2012 UC Travel Survey Results

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For the UC Transport Working Group, March 2013. Revised March 2014[1].

Introduction and method

Every four years the University of Canterbury conducts a survey into the travel habits of all students and staff. This survey always takes place in July. In 2012 the survey was launched on Tuesday 31 July. Once again it was run as an on-line survey, although this time Qualtrics software was used. It was distributed to all staff via an all staff email sent in the Vice Chancellor's name. It was distributed to all students using the same method. An email message was also sent to all students from the UCSA President, encouraging them to check their student email accounts for the survey link. A similar prompt was also placed on the UCSA's Facebook page and in the student email newsletter *Juice*. Other promotions for the survey included campus wide postering (using the same basic text as was used in 2008). Chalking was not an option unfortunately as 31 July was an incredibly wet day. All messages sent on 31 July mentioned a deadline of midnight on the same day. By the end of the day well over 3,000 responses had been submitted. However, it was decided to leave the survey open until the following Tuesday. A message to this effect was included in the all staff weekly email newsletter *Intercom*, which was sent out on Friday 3 August. By the end of Tuesday 7 August, 4,102 responses had been submitted. This matched the 2008 sample.

This document is a provisional report. It does not include analysis of secondary modes of transport, nor does it analyse results from questions about travel mode changes since the February 2011 earthquake. Further, there has been no analysis of the home addresses of respondents. These results will be separately analysed at a later date. This provisional report has been reviewed by the UC Transport Group and the recommendations on pages 22-23 reflect that discussion.

General

Of the respondents, there were slightly more females (55%) than males (44%). Almost 60% of respondents were of the age range 18-24 (see Figure 1).

[1] The revisions here refer to the 2008 dataset, which has been corrected in this version.

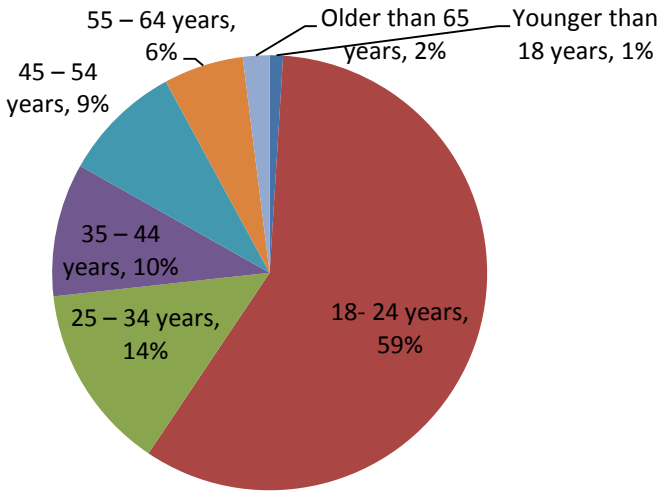

Figure 1: Ages of respondents

77% of respondents were students, and 23% staff. Of staff, 61% were general staff, 36% were academic staff, and 4% were associates or visitors.

Of students, the largest grouping was of Science students, followed by Engineering and Arts (see Figure 2).

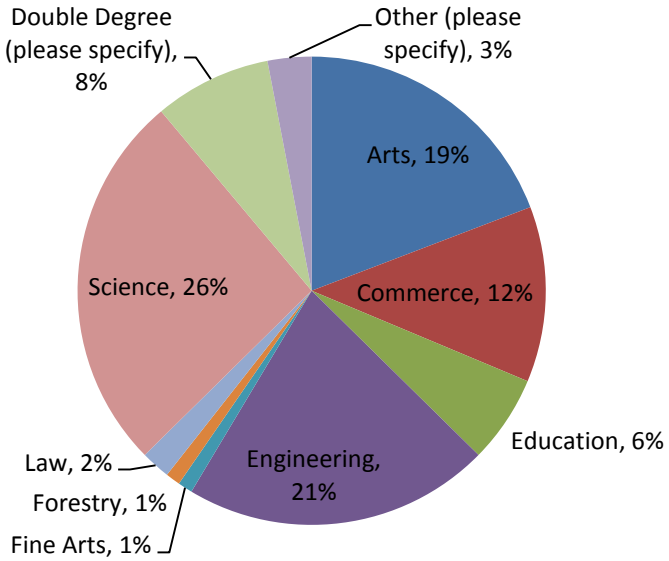

Figure 2: Degrees being taken by student respondents

Students were more or less evenly distributed by year of study (Figure 3).

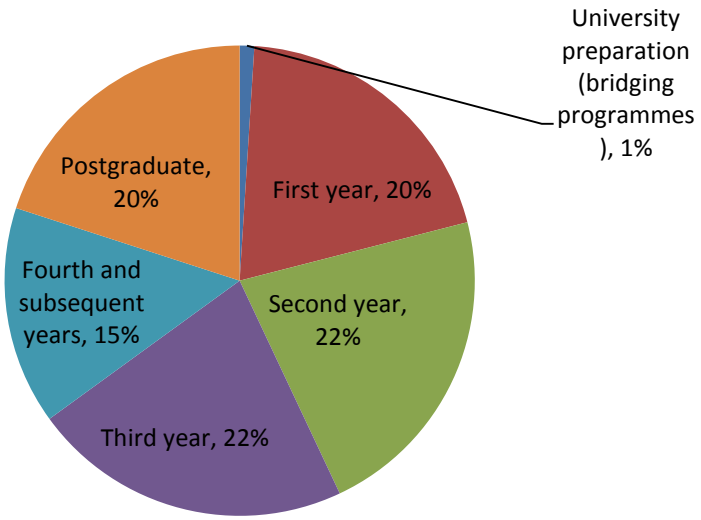

Figure 3: Year of study of student respondents

Students in the 18-24 age bracket were mostly Science and Engineering students (with Arts well represented); the oldest students tended to be in the Arts (Figure 4).

		Please select your age range:							
		Younger than 18 years	18-24 years	25 – 34 years	35 – 44 years	45 – 54 years	55 – 64 years	Older than 65 years	Total
What best describes your degree	Arts	7 21.88%	406 18.48%	63 15.48%	34 24.64%	25 32.05%	13 59.09%	6 46.15%	554 19.19%
	Commerce	5 15.63%	279 12.70%	38 9.34%	17 12.32%	4 5.13%	0 0.00%	0 0.00%	343 11.88%
	Education	1 3.13%	110 5.01%	29 7.13%	24 17.39%	11 14.10%	3 13.64%	1 7.69%	179 6.20%
	Engineering	6 18.75%	512 23.30%	75 18.43%	14 10.14%	4 5.13%	1 4.55%	2 15.38%	614 21.27%
	Fine Arts	0 0.00%	27 1.23%	0 0.00%	1 0.72%	1 1.28%	0 0.00%	0 0.00%	29 1.00%
	Forestry	1 3.13%	11 0.50%	5 1.23%	2 1.45%	2 2.56%	0 0.00%	0 0.00%	21 0.73%
	Law	0 0.00%	51 2.32%	7 1.72%	5 3.62%	2 2.56%	2 9.09%	0 0.00%	67 2.32%
	Science	9 28.13%	534 24.31%	159 39.07%	29 21.01%	21 26.92%	1 4.55%	3 23.08%	756 26.19%
	Double Degree (please specify)	2 6.25%	213 9.70%	18 4.42%	6 4.35%	1 1.28%	1 4.55%	0 0.00%	241 8.35%
	Other (please specify)	1 3.13%	54 2.46%	13 3.19%	6 4.35%	7 8.97%	1 4.55%	1 7.69%	83 2.87%
	Total	32 100.00%	2197 100.00%	407 100.00%	138 100.00%	78 100.00%	22 100.00%	13 100.00%	2887 100.00%

Figure 4: Age of Students by Degree

91% of all respondents identified as full time, with 9% identifying as part time.

Travel Data Methodology

Data was collected in Qualtrics, which has some limited functionality when recoding of answers is required. For example, if a respondent chooses 'Other' and enters a text entry that is the same as a tick-box entry, it cannot be recoded into the correct category. For this reason, all responses were exported into Excel and recoded there, as required. There will, therefore, be some differences between the figures in Qualtrics and the figures in Excel. However, because cross-tabulation of this data was only possible in Qualtrics (because the Excel figures had to be exported as separate spreadsheets), all cross-tabulations use the Qualtrics

figures. Given the large sample and the minimal text entries requiring recoding, any cross-tabulations are considered to be robust.

UC Travel Behaviour - General

Student travel behaviour has changed significantly since the University began collecting travel data in the 1960s (Figure 5). Around 2000 driving reached a high of 41% after steadily climbing from the mid 1970s. It declined again thereafter to 32% in 2008. Cycling dived from its 1993 high of 38% to a low of 12% in 2004 while walking and busing increased during this time. The popularity of motorcycles in the 1960s and 1970s dropped dramatically between the 1976 and 1993 datasets, and has not recovered.

The latest figures, while not markedly different from the 2008 dataset, suggest that gradual movement towards more sustainable forms of daily travel amongst students may be reversing. There does appear to be an increase in the numbers of students relying on driving a car or van to university as their normal mode of transport (37%), (see Figure 5), and a decrease in the numbers of students normally travelling by bus (10%) or walking (26%). Numbers of students cycling to University, which reached a high of 20% in 2008 dipped slightly to 19% in 2012.

