

Auckland Transport Road Safety Perceptions Survey

Research Report

2020



Background

In September 2019, Auckland Transport introduced speed-calming measures to selected residential areas in the Rosehill, Papakura and Te Atatu South residential areas. Measures included the addition of speed bumps, speed tables and signage in an attempt to reduce the speed of vehicles on the road and make the streets a safer place for walking, cycling, children, the elderly and the differently abled.

Gravitas Research were commissioned by Auckland Transport to conduct research with residents in these areas to help understand awareness of the measures that have been put in place, the impact that the measures have had, as well as the public perceptions and potential changes to travel mode used.



Research objectives

To understand...



Awareness of speed calming measures



Impact of speed calming measures on:

Safety overall

near schools

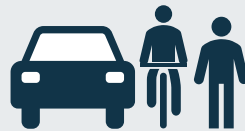
in the area (excl. schools)

Pedestrian friendliness

Cyclist friendliness

Drivers driving below the speed limit

Active mode use



Current travel mode used to and from:

School

Work

Local shops



Demographic information

Methodology



Mail-drop survey

All properties (residents) in both the Papakura and Te Atatu South areas were posted a letter outlining the research and the measures that have been undertaken in the area. This provided all those living the both areas the opportunity to take part.

The letter included a paper copy of the questionnaire (with return postage included) as well as instructions on how to undertake the survey online (if they prefer). An online version of the survey was also available.

The survey questions are appended.



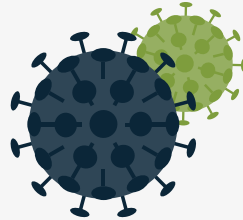
Response

n=254 surveys were completed

n=109 Papakura

n=145 Te Atatu South

13% response rate was achieved*



Implications of Covid-19

During the surveying period, the outbreak of Covid-19 and subsequent self-isolation of the population imposed at midnight on Wednesday 25th March will have led to reduced movement of the public and likely will have resulted in changes in the use of both speed calming areas in terms of mode usage, travel frequency, traffic density and possibly driver behaviour. However it is unlikely that Covid-19 would have increased/decreased safety perceptions that were not already there.

**Note: This is also likely to have had some impact on the response rate.*






Rosehill, Papakura

Summary of Key Results



Rosehill - Summary

-  Overall 97% were aware that speed calming measures were introduced in their area.
-  More than four out of five respondents (82%) felt that the speed humps and tables have made the area safer overall, including 50% saying it is *much safer* than before. The net increase in positive safety ratings was +76%.
-  Respondents gave significantly higher safety ratings across all five individual aspects of road safety following the introduction of the speed calming measures. Including significantly higher ratings for:



Safety around schools - up from 26%, to 74%



Safety around the area (ex. schools) - up from 26%, to 76%



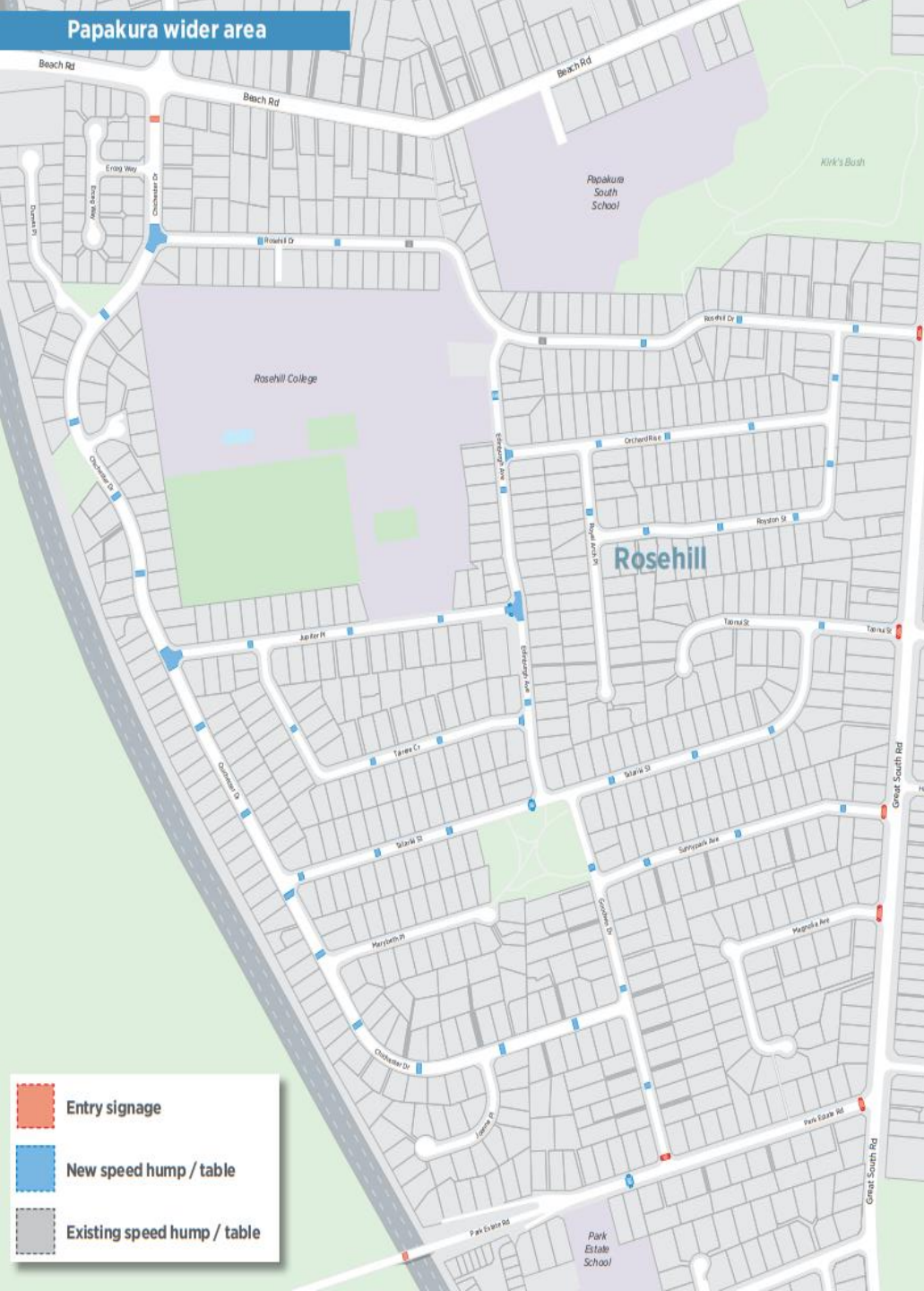
Pedestrian friendliness - up from 29%, to 66%



