at lot of intersections. Driver education. More lanes at roundabouts	45-54	Christchurch
With increase in population making roading to meet the demand	45-54	Christchurch

Issue	Age	Location
A better roading systems that is well engineered, also includes cutting down on cars, using better public transport, better safety, it's not about adding on its about starting new.	55-64	Christchurch
A good bus system makes all the difference in spread out city, if a bus went up the Sumner hill I would use it as my main transport because it would be convenient	55-64	Christchurch
A good look at public transport other forms of transport maybe trams and trains	55-64	Christchurch
Accessibility of public transport for people with different disabilities	55-64	Christchurch
Any future clean technology should be used for public transport. No more development of roads for hydro-Carbon emitting vehicles	55-64	Christchurch
Better infrastructure for a growing city like rail	55-64	Christchurch
Big decisions are made and apply to big cities they don't have a clue about small towns and country life.	55-64	Timaru
Bringing buses back into small towns again instead of whizzing right through them, used to be able to go into town and be back by 3pm but can't do that anymore. Transport in S.I is gone N.I is better	55-64	Canterbury not Christchurch
Building on the infrastructure already set up in the city such as the Orbiter - introducing the light rail would be unrealistic	55-64	Christchurch
Bus drivers need to be more aware also speeding also road safety need manners customer service	55-64	Christchurch
Bus lanes are a waste of time and space	55-64	Christchurch
Bus lanes are ludicrous	55-64	Christchurch
Buses we live in the country so a bus system here is impractical but in the city more should be encouraged to go by bus in the city and cycling as well	55-64	Mid Canterbury
Bypass to the airport for the motels in Kaiapoi; More cycleways/ cycle paths	55-64	North Canterbury
Change from a metal economy to a carbon fibre one for the structure of transport vehicles	55-64	Christchurch
Chch roads have become more hazardous due to the islands etc in middle of road too many obstacles and cause vehicles to encroach upon cyclists' space	55-64	Christchurch
Cleaner means of transport to help with the fumes and the ozone layer	55-64	Timaru
Comes down to outlying areas 80ks from Chch. What ways they have to get to the city and things like that?	55-64	Mid Canterbury
Connecting the outer areas into Christchurch. Introduce rail system/ light rail for commuters / rural to city.	55-64	Canterbury not Christchurch
Cost factor for road users I have a trike that's sitting unregistered because I can't afford to.	55-64	South Canterbury
Developing a bus system like they have in Bath; Trains from Rolleston and Rangiora	55-64	Christchurch
Don't agree with the way that Ecan runs the bus system	55-64	Christchurch
Driver education	55-64	Canterbury not Christchurch
Driver tuition, clear road rules, limiting size of vehicle for young drivers	55-64	North Canterbury
Ecan should butt out and leave it to private enterprise	55-64	Ashburton