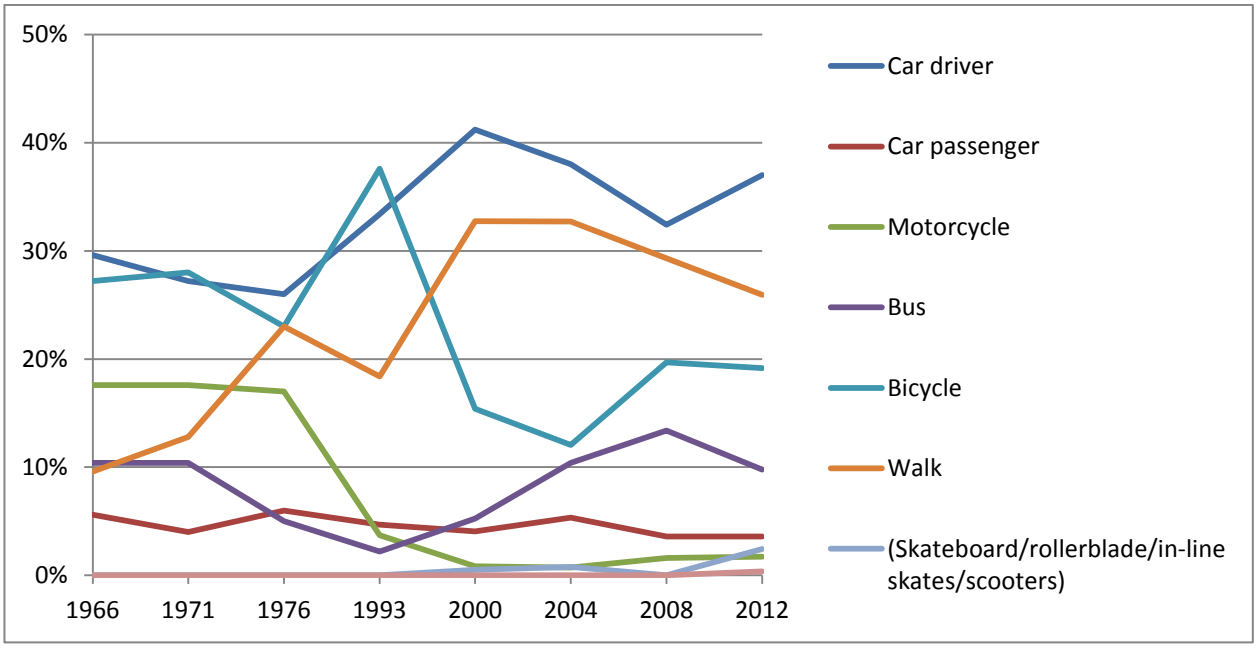

Figure 5: Student travel behaviour, 1966-2012

Staff travel behaviour follows a similar pattern, with the exception of driving (Figure 6). The proportion of staff who drive regularly to University has increased since 2008, as with students. However, whereas the proportion of students who drive is still lower than it was in 2000, the proportion of staff who drive has continued to increase to a record high of 67%. As with students, the proportion of staff regularly cycling to University has declined slightly since 2008, to just under 17%.

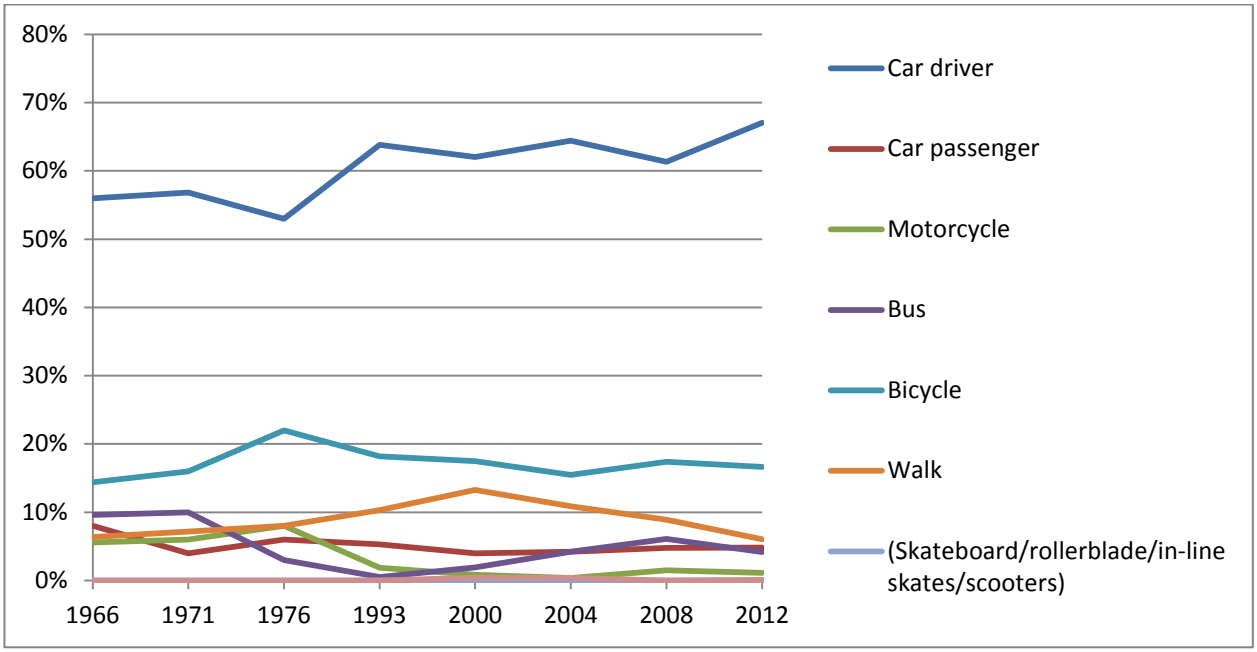

Figure 6: Staff travel behaviour, 1966-2012

When asked why people chose to travel the way they did, the responses were that it was quicker (56%), cheaper (42%), more enjoyable (32%) and that there was no viable alternative (30%).

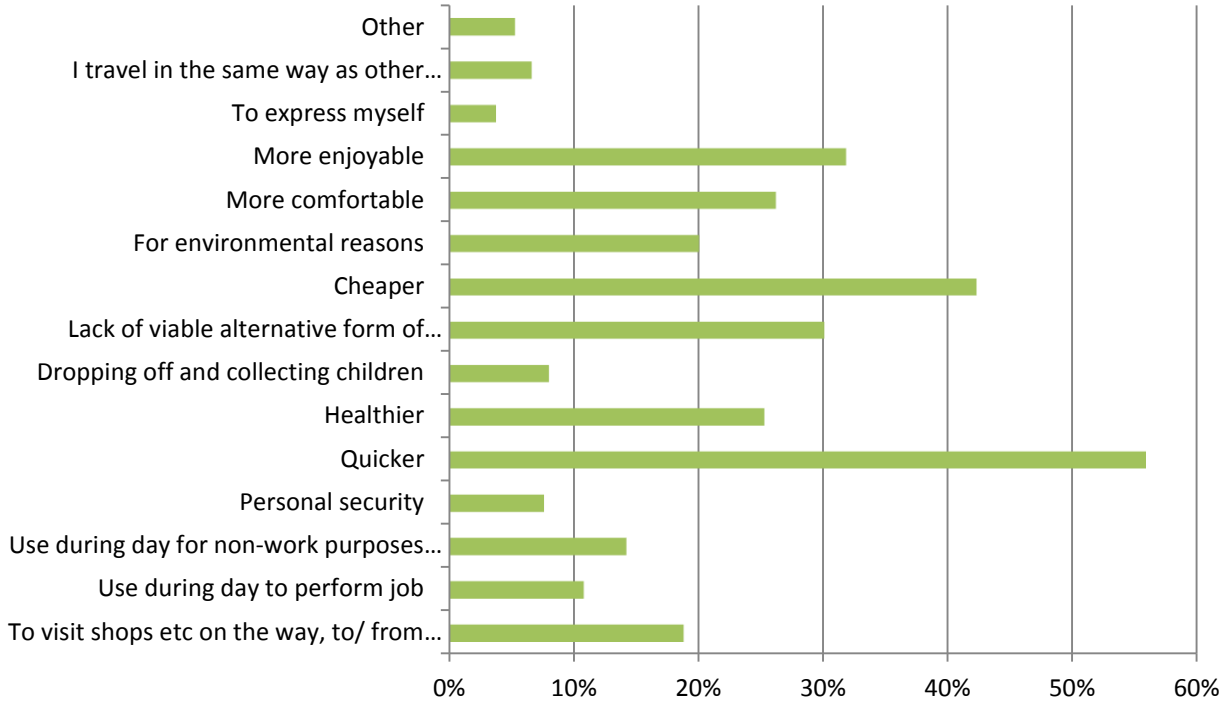

Figure 7: The reasons people travel to the University of Canterbury the way they do.

When asked to select the single most important reason for their mode of travel, the results were starker: quicker, cheaper, and no viable alternative stood out most prominently.

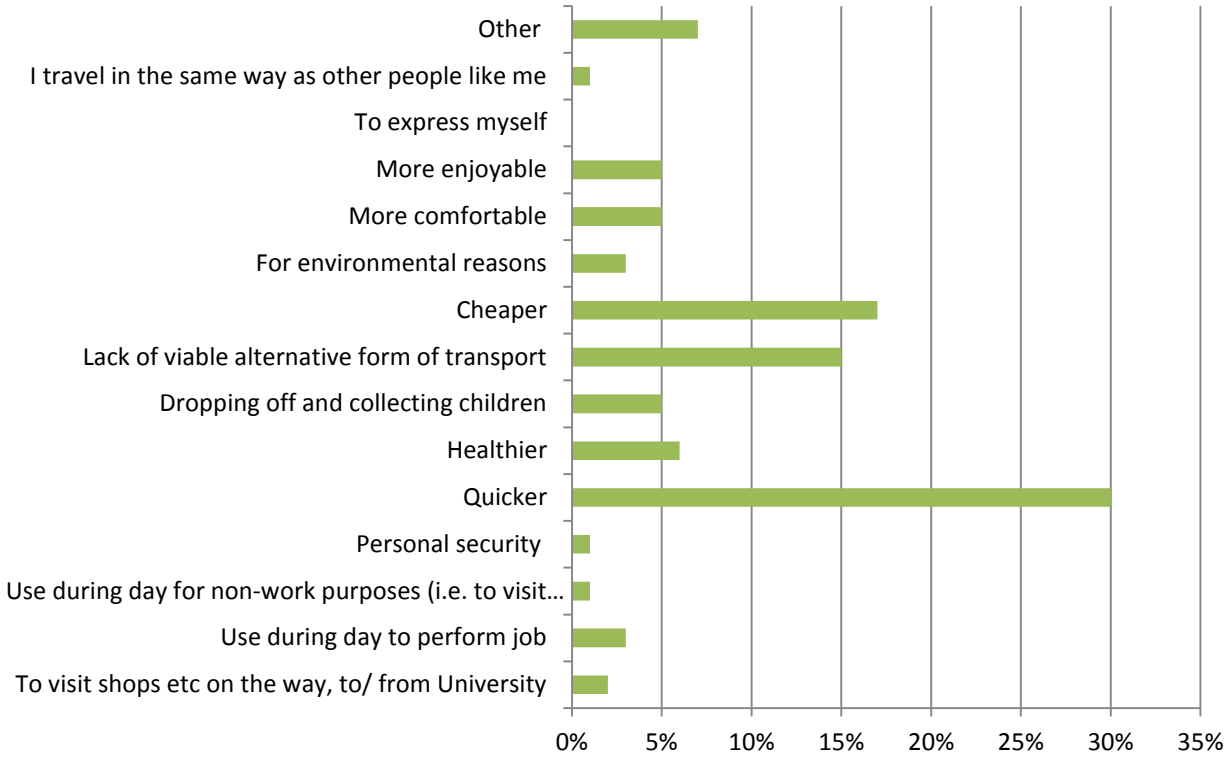

Figure 8: The most important reasons people travel to the University of Canterbury the way the do.