Cyclist friendliness – up from 30%, to 54%








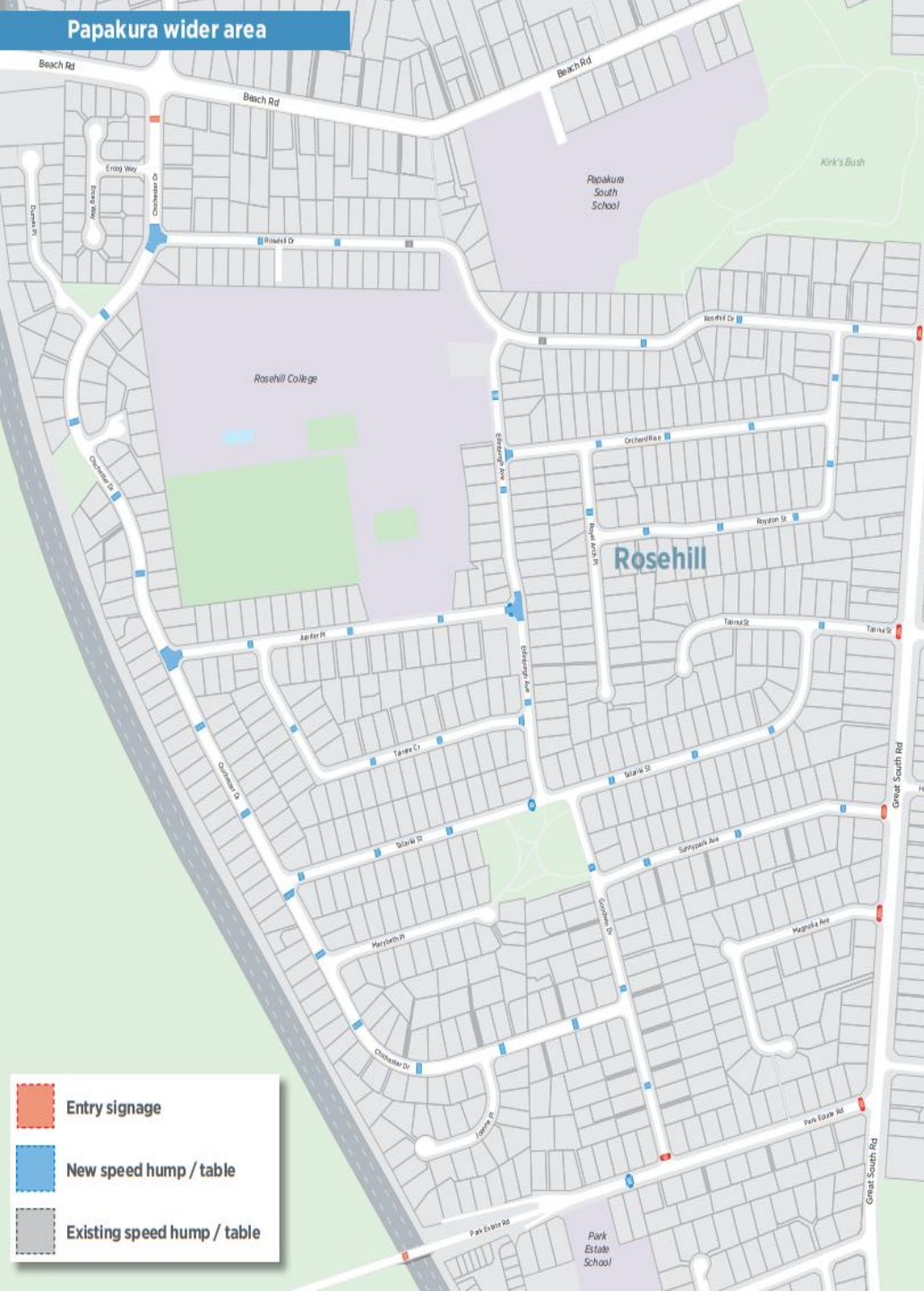
People driving under the speed limit – up from 18%, to 60%





Rosehill - Summary

-  Overall, the speed calming measures have had the biggest impact on how often people are walking in their local area, with a net increase of +37%. Cycling has seen a net increase of +12%, while overall scootering levels have seen a slight increase (+2%).
-  Overall, 44% of respondents state they are now participating in at least one active mode activity more often now that they measures have been installed. *Note: walking and cycling mode share may be higher in part because the survey was undertaken during lockdown when most people had increased walking and cycling.*
-  Private vehicles are the most common travel mode used to travel to/from both work and local shops. Around one in six respondents travelling to/from local shops say an active mode is their main method of transport.
-  Mode use is more mixed for school trips, with around 45% of those making this type of trip saying they mainly make it by private vehicle, two out of five mainly use an active mode and just over one in ten use public transport.
-  Active mode levels are higher across all trip types when looking at all modes used (rather than just the main mode) indicating that frequency of active mode use could increase further over time (particularly during summer months).





In Rosehill...



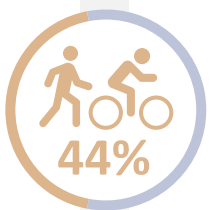
Are aware of the speed calming measures introduced

97%



Felt the measures resulted in a net increase in road safety
82% increase 6% decrease