Efficient small cars, use the current technology to get an efficient ,simple effective-10min service for public transport	55-64	Christchurch
Encourage more walking	55-64	Christchurch
For young people and people coming into the country to make it tougher to get the licences and not drive powerful cars CC's kept lower	55-64	Christchurch
Get rid of the bus lanes	55-64	Christchurch
Good to have separate cycle lanes, joined cycle and walking lanes wider lanes, bells on bikes to warn walkers of a biker	55-64	Christchurch
Have to look at another crossing of the Waimak	55-64	North Canterbury
Having transport accessible have them where one can catch the bus easily	55-64	Christchurch
I use a car for convenience I don't see public transport surpassing cars	55-64	Christchurch
Improving traffic light systems	55-64	Christchurch
Cyclists needs to be made safer but also need to be more accountable and take more responsibility	55-64	Christchurch
Investing and encouraging public transport, making the cost of using a private vehicle more expensive within the city.	55-64	Christchurch
Just a good bus service around the city	55-64	Christchurch
Listening to the people more about issues	55-64	Christchurch
Metro card a great asset, Christchurch problem is that it is spread over a large area - overseas they are more condensed	55-64	Christchurch
Monorail would be good and lessen the cars	55-64	Christchurch
More bypasses	55-64	Timaru
More police on roads the laws are not being enforced enough.	55-64	Christchurch
More use of coastal shipping; ferry Lyttelton to wellington	55-64	Christchurch
Need a provincial and nation plan annually to improve the roading	55-64	Christchurch
Need better road and plenty of them so spend more money improving road so safer to drive on	55-64	Timaru
New Zealand's isolation	55-64	Canterbury not Christchurch
Overseas driver education will be an important issue.	55-64	Ashburton
People should be encouraged to use public transport. Specifically the bus services should be improved.	55-64	Christchurch
Population density a problem and this will inevitable leas to a shortage of fuel	55-64	Christchurch
Public transport and footpaths need to cater more for people with disabilities	55-64	Christchurch
Public transport in Ashburton, rail system in Ashburton, the safety of the n.z roads are terrible they need taking care of	55-64	Ashburton
Rail into mix and get transport out of trucks and start reducing cost of oil and going into an infrastructure based solution not just in a regional manner -for the whole country	55-64	Christchurch
Reducing congestion and handling the volume of the traffic in different ways	55-64	Rangiora
Reducing our need for fossil fuels	55-64	Canterbury not Christchurch
Roads not designed for buses, recognition of bus needs, no parking at major events for buses	55-64	Canterbury not Christchurch

Safety	55-64	Christchurch
The safety and security of public transport and to make it more efficient now not just in the future	55-64	Christchurch
There needs to be public transport from Oxford	55-64	North Canterbury
To get better public system to get commuters from outlying areas into the city to stop car use	55-64	Christchurch
To have better public transport whether it be rail or trams and have less reliance on cars	55-64	Canterbury not Christchurch
To raise the age for driving	55-64	Christchurch
Tourists driving conditions	55-64	North Canterbury
Transport issues have become a hassle at certain times of day, think of different options for travel	55-64	Christchurch
Won't have fuel so will need to look closely at transport and the environment	55-64	Christchurch
Issue	**Age**	**Location**
30years plus Ecan have given freezing works the ok to dump offal blood and guts etc in the Waimak river it's not good enough.	65+	Rangiora
A rating on vehicles that reflects better considerations on the economy	65+	Christchurch
Ages and abilities of licence holders there should be a tougher test and more harsh penalties for breaking rules; a main bypass or route taking traffic around instead of through town	65+	Timaru
An alternative to using a car such as electrical run trams or trains	65+	Christchurch
Becoming more reliant on electricity, electric cars and ways to keep things electric, stop burning coal and oil to produce electricity, solar energy and hydro electricity	65+	Christchurch
Better footpaths for motorised scooters	65+	North Canterbury
Better infrastructure for public transport especially to smaller suburbs and not just for the city and malls	65+	Christchurch
Bus put on at Checketts Ave in Halswell	65+	Christchurch
Bus route that will go direct to the hospital and the steps inside the bus are worse than getting on.	65+	Timaru
Cars heads lights always on; Introduce rail system/ light rail for commuters / rural to city	65+	Timaru
Changing the railway in the South Island to a rail trail to encourage walking and cycling.	65+	South Canterbury
Christchurch is one of the most poorly signposted city in the world	65+	Christchurch
Common sense in using our resources	65+	Christchurch
Cycling lanes to be reduced as it is a big muck up	65+	Christchurch
Education for children and young people alternative use of transport; Introduce rail system/ light rail for commuters / rural to city; transit system for major routes e.g.- Rangiora Rolleston to Chch	65+	Christchurch
Efficient electric trains that travel once in the morning and once at night	65+	Christchurch
Efficient Transport system using alternative energy to fuel cars/buses	65+	Timaru
Electric cars or getting people out of petrol cars	65+	Christchurch
Encourage car pooling = discounts / incentives; free car parking in the city	65+	Christchurch