Parking Permits

Given the large number of people who usually drive to and from the University of Canterbury, it is not surprising that the question of parking permits and fees should excite a lot of interest. Currently, 35% of respondents have an annual or semester UC parking permit. 68% of staff own a permit, compared with only 25% of students. The survey asked respondents what they would do if the annual parking permit was abolished and a daily charge of $1 was introduced instead. Just over half of the respondents reported that this would have no impact on how they normally travel to the University. 30% of staff reported that they would park outside and walk in, as compared to 20% of students reporting the same. 14% of staff said they would continue to park in the University as often as they currently do, compared with 8% of students. Interestingly, 13% of students reported that they would park in the University and travel more often by car or van (compared with staff, of whom only 2% would do this). Very small numbers reported that they would stop driving to University as a result of this change (1% of staff and 2% of students).

Therefore, the indication is that the net result of such a change would be a 22% increase in parking on the roads surrounding the University (staff and students combined). Figure 9 shows this breakdown more clearly.

		Please indicate what describes you best:		
		Staff	Student	Total
If the annual UC car park permit was abolished and daily charges of $1 were introduced, what would y...	It would not affect the way I travel to University	426 48.74%	1516 52.93%	1942 51.95%
	I would park in the University as often as I do now	118 13.50%	228 7.96%	346 9.26%
	I would park in the University but travel less often by car/ van	40 4.58%	129 4.50%	169 4.52%
	I would park in the University but travel more often by car/ van	16 1.83%	358 12.50%	374 10.01%
	I would park outside the University and walk in	268 30.66%	567 19.80%	835 22.34%
	I would no longer drive a car/ van to University	6 0.69%	66 2.30%	72 1.93%
	Total	874 100.00%	2864 100.00%	3738 100.00%

Figure 9: Staff and student responses to abolishing annual parking permit and introducing a daily parking fee

Carpooling

Given the high cost of maintaining car parks, the lack of space for new car parks and shrinking size of existing ones, and the University's commitment to reducing carbon emissions, it is a priority for the University to encourage its staff and students to use modes of transport other than cars, or to use cars more efficiently. The survey therefore asked respondents what would encourage them to shift to other travel modes, starting with carpooling.

60% of staff reported that nothing would make them either start carpooling, or carpool more often or with more people, whereas only 38% of students reported this. This reflects the less flexible schedules of staff (especially of general staff), and particularly their greater tendency to need their car to pick up and drop off children. 34% of students were open to the idea of carpooling if they had help identifying carpool partners, 28% of students would consider this if they could get cheaper parking as a result, 24% of students would consider this if there were more car parking opportunities for carpoolers, and 22% of students would consider this if there was a guaranteed ride home in case they were let down. Clearly, therefore, any carpooling initiatives need to be directed mainly towards students.

The combined result of both staff and students reflects the idea that for carpooling to be effective, it needs to meet perceived needs for more and cheaper parking opportunities, but most importantly there needs to be a good system for finding suitable carpool partners (30%). The idea of a guaranteed ride home if the carpool fell through was appealing to 19% of respondents.

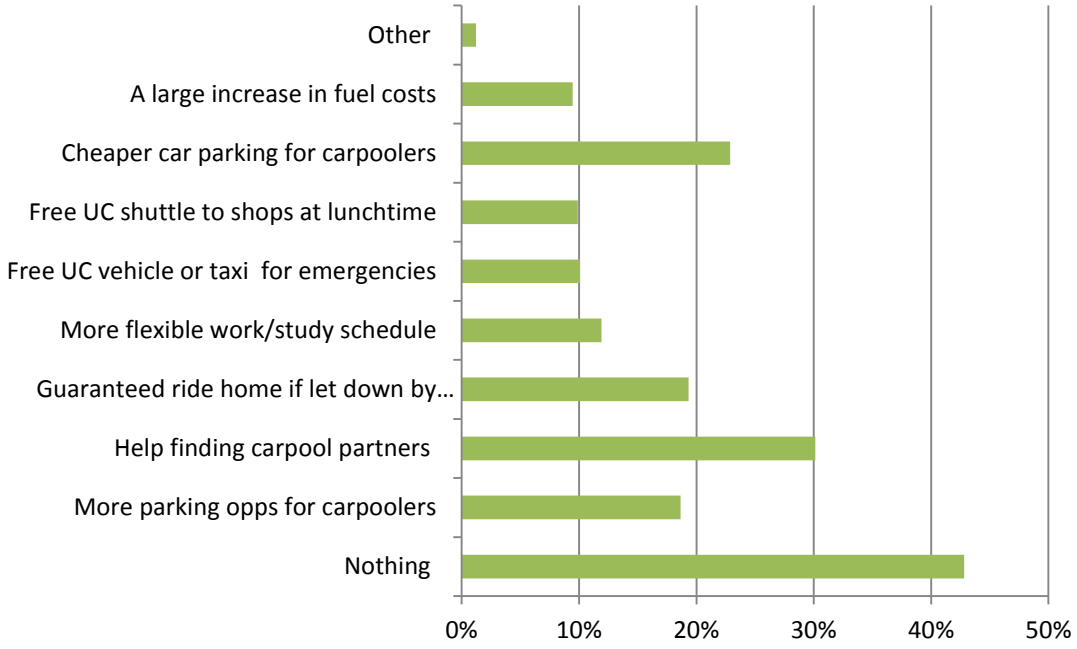

Figure 10: What would encourage you to carpool, or carpool more often, or with more people?

Respondents were further asked to select from this list the most important incentive. Again, the most important incentive was help in finding suitable carpool partners (20%). Cheaper parking for carpoolers was the most important incentive for just over 9%, and greater parking opportunities was important for 6%. Where respondents wrote other ideas, the most important of these were having help working out how to pick up and drop off children, and knowing the carpool partners first. There were a few comments regarding frustration over losing 'Rideshare' priority parks in 2011 and that Rideshare's replacement, 'Jayride', is too anonymous, perhaps because of perceived safety issues or concerns about possible unreliability.

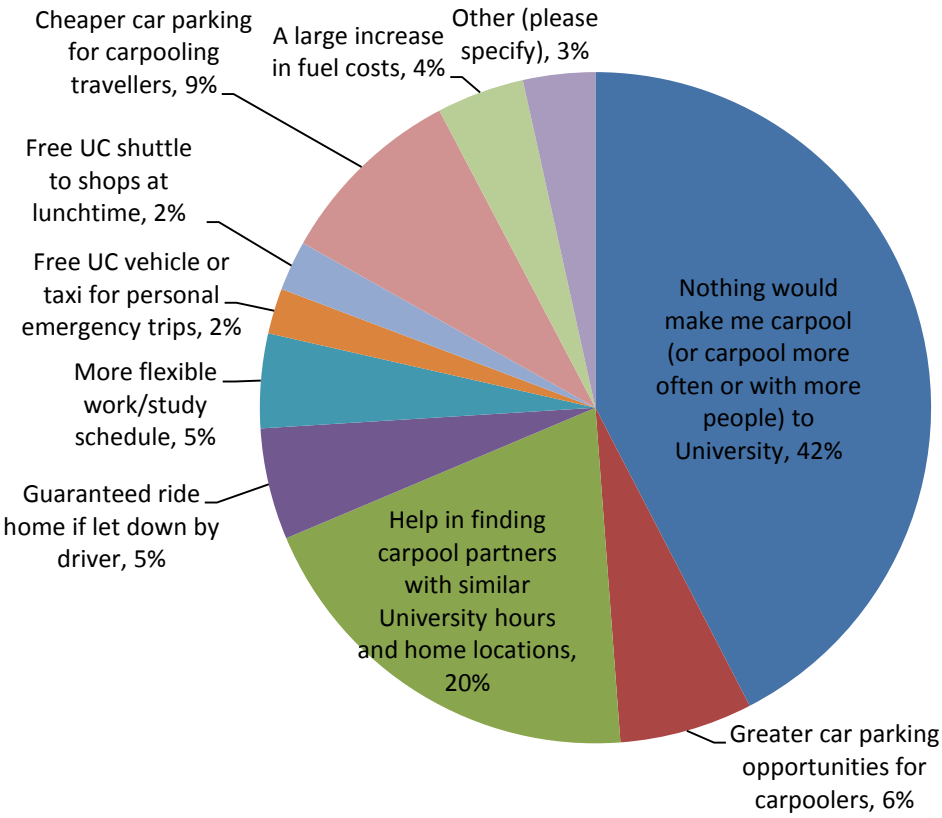

Figure 11: The most important incentive to carpool, carpool more often or with more people.

It is recommended therefore that the University investigates a more social approach to carpooling – including introductory evenings or lunches where potential carpool partners can meet each other. This should complement the existing Jayride system, which is the only simple means we have of matching partners with rides by location. Beyond this, the idea of carpooling needs to be socialised more systematically. The University could also revisit the issue of cheaper parking for carpoolers.

Public Transport

84% of respondents reported that there was a bus stop within ten minutes' walk of their home (75% of staff and 86% of students). 61% said they owned a Metrocard (44% of staff and 67% of students).

When asked what would encourage people to use the bus, or to bus more frequently, the result was more promising than with carpooling. Only 35% of staff said that nothing would make them use the bus, or use it more often, and 34% of students reported the same. 36% of staff would use the bus if there was a more direct bus route or better connections; 30% of students reported the same. 28% of staff reported that a more frequent service would make a difference; for students this figure was 31%. The greatest gap between the two groups was around bus subsidies, with 51% of students remarking that this would encourage them to bus more; conversely only 22% of staff thought this would make a difference.

When asked the most important incentive for busing, the combined results for both students and staff reveal that discounted bus fares would make the biggest difference (26. %), with improved routes being the most important incentive for 16% (Figure 12). More frequent services were also viewed as being important (6%), and this included earlier and later buses (including after midnight), as well as better staggering of buses arriving at and departing from the University. For those who selected 'other', almost 30% needed child drop off and pick up to be factored in somehow.