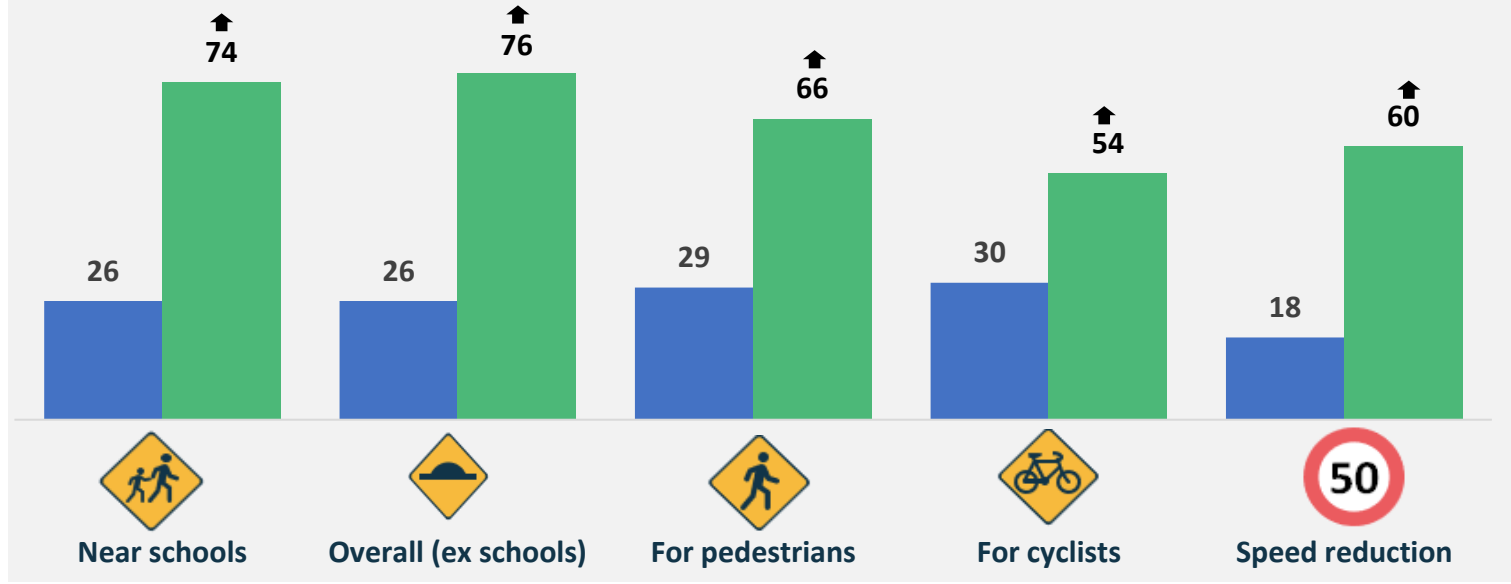
+76%



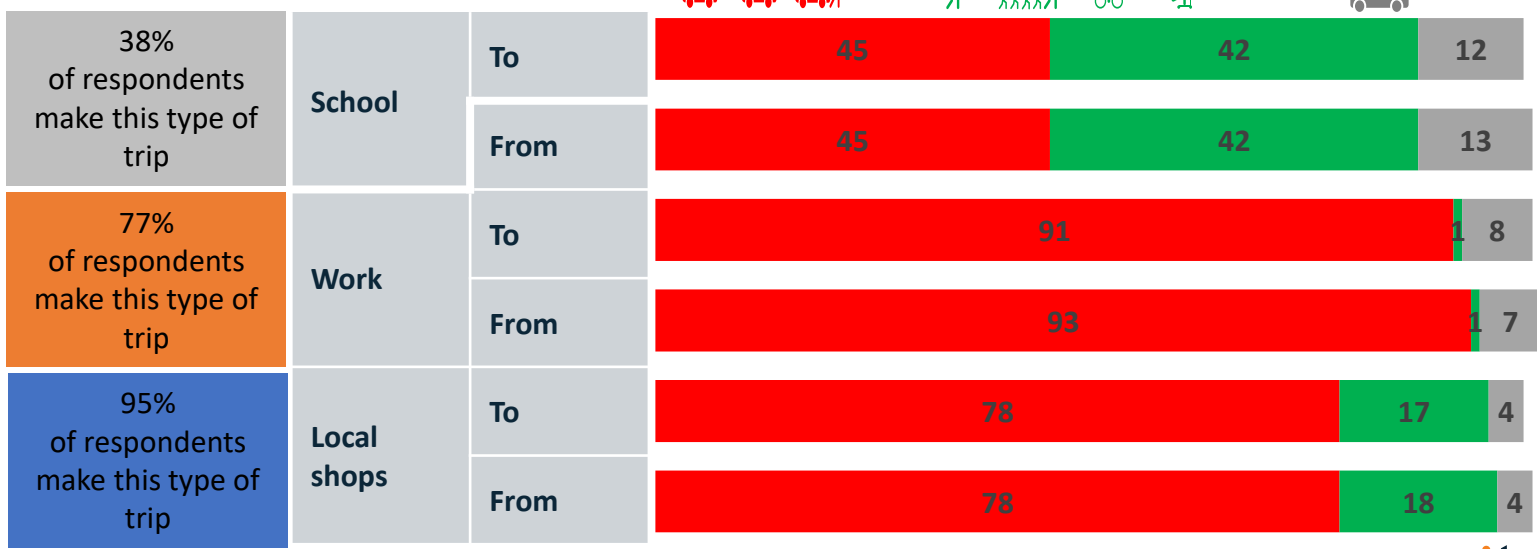
Now use at least one active mode more.
Net increase by individual mode:
+37% walk
+12% cycle
+2% scooter

44%

Safety ratings before and after speed calming measures...



Main mode used for key trips:




An aerial photograph of a suburban neighborhood, likely in New Zealand, showing a mix of residential houses, some larger commercial-style buildings, and green spaces. In the background, a large body of water (likely a bay or harbor) is visible under a clear sky. The text 'Te Atatu South' is overlaid in large white font, with 'Summary of Key Results' in a smaller white font below it.


Te Atatu South


Summary of Key Results




Te Atatu South - Summary


- 


Overall 98% were aware that speed calming measures were introduced in their area.
- 


More than three quarters of respondents (77%) felt that the speed humps and tables have made the area safer overall, including 42% saying it is *much safer* than before. The net increase in positive safety ratings was +68%.
- 


Respondents gave significantly higher safety ratings across all five individual aspects of road safety following the introduction of the speed calming measures. Including significantly higher ratings for:

- 

Safety around schools - up from 23%, to 76%
- 

Safety around the area (ex. schools) - up from 25%, to 68%
- 






Pedestrian friendliness - up from 39%, to 64%
- 

Cyclist friendliness – up from 25%, to 52%
- 

People driving under the speed limit – up from 17%, to 51%



Te Atatu South - Summary

-  Overall, the speed calming measures have had the biggest impact on how often people are walking in their local area, with a net increase of +26%. Cycling has seen a net increase of +6%, while scootering levels are unchanged.
-  Overall, 31% of respondents state they are now participating in at least one active mode activity more often now that they measures have been installed. Note: walking and cycling mode share may be higher in part because the survey was undertaken during lockdown when most people had increased walking and cycling.
-  Private vehicles are the most common travel mode used to travel to/from both work and local shops. Around one in six respondents travelling to/from local shops say an active mode is their main method of transport, while one in ten use PT to travel to/from work most often.
-  Mode use is more mixed for school trips, with just over half of those making this type of trip saying they mainly make it by private vehicle, a third mainly use an active mode and one in ten use public transport.
-  Active mode levels are higher across all trip types when looking at all modes used (rather than just the main mode) indicating that frequency of active mode use could increase further over time (particularly during summer months).



In Te Atatu South...