for registered carpooling		
Encouraging walking and improving safety is very important.	65+	Christchurch
Find a better way to move people quickly and efficiently	65+	Christchurch
Getting people around the country and major towns and cities to acknowledge the need for tolls for new roads	65+	Christchurch
Having a central point for passenger transport such as a main terminal point and then a feeder system into the city	65+	Christchurch
How to handle international transport needs as far as air fares etc	65+	Christchurch
I don't like the way they chop and change the bus routes and disturb the bus services to older people.	65+	Christchurch
Improve Ashburton airport to carry public and cargo	65+	Ashburton
Improves safety	65+	Mid Canterbury
In the city change to electric or battery powered buses; Put freight on trains/ relieve congestion caused by trucks	65+	Canterbury not Christchurch
Infrastructure is important too, other forms of public transport must be examined	65+	Christchurch
It's a good idea to have bus ways where there are just buses, thinks more people would use them, traffic is quite scary and walking is dangerous	65+	Christchurch
Licence age increased, young ones not allowed high powered cars limit 1300cc	65+	Christchurch
Look at bus timings	65+	Christchurch
Look at other similar cities and take some of their ideas, trams are good, taking the traffic out of the city	65+	Christchurch
Make new technology such as environmental cars cost effective; cyclists should be banned from the road	65+	Christchurch
Marshlands road needs four lanes	65+	Christchurch
Messing with bus routes putting some people in dire straits; cycle tracks need improvement; review safety measures which are currently poor.	65+	Christchurch
More elderly people catching buses because of the gold card but timetables on the bus stops are very hard to read they are too small	65+	Christchurch
More regular bus trips not all leaving the same place at the same time, scattered bus time tables from depot.	65+	Christchurch
Need a park and walk, park and bike, park and bus, park and rail and put freight on the railway	65+	Christchurch
Need for public transport in rural areas	65+	Canterbury not Christchurch
Need to find an alternative to oil	65+	Christchurch
Need to look at alternatives to fossil fuelled cars, like light rail, trams, trains, solar power transport, skyhigh transport, wind powered like at Lincoln	65+	Christchurch
Need to look at some sort of network like monorail or fast rail etc	65+	Christchurch
New Southern Motorway will be great to keep big vehicles off city and suburban streets	65+	Christchurch
Number 21 Bus no longer goes past the Hospital	65+	Christchurch
Public transport to Darfield	65+	Canterbury not Christchurch
Rail across the city is not practical, needs reforming entry and exits.	65+	Christchurch
Reduce the heavy trucks on the roads	65+	South

		Canterbury
Reduction of number of vehicles in cbd, need more bike lanes	65+	Christchurch
Requires a shopping bus or similar from rural areas into Christchurch especially for the elderly	65+	North Canterbury
Road rules. They need to be obeyed and are very important especially speed limits around school buses.	65+	Ashburton
Road Safety, driver education	65+	Christchurch
Roading too many vehicles per household now	65+	Christchurch
Safety on the road	65+	Christchurch
Something that is not a polluting system	65+	Christchurch
The motor industry is trying to make vehicles as good as they can for people with less experience driving we need to learn to live with them	65+	Timaru
The planning of Christchurch for the future is DIABOLICAL and there should be a cut-off point	65+	Christchurch
To get people to actually use the buses	65+	North Canterbury
To try and control the speed and alcohol	65+	Christchurch
Too many trucks on the roads and the roads aren't built for them	65+	Christchurch
Use rail from Lyttleton to Rangiora, rails we have put into use, rails up in Waiare/ Hanmer areas	65+	Christchurch
We need to think about climate change and its effect on transport for example snow mobiles or sleds if the weather they got in Europe comes here.	65+	Christchurch
Wider Seats and more padding makes it difficult to get up and down and get rid of the steps in the bus as its very hard when you have a walking stick trying to get around	65+	Timaru
Would like to see cyclists on the other side of the road so that they can see the traffic coming	65+	Canterbury not Christchurch
Would like to see rail supporting outlying districts because so many retired people in the area	65+	North Canterbury
Would like to see restrictions on parking and make centre of city user friendly with a light rail system etc	65+	Christchurch