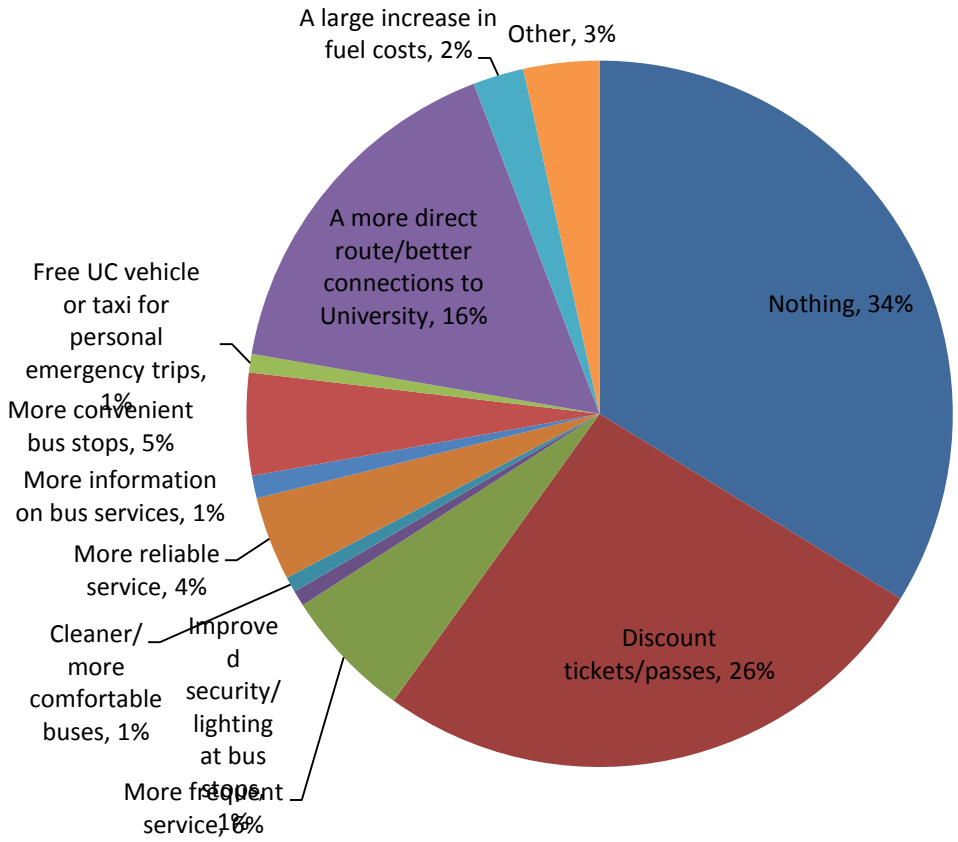

Figure 12: The most important incentive for busing.

It is therefore recommended that the University investigates options for a student subsidy on buses. At the same time, the University could undertake an internal survey to identify what sort of improved routes might be required in order to assist more staff and students to use the bus. At the very least, the University should encourage Environment Canterbury to consider undertaking this review, and at the same time push for more frequent services.

Cycling

69% of respondents believed they live within reasonable cycling distance of the University (60% of staff and 72% of students). 67% stated that they had access to a bicycle.

There was slightly less willingness from both staff and students to consider cycling (or cycling more often) to University than using public transport. 45% of staff and 36% of students would not consider this as an option. However, 30% of staff and 31% of students would consider this if there were improved cycle routes to the University (which often meant separated cycle lanes), and 27% of staff and 31% of students would consider cycling if drivers were more courteous. Similarly, 24% of staff and 27% would cycle if there were less traffic on roads. 21% of both groups would cycle (or cycle more often) if there were more easily accessible showers and changing facilities. Interestingly, 19% of students would consider cycling if they had free or cheap use of a bike for a year (compared to 6% of staff).

The combined results for both groups are shown in Figure 13.

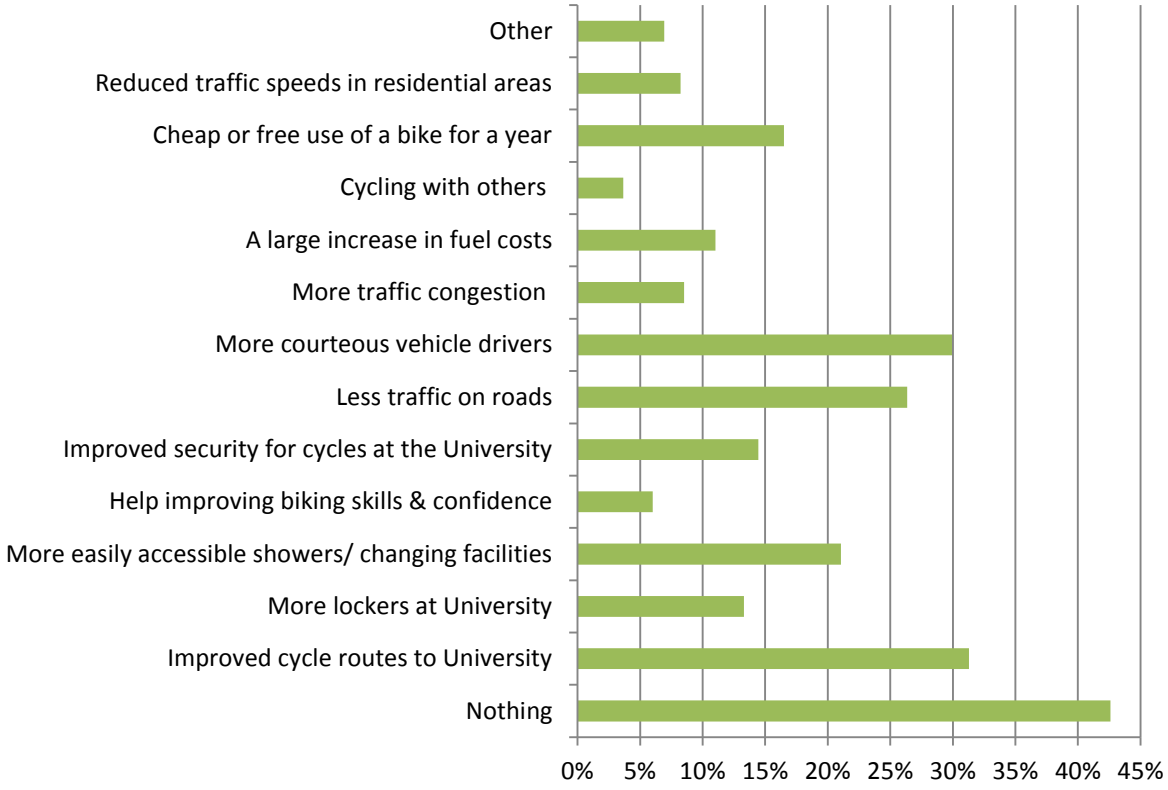

Figure 13: What would encourage you to cycle (or cycle more often) to the University?

When asked what the most important incentive of these would be, it was improved cycle routes to the University (16%). This was often linked to a need for safe cycle lanes. As one respondent answered: “It is simply too dangerous to ride a bicycle on Chch roads. It is only a matter of time before you get knocked off. I would only cycle with dedicated cycleways which do not share the road with cars.” Objective crash rate data show actually it's not particularly unsafe, but this perception of cycling being unsafe is very important as that determines people's transport choices.

The second most important incentive listed was cheap or free hire of a bike for a year (7%), followed by less traffic on the roads (7%) and more courteous drivers (6%), and more easily accessible showers and changing facilities (6%) (Figure 14). It is worth noting also that 6% of responses fell into the ‘other’ category. Ideas represented in here included more covered bike stands, a more relaxed dress code and removing the helmet law. While less than 1%, the call for more covered bike stands was the single most commonly unsolicited response in the whole survey, and was repeated later in the survey (see Figure 17).

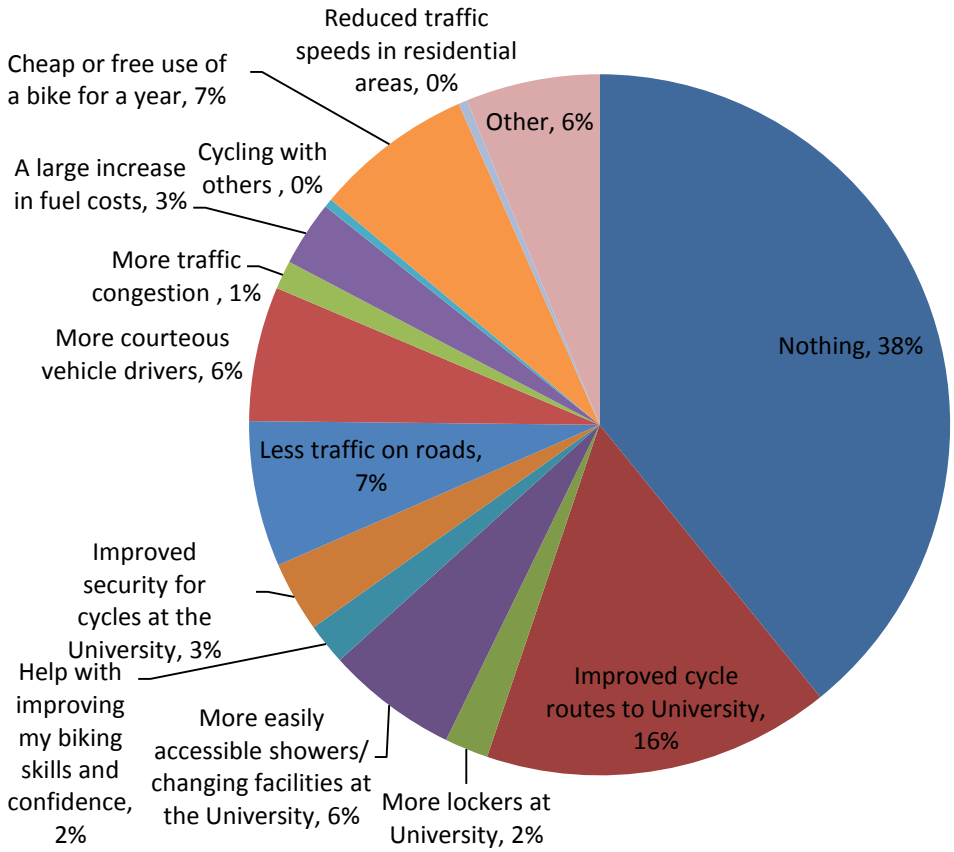

Figure 14: The most important change to encourage you to cycle (or cycle more often).

It is recommended that the University of Canterbury approaches the relevant local authority and formally lobbies for improved separated cycle lanes on routes to the University. Further, it is recommended that the University investigates ways of offering free or cheap use of bikes for a year to students, and to improve knowledge about and availability of showering and changing facilities at University.