Are aware of the speed calming measures introduced

98%



Felt the measures resulted in a net increase in road safety
77% increase 9% decrease

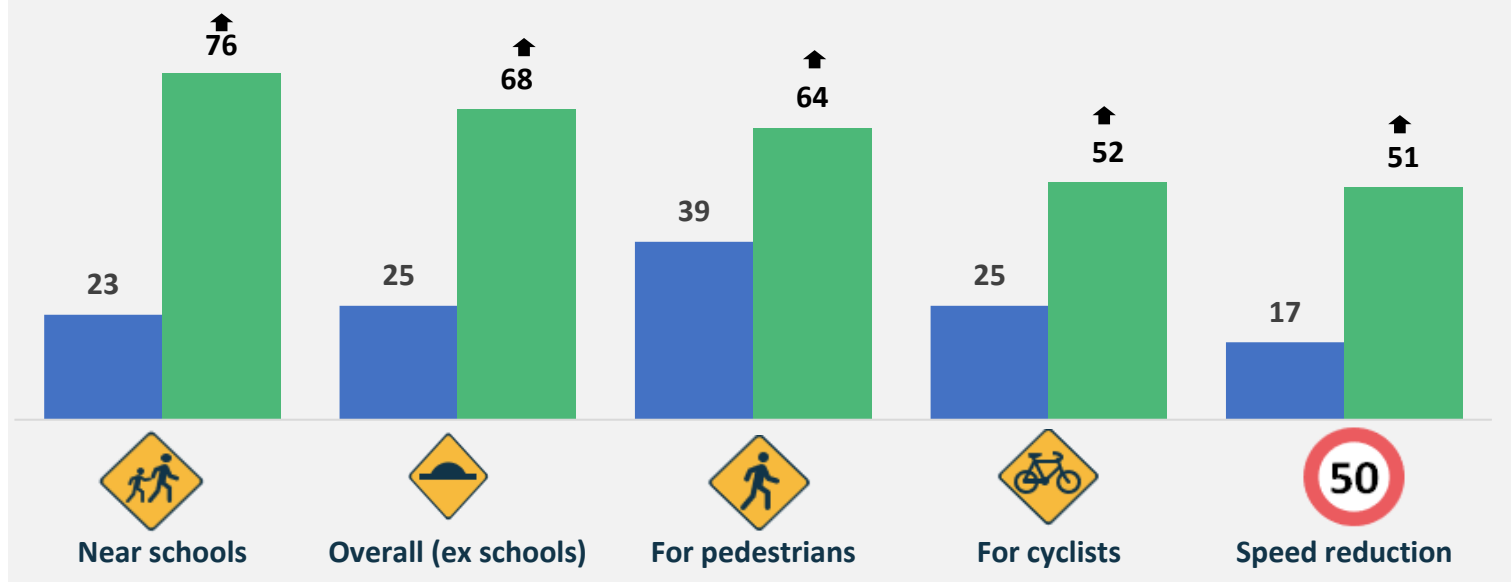
+68%



Now use at least one active mode more.
Net increase by individual mode:
+26% walk
+6% cycle
- scooter

31%

Safety ratings before and after speed calming measures...



Main mode used for key trips:



Behaviour changes due to speed calming measures



Behaviour changes due to speed calming measures

Overall Awareness

- Overall 98% were aware that speed calming measures were introduced in their area.
- Awareness was similar in both Te Atatu South (98%) and Papakura (97%).

Impact on Safety Overall

- Four out of five respondents (79%) felt that the speed humps and tables have made the area safer overall, including 56% saying it is *much safer* than before.
- The share stating the roads are now safer overall is high across both areas, but is slightly higher in Papakura (82%, including 50% much safer) than in Te Atatu (77%, including 42% much safer).

Impact on Individual Aspects

- Respondents gave significantly higher safety ratings across all five individual aspects of road safety following the introduction of the speed calming measures in both areas. Including significantly higher ratings for:



Safety around schools



Safety around the area (excluding schools)



Pedestrian friendliness



Cyclist friendliness

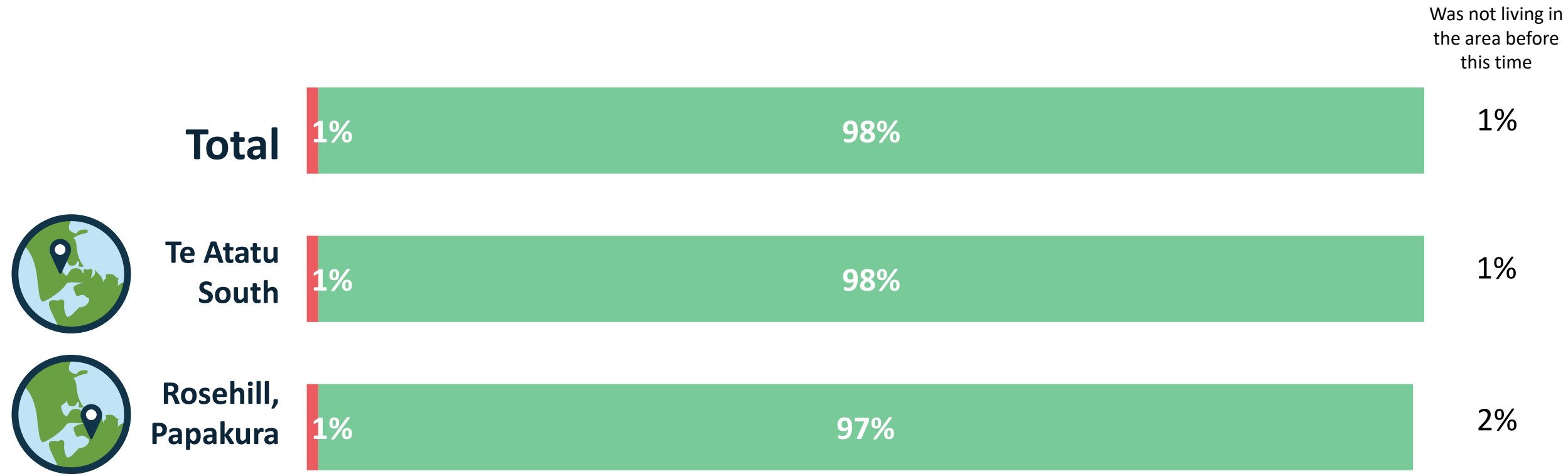


People driving under the speed limit

Awareness of speed calming measures

Overall 98% were aware that speed calming measures were introduced in their area.

Awareness was similar in both Te Atatu South (98%) and Papakura (97%).



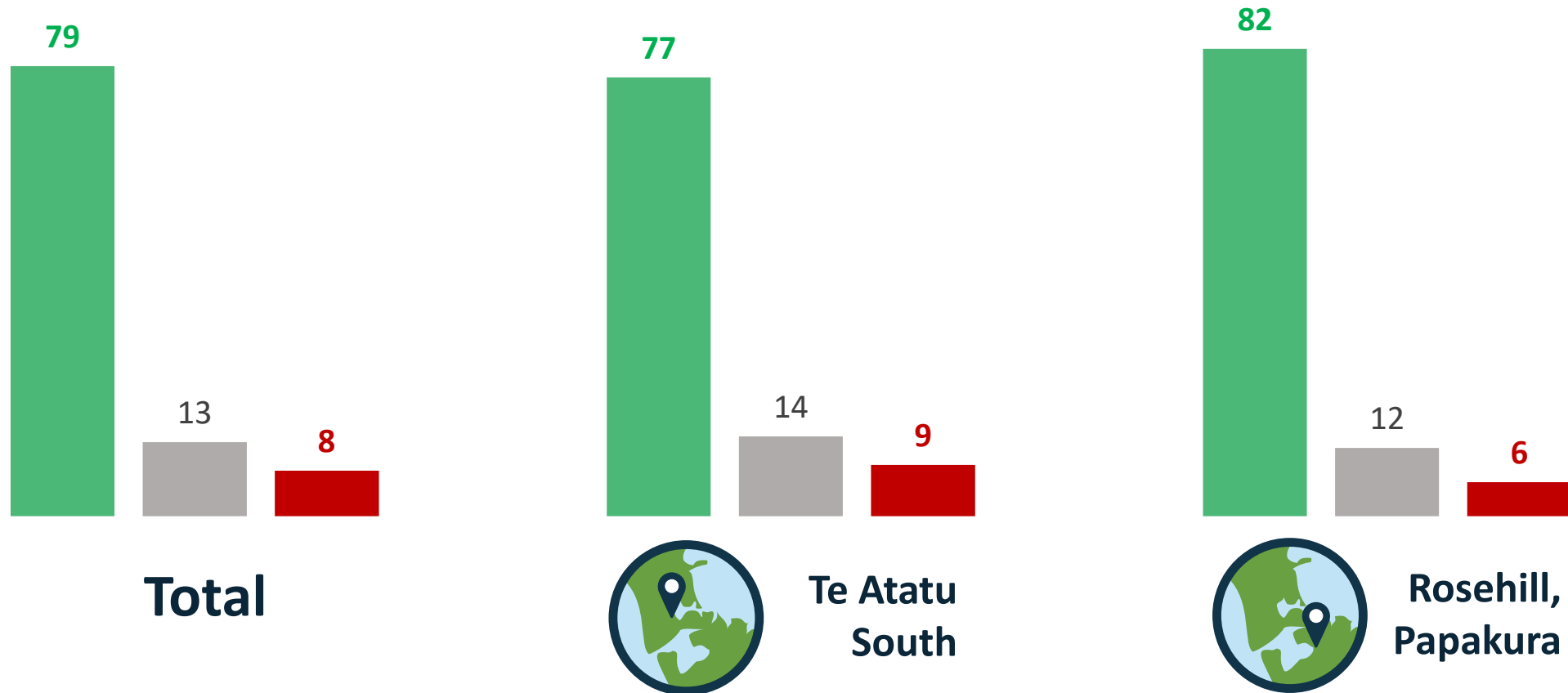
Not aware Aware

Base: Total n=252; Papakura n=107; Te Atatu South n=145.

Safety as a result of speed calming measures

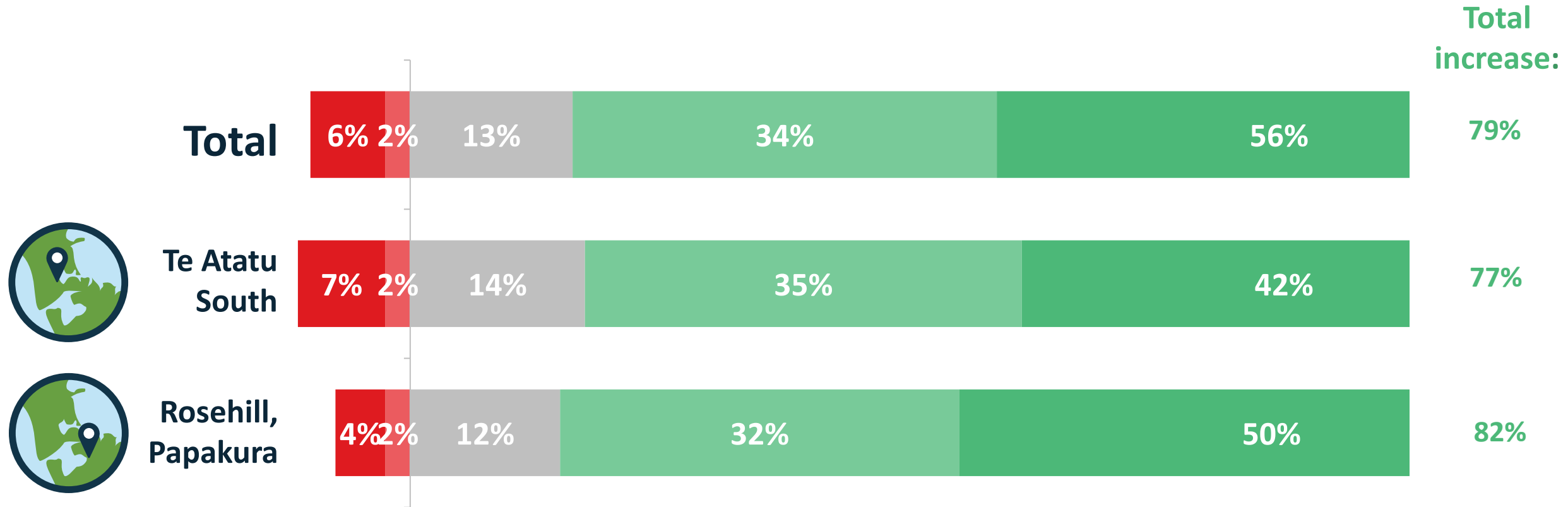
Overall 79% of respondents felt that the speed humps and tables have made the area safer overall, including 56% saying it is much safer than before. (Note see next slide for how results are split across the full scale)

The share stating the roads are now safer overall is high across both areas, but is slightly higher in Papakura (82%, including 50% much safer) than in Te Atatu (77%, including 42% much safer).



Safety as a result of speed calming measures

The graph below shows how the results from the previous slide split out across the full scale.



Much less safe Slightly less safe No change Slightly more safe Much more safe

Base: Total n=244; Papakura n=106; Te Atatu South n=138. Excludes blanks, those who were not living in the area before Sep '19 and those who said they 'don't know'

Changes due to speed calming measures

Respondents were asked to rate a number of aspects of road and traffic safety in their area both before the speed humps and speed tables were installed in September 2019 and since they have been installed.

As the following slides show, respondents gave significantly higher safety ratings across **all five individual aspects** of road safety following the introduction of the speed calming measures in both areas.