Walking

Walking (or walking more often) is not viewed as an option for most University of Canterbury staff (72%) and students (60%). 56% of this group generally regard themselves as simply not living within walking distance. However, amongst the student group there were some strong signals about what could make a difference. For example, 18% of students indicated that a night time shuttle service would convince them to walk during the day. Improved crossings were important to students as well (16%) – mostly regarding crossing Ilam Road from the Halls of Residence. 15% wanted improved lighting and security along walking routes, and 13% believed that better pathway connections would make a difference. These often related to crossing Ilam Fields or through Ilam Gardens, where paths get muddy in wet weather.

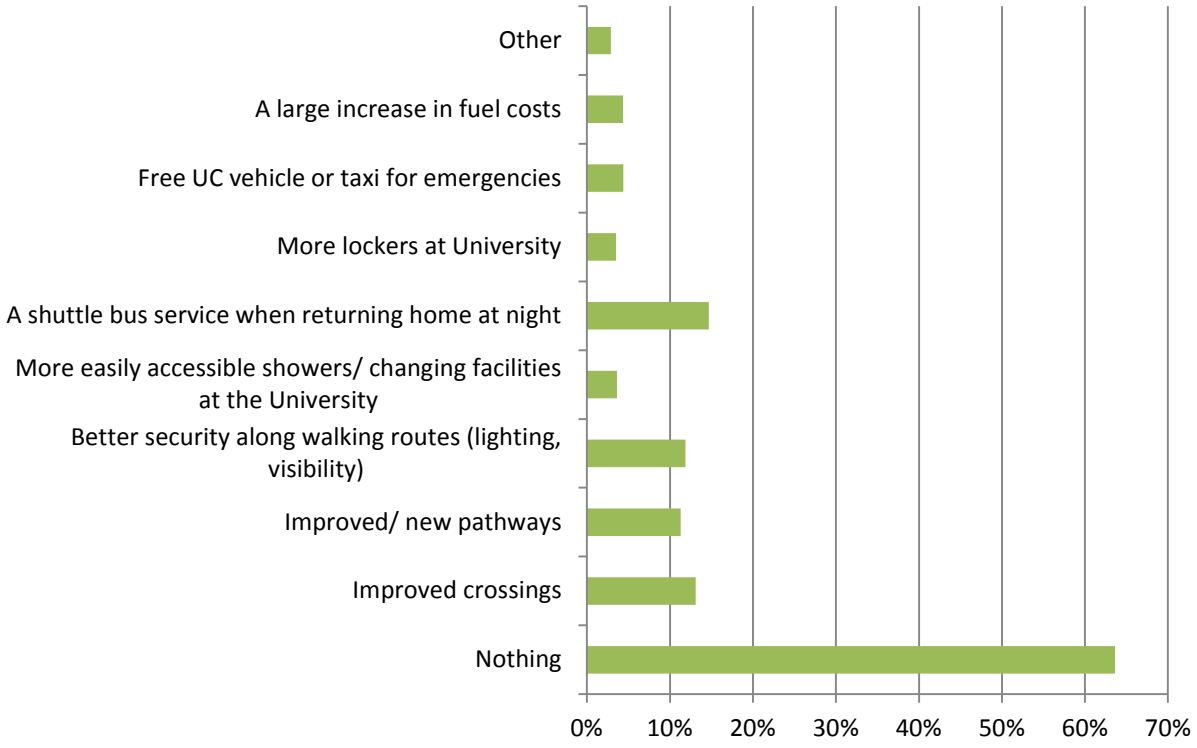

Figure 15: What would encourage you to walk, or walk more often, to the University of Canterbury

Overall, however, it appears that there is relatively little scope to encourage people to either walk, or to walk more, to University. The combined results for both groups indicate that a night-time shuttle would be popular amongst 15% of the campus population, and that better crossings were a priority for 13%.

When asked to name the most important change the results are similar: a night-time shuttle service, improved crossings, and improved lighting figure most prominently amongst the whole sample (Figure 16). Although students rated these around twice as important as staff, the figures for students are still low (between 9% and 6%).

It is recommended that a shuttle service be seriously investigated (something that will be returned to below), and that existing paths be assessed for improvements (for lighting, visibility and fewer muddy patches).

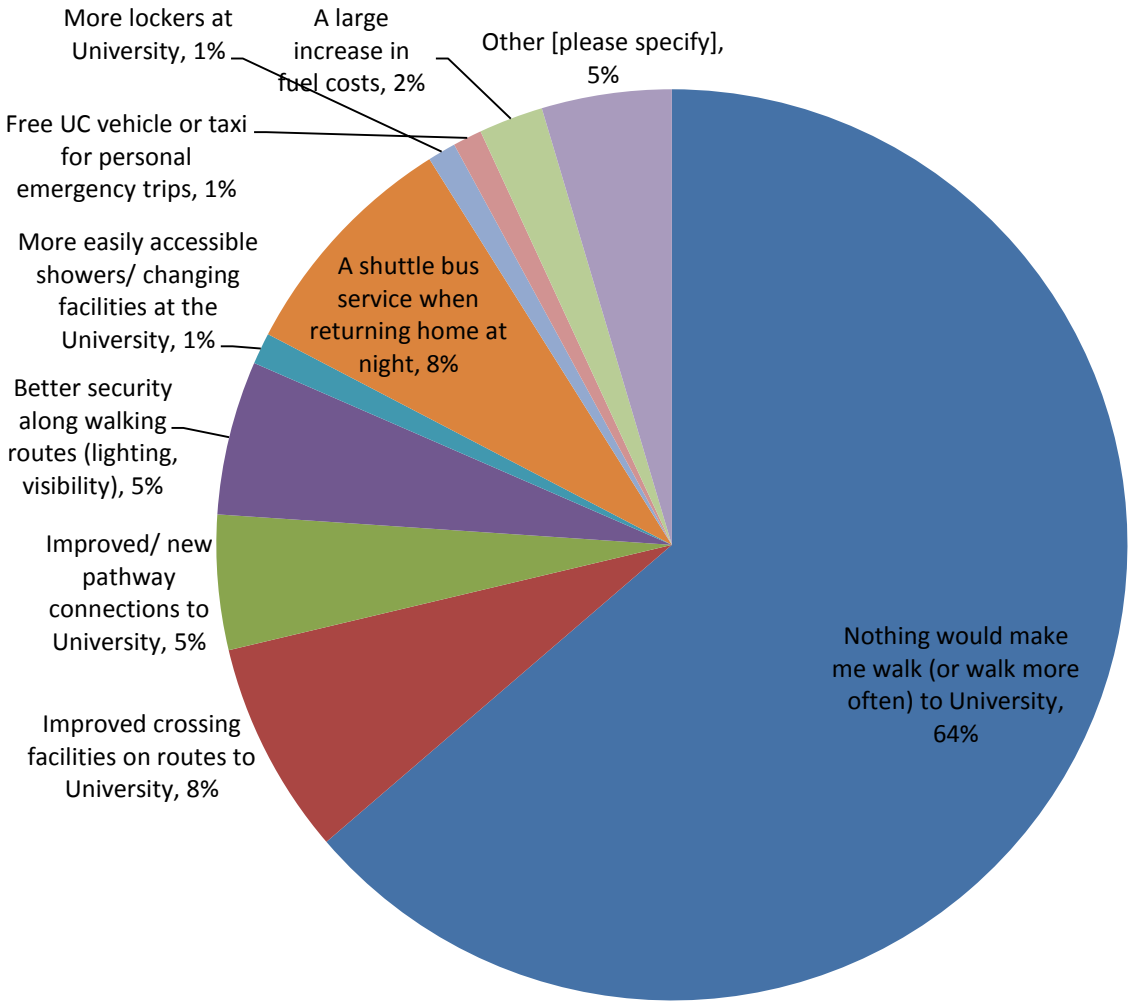

Figure 16: The most important incentive to walk, or walk more often, to the University of Canterbury.

Arrival and Departure Times

Participants were asked to input their arrival and departure times for the 31st of July 2012. The data that this produced was then exported to Excel for further analysis.[2] There were five people who left the University after midnight and these outliers were removed as they are statistically insignificant. Figure 17 shows that most of the UC community arrive between 8am and 9am and most leave between 5pm and 6pm. This also showed that arrival and departure times were not varied between modes of transport.

[2] Participants were asked for their arrival and departure times based on their mode of transport. This led to a large amount of data being produced and in future it would be advised that they are not categorised into mode of transport. Once the data was in Excel it needed to be cleaned up as there was a large variance in the different ways that participants had written times, varying from 24hour time to a single number. Excel was unable to distinguish this. The numbers were all then manually changed into one format. This means that human error is likely to be apparent in these results as it was difficult to distinguish if a participant left the University at 10am or 10pm. Once the data was in the same format it was sorted ascending and from that data figure 17 was created.

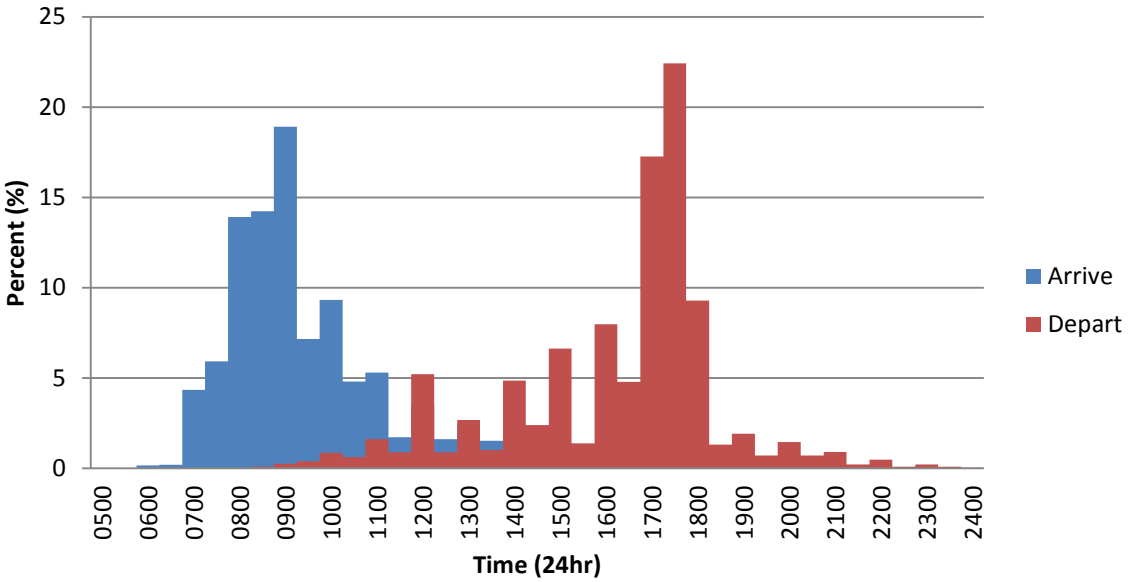

Figure 17: Arrival and Departure times of participants

Length of time to get to the University of Canterbury

Participants were asked how long it takes them to get to the university. This data was exported from Qualtrix to Excel and then analysed. Data was divided into different time categories. Figure 18 shows that most participants live within 20 minutes of the University. This data had a mean of 19 minutes and a standard deviation of 16 minutes which means that there is quite a bit of variation between travel times.