This includes significantly higher ratings for:



Safety around schools



Safety around the area (excluding schools)



Pedestrian friendliness



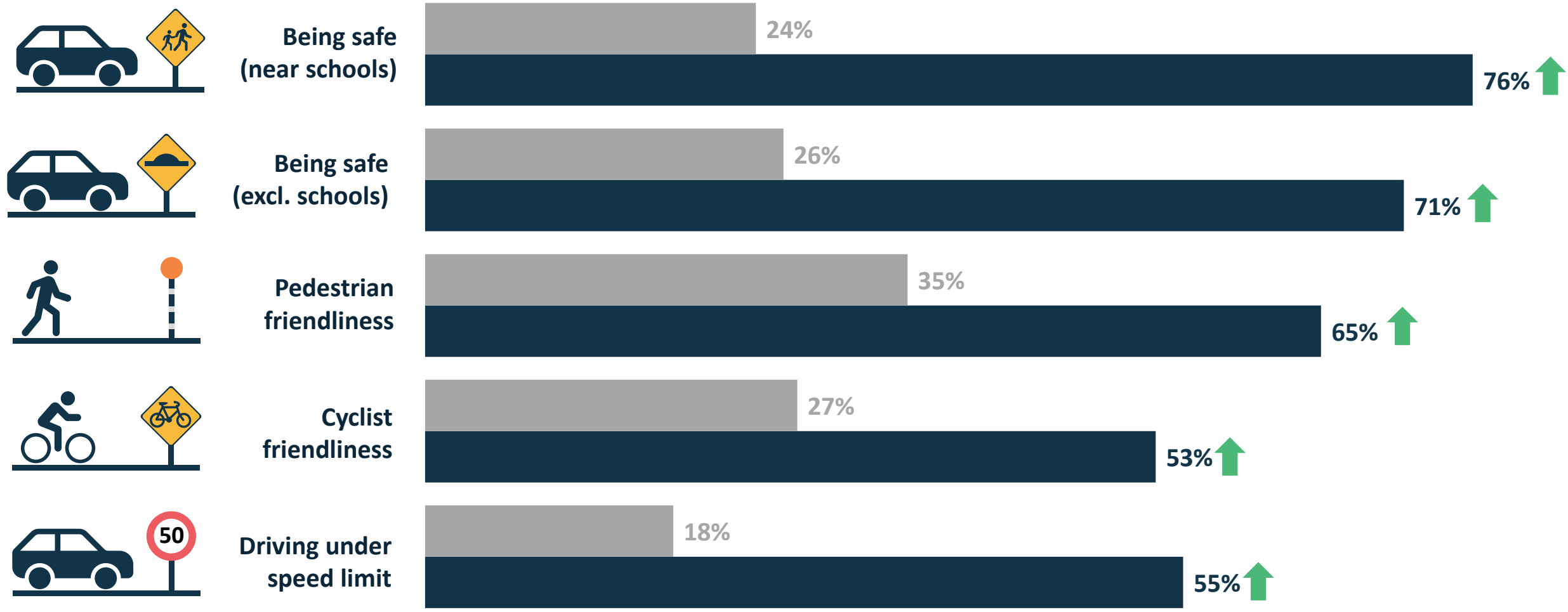
Cyclist friendliness



People driving under the speed limit

Changes due to speed calming measures - Total

Showing ratings of 4 and 5 (where 5 is excellent) before and after the introduction of speed calming measures.
How would you rate the roads in your area for...



Before Sep '19 After Sep '19

Base: All respondents, excluding those who were not living in the area before Sep '19 and/or said they 'don't know'/'not applicable'

↑ Indicates a statistically significant increase in results

Changes due to speed calming measures - Papakura

Showing ratings of 4 and 5 (where 5 is excellent) before and after the introduction of speed calming measures.
How would you rate the roads in your area for...



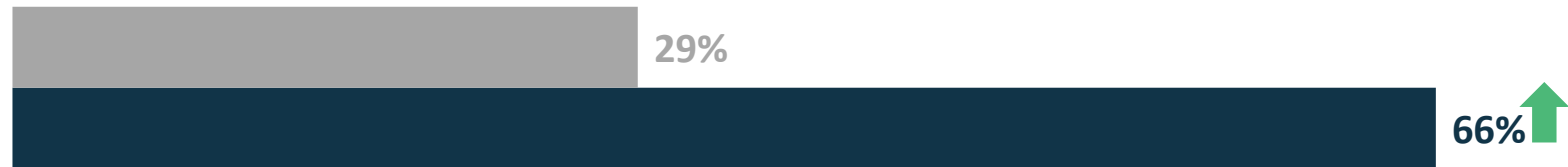
Being safe
(near schools)



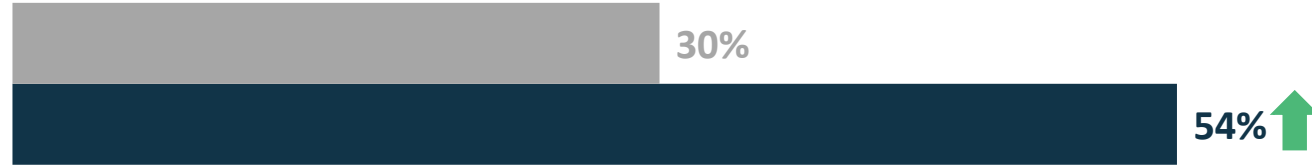
Being safe
(excl. schools)



Pedestrian
friendliness



Cyclist
friendliness



Driving under
speed limit



Before Sep '19

After Sep '19

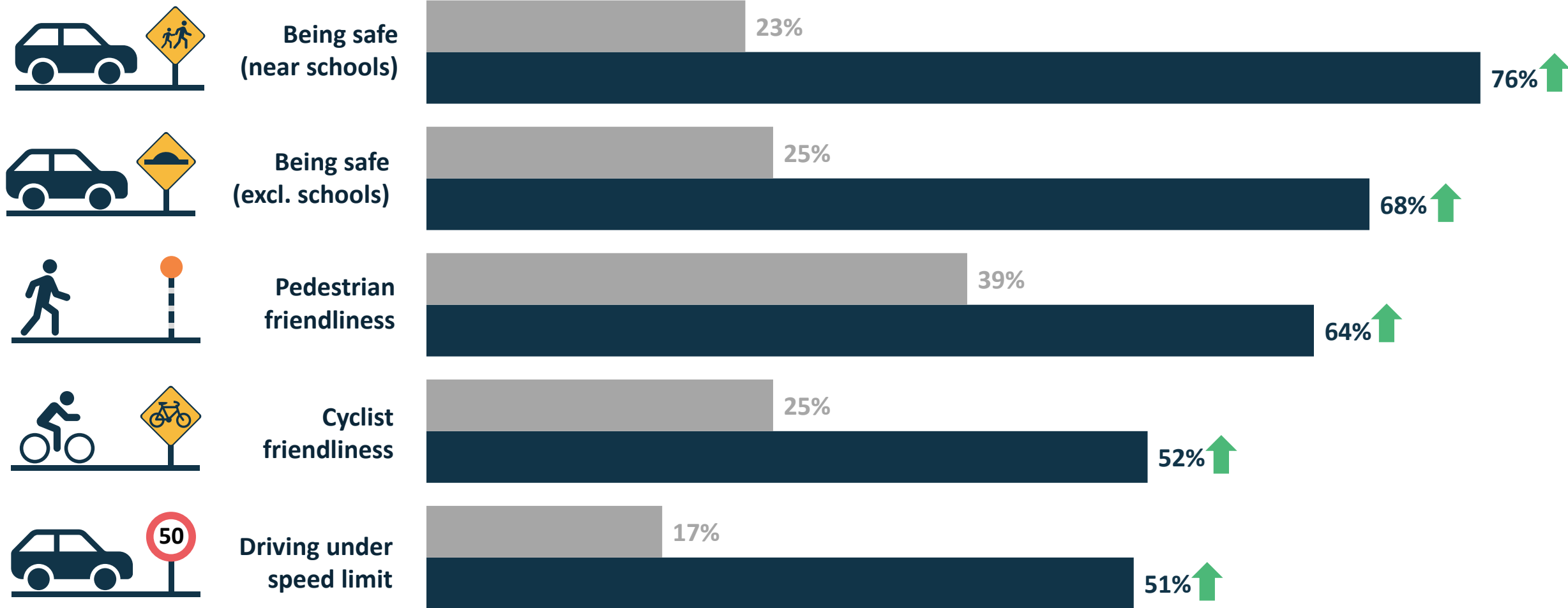
Base: All respondents, excluding those who were not living in the area before Sep '19 and/or said they 'don't know'/'not applicable'

↑ Indicates a statistically significant increase in results

Changes due to speed calming measures – Te Atatu

Showing ratings of 4 and 5 (where 5 is excellent) before and after the introduction of speed calming measures.

How would you rate the roads in your area for...



Before Sep '19

After Sep '19

Base: All respondents, excluding those who were not living in the area before Sep '19 and/or said they 'don't know'/not applicable'

↑ Indicates a statistically significant increase in results

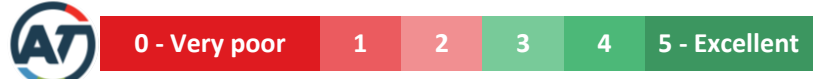
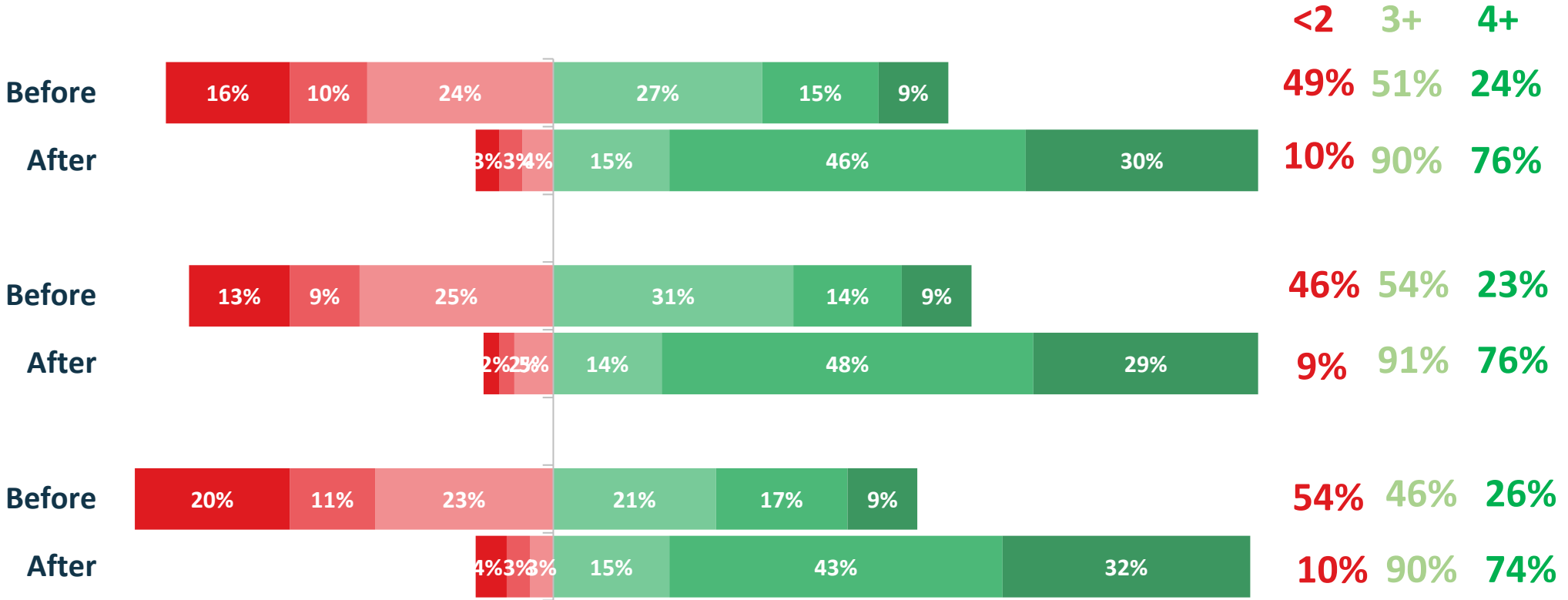
Road safety near schools



Total

Te Atatu South

Rosehill, Papakura



Base: All respondents, excluding those who were not living in the area before Sep '19 and/or said they 'don't know'/not applicable'



Road safety in the area (excluding schools)