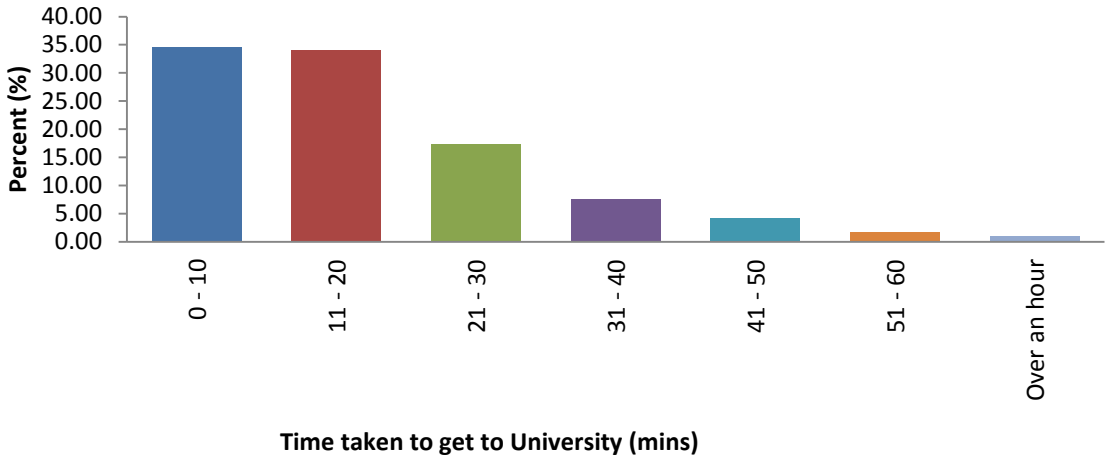

Figure 18: The length of time it took participants to get to University

Distance of travel to the University

Participants were asked to record the address they normally travelled from to get to the University, and this was mapped using ArcGIS and cross-tabulated by travel mode. It is important to note that not all respondents recorded their addresses. The data contains 675 walking participants; 1251 participants who drove; 110 participants who were passengers in a car; 263 participants who came by bus; 602 participants who cycled; 48 participants who came by motorbike or moped; 63 participants who came by scooter, skateboard or rollerblades; and 10 participants who came by other means of transport.

Of these, 45% of participants who drove to the University lived within a 5km distance of it (Figures 19 and 20). 54% of car passengers lived within a 5km distance of the University. 35% of bus users lived within a 5km distance of the University (Figure 21). 79% of students who cycled lived within a 5km distance of the University (Figure 23). 79% of students who came by scooter, moped, roller blades, skate board and other forms of transport lived within a 5km distance of the university (Figure 24).

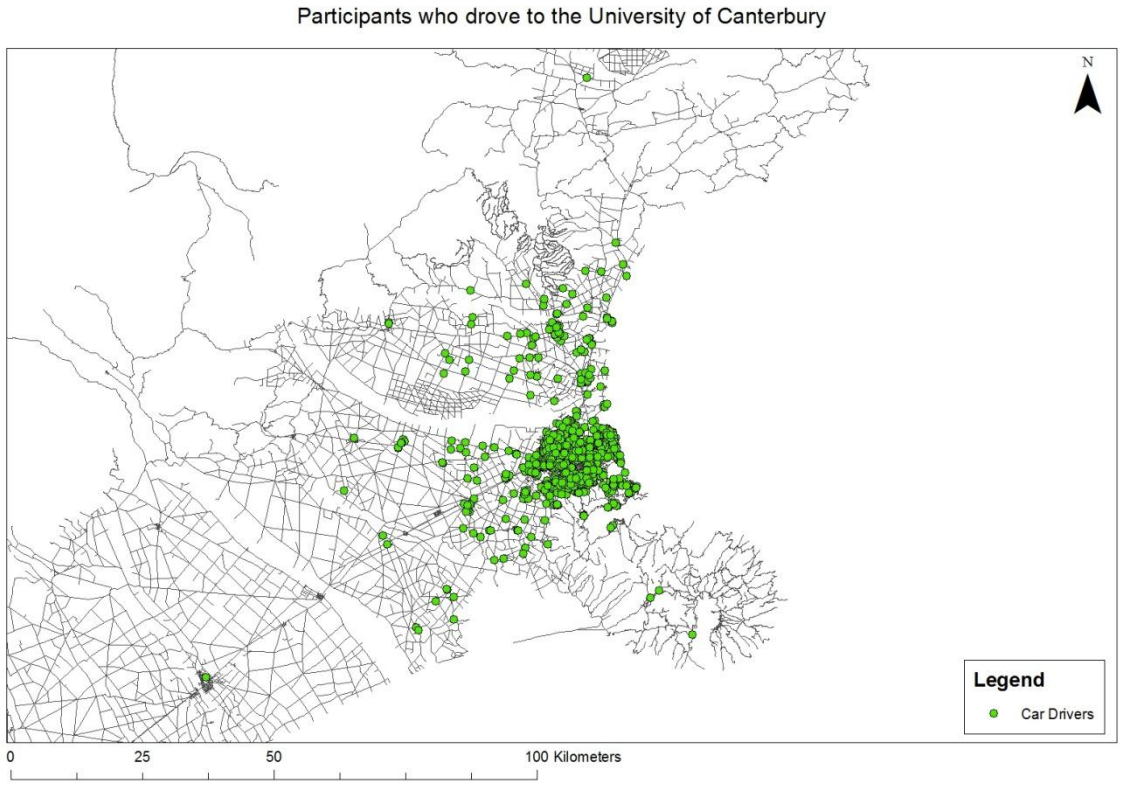

Figure 19: Participants who drove to the University of Canterbury

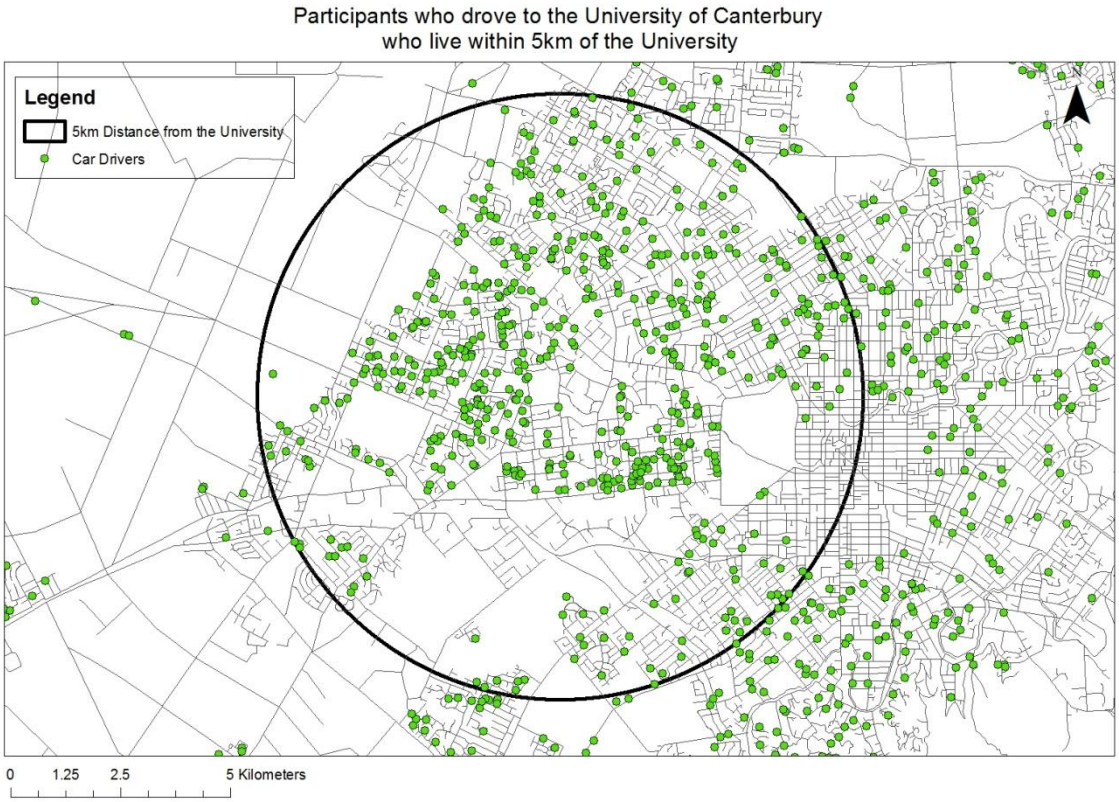

Figure 20: Participants who drove to the University of Canterbury who live within 5km of the University

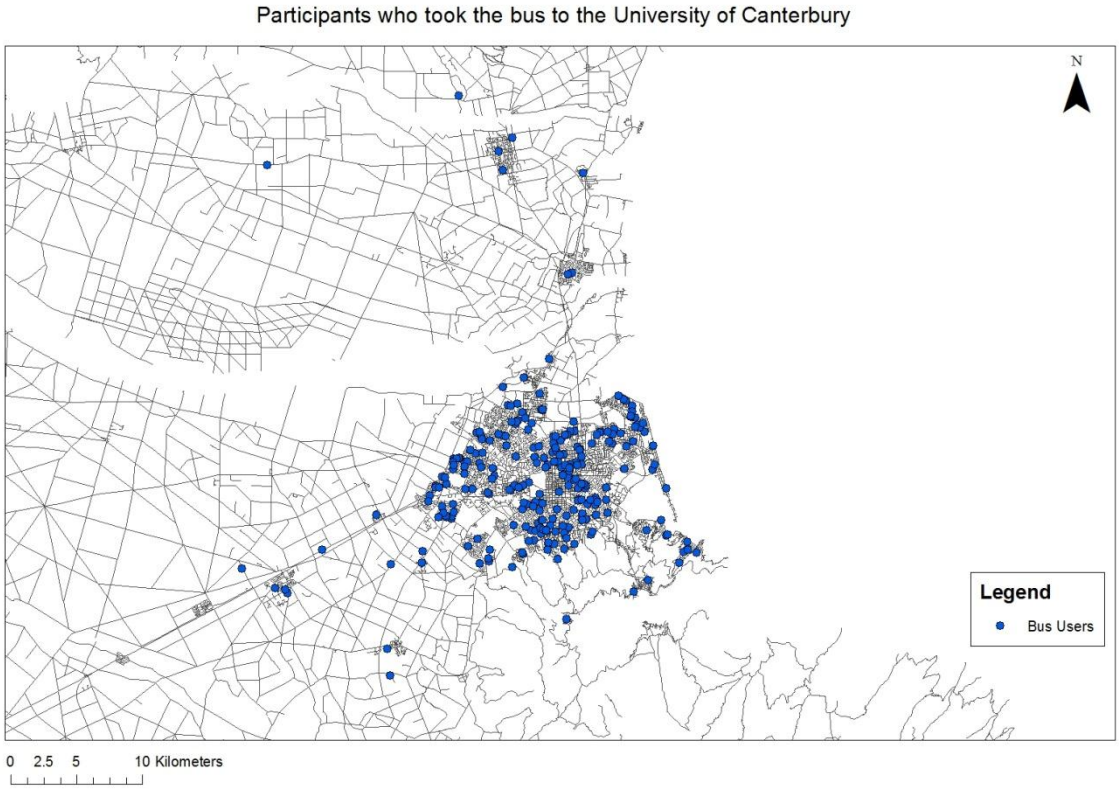

Figure 21: Participants who took the bus to the University

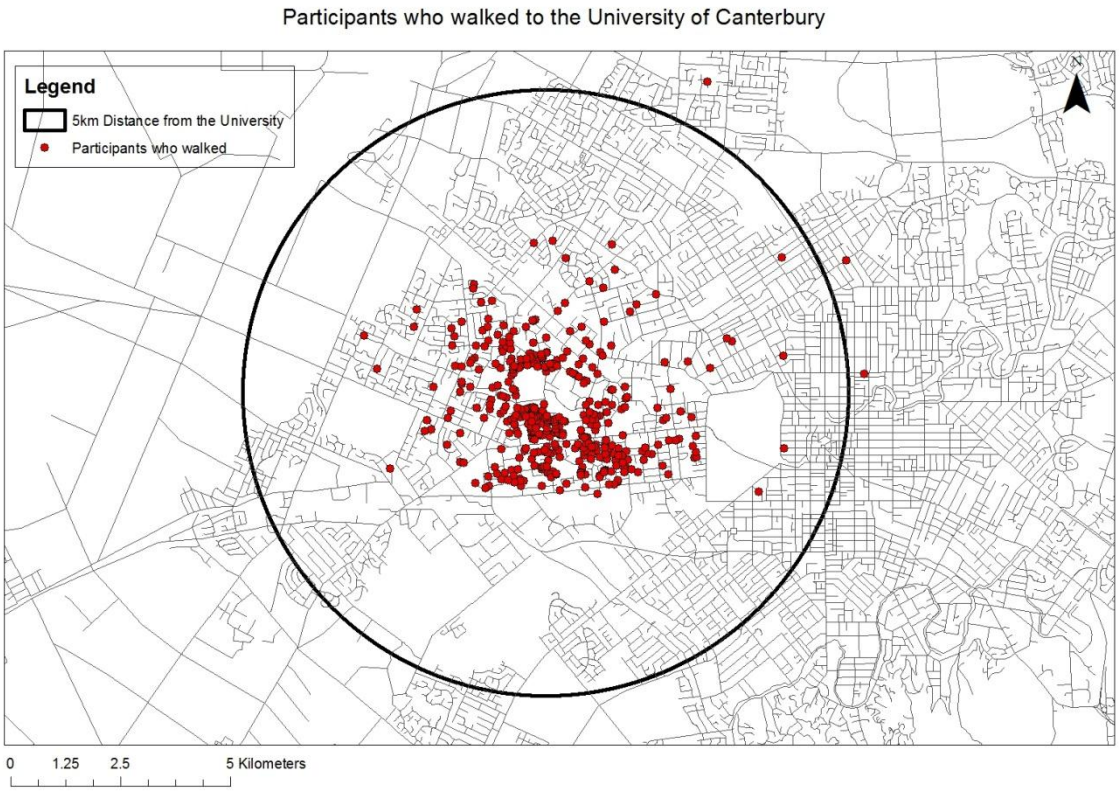

Figure 22: Participants who walked to the University

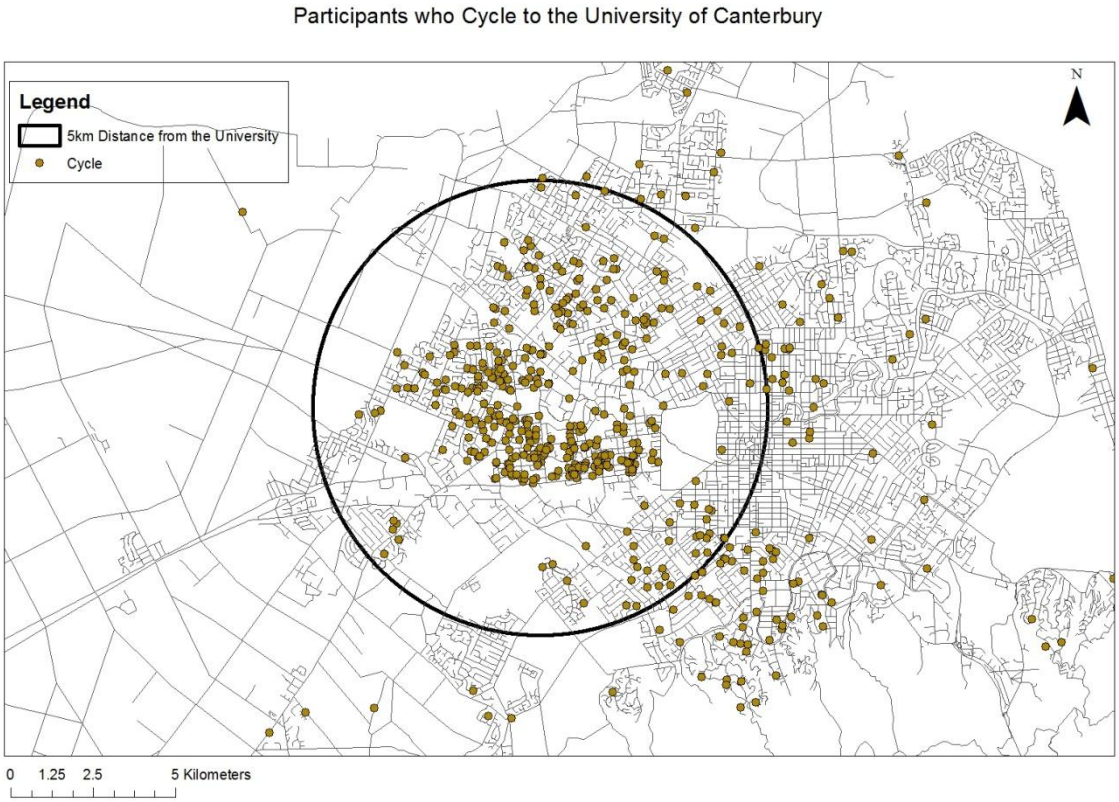

Figure 23: Participants who cycle to the University

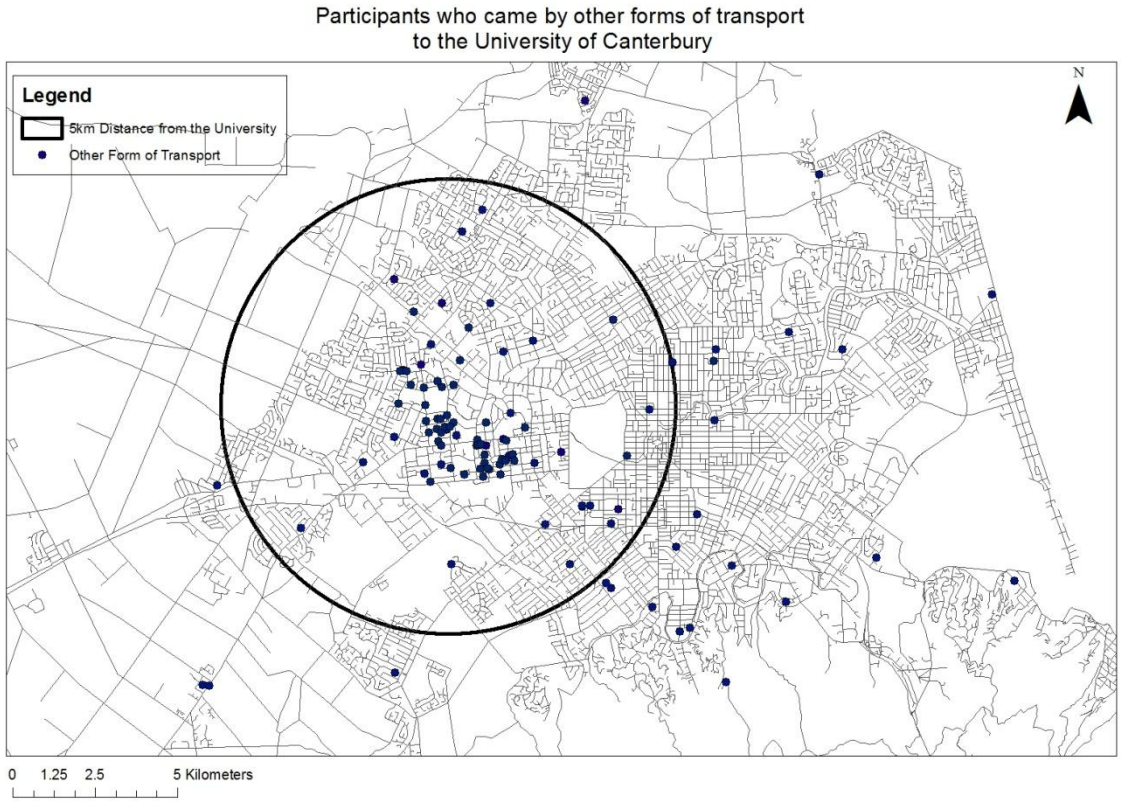

Figure 24: Participants who travelled by other modes to the University

This reveals that, whereas 40% of respondents who drove to University in 2008 lived within 5km, there has been a slight increase in drivers living within a 5km radius of campus in 2012 to 45%. The other travel modes have remained almost unchanged since 2008, with the exception of bus users. Fewer of these lived within the 5km radius in 2012 (35%) than 2008 (41%). A comparison by travel mode for the two years can be seen in Figure 25.

Mode of transport	Total Mapped 2008	2008 Total %	Total Mapped 2012	2012 Total %
Car	988	34	1289	42
Passenger	86	3	110	4
Cyclist	614	21	602	20
Bus	324	11	263	9
Walking	842	29	675	22
Other	69	2	121	4

Figure 25: Comparison by travel mode of people travelling within a 5km radius of the University of Canterbury, 2008 and 2012

Other Feedback

The final question in the survey asked respondents to write “any other comments about your travel to University or about desirable transport features of the University Campus in the future”. This question solicited a rich array of responses which can be best summarised as a ‘word cloud’ (Figure 26). The word cloud represents the most commonly stated ideas or phrases by frequency. The larger the word, the more often it has been mentioned. For the purposes of a meaningful analysis, some concepts were grouped together or slightly reworded so that the general principle could be more obviously viewed.

Figure 26: Word Cloud of most commonly mentioned ideas in the question asking for other comments on UC travel.

Some important themes stand out from this analysis. Notably, there was a strong call for more car parks. Equally, however, there was a strong call for more bike stands. Improved cycle routes to University, a subsidised bus fare (especially for students), and improved crossings on Ilam Road all stood out prominently.

Parking

The call for more parking contained a number of different views. Frustration over a perceived 'over-selling' of parking permits was strongly voiced. A call to allow students to park in staff parking areas (which were viewed as being under-utilised) was also common, as was a desire to have more parking areas scattered around campus.

The issue of parking permits drew many responses. Overall, the suggestion of a daily parking fee was very popular, although there was also a clearly stated view that the annual permit should be retained. Many wanted parking to be cheaper, and a smaller group insisted that parking should be free. Of this group, many were students who believed free parking should be covered by the student levy.

A number of people urged the University to do something about the availability of parking on streets surrounding the campus. Some of these comments were related to the inconvenience of P120 parks. Although this was not stated, the intention here presumably was for the University to request that the Christchurch City Council does away with P120 parking. However, some of these comments also related to parking at Dovedale, where the on-site parks were empty due to the ease of parking off-campus. These people urged the University to drop parking fees at Dovedale altogether. UC could reconsider the issue of removing parking charges at Dovedale in light of their ineffectiveness in an area of abundant free on-street parking.

Another concept mentioned by several people was that of scaling parking charges, so that those living closest would be charged the most for parking, and those living further (with the least flexibility) would be charged least.

Cycling

There was an overwhelming call for more cycle stands, and for these to be placed more conveniently. In particular, many people remarked at the need for more cycle stands outside Erskine and Central Library buildings. This is particularly noteworthy because it was not asked as a separate question earlier in the survey.

Coupled with this was a clearly stated need for covered cycle stands, possibly reflecting the wet weather on the day the survey was launched. It was noteworthy that the call here was for covered rather than secure cycle stands. Indeed, some respondents did not like using the secure cycle stands and did not believe they offered much security given all Canterbury card holders could access them. It should be noted, however, that the low level of responses relating to secure cycle stands may reflect that they are currently working well. It should be remembered that prior to the availability of secure cycle stands there was an overwhelming call to have them installed.

There was some perceived need for better, designated bike paths on campus. However, the much more firmly held belief was that cycle routes to campus be improved, sometimes drastically. Safety was key here, and most of these respondents insisted that separated cycle lanes be installed.

On-campus facilities also required attention, notably much better access to showers, lockers, changing areas and places to dry damp or wet clothes during the day. Some mentioned the idea of a centralised bike 'hub' which could contain all these facilities. There was also mention of a bike shop and better bicycle maintenance facilities.

Public Transport

When it came to busing, the three priorities were clearly subsidised bus fares, direct bus routes, and the idea of a Uni Bus or a night shuttle. The call for reduced bus fares was overwhelmingly from students who were often amazed that this was not already in place. Direct bus routes (which would be faster and require no bus-changes) was often asked for by staff, and many of these people lived out of town where services were complicated or non-existent.

The Uni Bus or a night time shuttle was again something desired by many students. The concept for the shuttle was generally a bus that would take students through the main student flatting areas after dark. Some people wanted such a service to be free, while others were prepared to pay for it. The Uni Bus was a more general concept, also aimed for areas with higher student populations, that would bring students to and from University, and not necessarily just to return people home at night.

Pedestrians

The main comment arising with regards to pedestrians was improved crossings, especially on Ilam Road. This was a major element of the feedback in this section of the survey and shows prominently in the word cloud. Also prominent (though less so), was the desire for improved pedestrian paths. In part this reflected the slight increase in students using skateboards to move around campus, who view the paths as not being wide enough or else too rough for easy skateboarding. However, another subset of this group was particularly focussed on improved pedestrian connections between the Ilam campus and the Halls of Residence. Paths through Ilam Gardens were considered as being often too muddy, and a path along the

south side of Ilam Fields (between the Fields and the Gardens) was considered by some as necessary. Improved lighting along walkways, and improved security on campus were also noted. Finally, there was also a concern expressed that there needed to be more covered walkways between buildings.

Other

Several other issues arose from this section.

Children

A very significant issue raised throughout the survey by many respondents was children. Many people, staff especially, commented that because of their need to drop off and pick up children, they had no option but to drive. As one person put it: "The university must consider parents who must drop off and collect children from school. For most of us other transport options are not possible due to this." Some respondents felt that they needed to have their car with them in case of earthquakes, in which case they might need to get to their children quickly. While this is understandable, it should also be remembered that roads have a tendency to become gridlocked quickly in the event of a civil emergency.

These views were not restricted only to staff, but affected some students as well, especially when coupled with parking charges: "I would really like to see more long term parking spaces specifically for students with children, closer to the creches. At present I have to drive across campus to drop off/collect children from Montana creche and then find a park for the day because all of the parking near the ELC are for staff only. A reduction in parking costs for those with children would also be appreciated as there is no other form of travel for a lot of us, and finding the money for the permit is just another inhibitor to study."

One respondent felt that there was an opportunity to help parents with children transition to other travel modes as their children got older: "The need to drop off/pick up children is a key issue for parents at UC. It might be worth looking at this group carefully to encourage them to change the mode of transport as the children grow up."

Carpooling

Carpooling was mentioned by many respondents in a number of different ways. One strand was frustration about changes to the Rideshare scheme, which was axed in 2011: "The proposal to charge EXTRA for participation in ride share at the same time as reducing the rideshare parking spaces shows how little the university cares about staff. This kind of survey is just window dressing."[3] Here, the desire for free carpool parking and priority parks for carpoolers, were specifically mentioned as the kind of incentives needed to encourage people to carpool.

As another respondent put it: "Rideshare should be brought back and made free again. Priority parking encourages carpooling. Rideshare should be free, most people cannot carpool everyday therefore they often each have purchase a permit but on days when they can carpool they save petrol sharing, when you have to pay for rideshare the incentive is greatly reduced as now they have to pay for two permits and rideshare. It is unrealistic to believe that people can rideshare all the time, different schedules as well as different after uni activities prevents carpooling everyday. Carpooling should be encouraged whenever possible and those people should have priority parks on the days that they carpool."

Light Rail

Light rail options, particularly for those living out of town, were also mentioned. Often these comments

[3] The reduction in spaces mainly came about due to pressures on parking space by contractors doing remediation work

were linked with the need for a park and ride style system, either for people to drive to a rail link, or else get a train and cycle from the train station to the University.

Motorcycles
A number of people mentioned that motorcycle parking was no longer adequate. They especially noted the need for more covered motorcycle stands.

Conclusions

The results of this survey have demonstrated that despite some gains towards sustainable transport choices by University of Canterbury staff and students – namely towards cycling – the numbers of people driving to campus have climbed again and other travel modes have decreased (with the possible exception of skateboarding).

Nevertheless, the survey indicates that there is substantial opportunity for changing this. Figure 20 summarises this. In order of people's willingness to change travel modes, the order appears to be busing, cycling and carpooling, with little opportunity to address walking significantly if not coupled with a shuttle service of some kind.

Desired Outcome	Actions required	Status	Person Responsible
Bus subsidy	Would require a financial investment from UC. Has not been scoped.	This is being investigated by two 4th year Eng students	Civil/Nat Res Eng Dept
Bus Routes and Service Review	UC could undertake an internal review in order to give data to Ecan, or else request Ecan to do this review.	Dialogue being opened with Ecan and TWG to advance this	Sustainability Advocate
Uni Bus/ Shuttle	Would require a financial investment from UC	Trial proposed for Term 2, 2013	Facilities and Operations Management, UCSA President
Improved cycle routes/lanes	UC to liaise with relevant local authority to lobby for this	In part this will be covered by the Ilam Rd Upgrade. UC will input on the CERA plan as well with this in mind	TWG Chair
More (covered) cycle stands	Review of cycle stands required	Currently identifying best spaces	Estate and Asset Management
Free or cheap bike hire for a year	Current project underway through the UC Sustainability Office to make this possible	Proposed project with UCSA, UC Bike and Sustainability Office	UCSA President, Sustainability Advocate
Shower/changing/locker facilities	Need to be incorporated into building remediation, and CMP	This will come up in Phase 3 of Undercroft redevelopment	Estate and Asset Management
Help finding carpool partners for students	Social Marketing and events to support this, through UC Sustainability Office	UCSA will help promote this	UCSA President, Sustainability Advocate
Cheaper parking for carpoolers	To be assessed by UC Facilities and Operational Services Manager	This will be resolved longer term through barrier arms	Facilities and Operations Management

Priority parking for carpoolers	To be assessed by UC Facilities and Operational Services Manager	Priority parking for carpoolers is not currently viable	n/a
Improve pedestrian crossings on Ilam Road	This is in train with Christchurch City Council	Ilam Rd upgrade will meet this need	Facilities and Operations Management
Improve pedestrian paths around campus	Requires investment from UC.	Student research has identified areas requiring attention. Now to be fed into CMP	Estate and Asset Management

Figure 20: Suggested actions as a result of survey feedback, as discussed by UC Transport Working Group