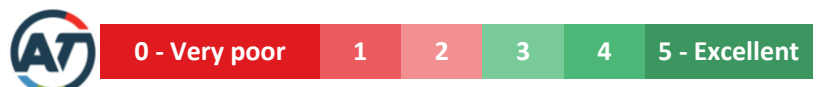
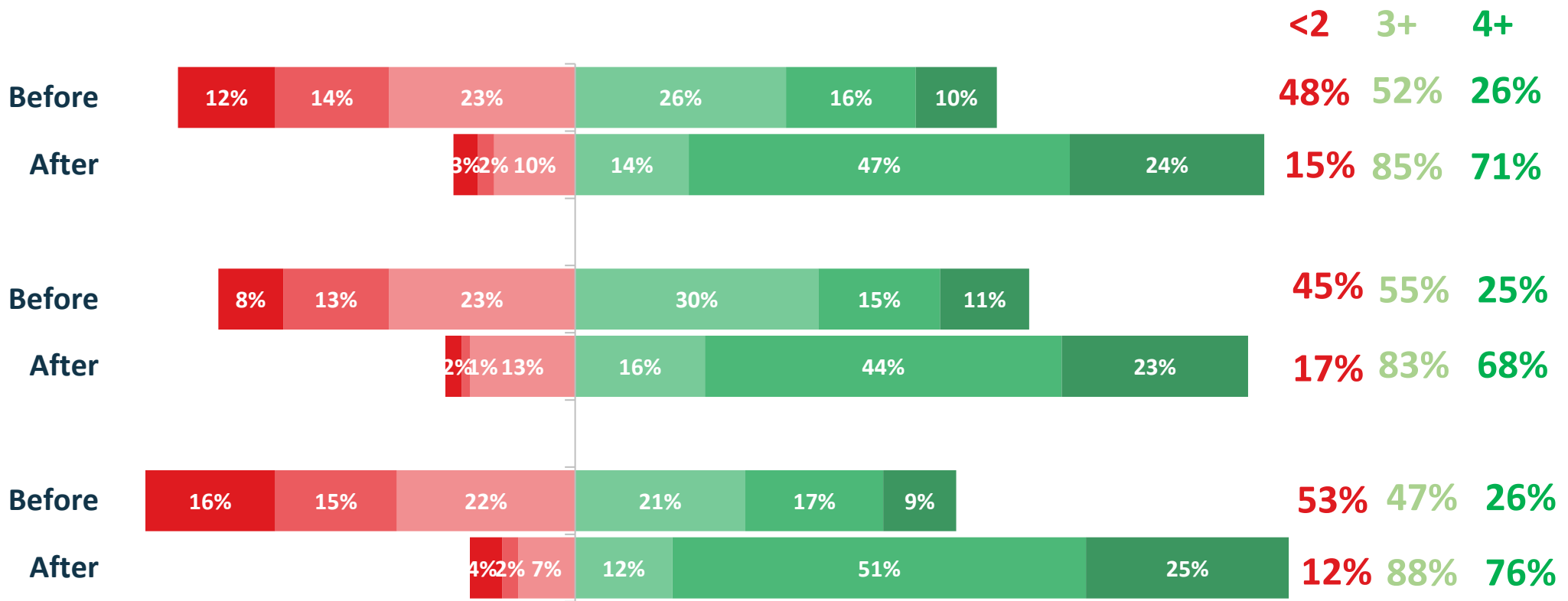
Total



Te Atatu South



Rosehill, Papakura



Base: All respondents, excluding those who were not living in the area before Sep '19 and/or said they 'don't know'/not applicable'



Safety for pedestrians



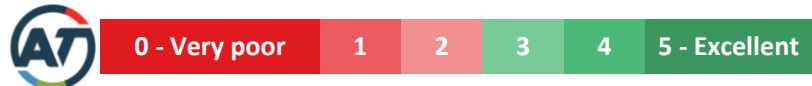
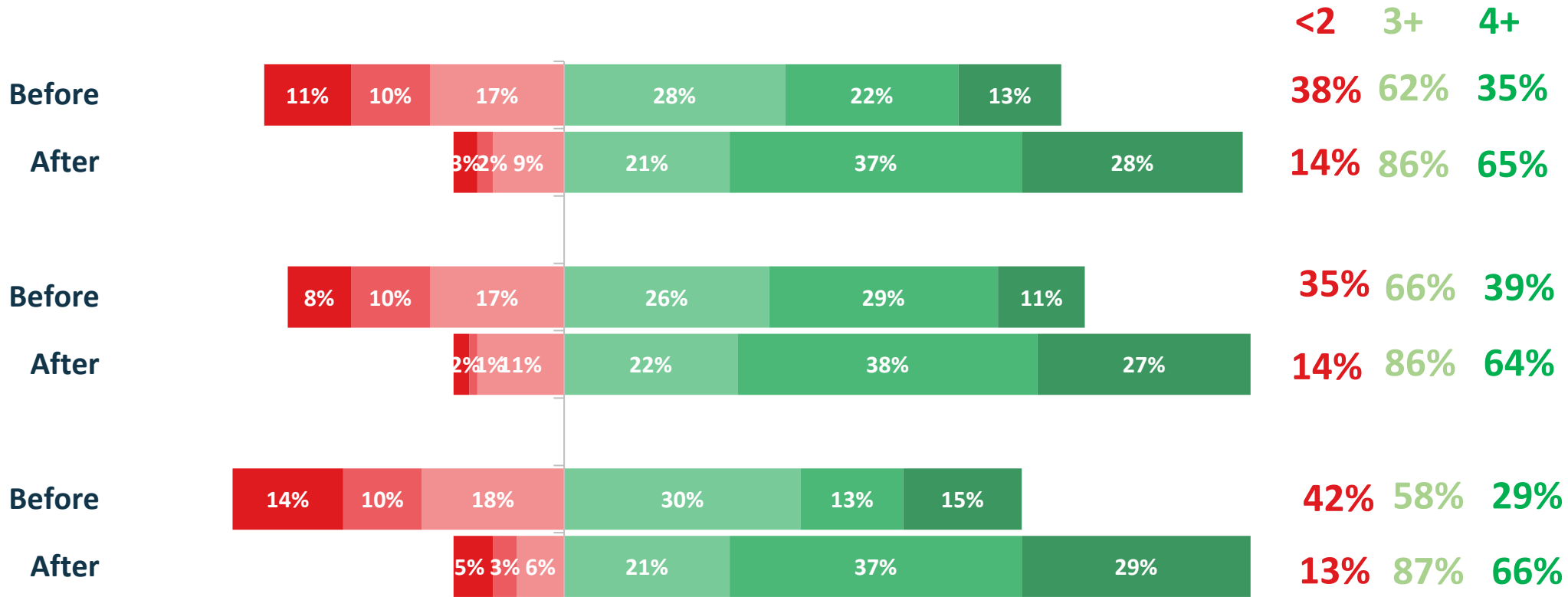
Total



Te Atatu South



Rosehill, Papakura



Base: All respondents, excluding those who were not living in the area before Sep '19 and/or said they 'don't know'/'not applicable'

Safety for cyclists



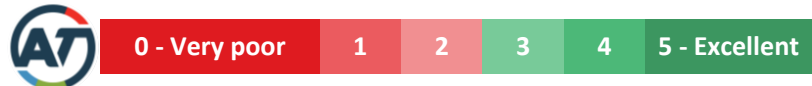
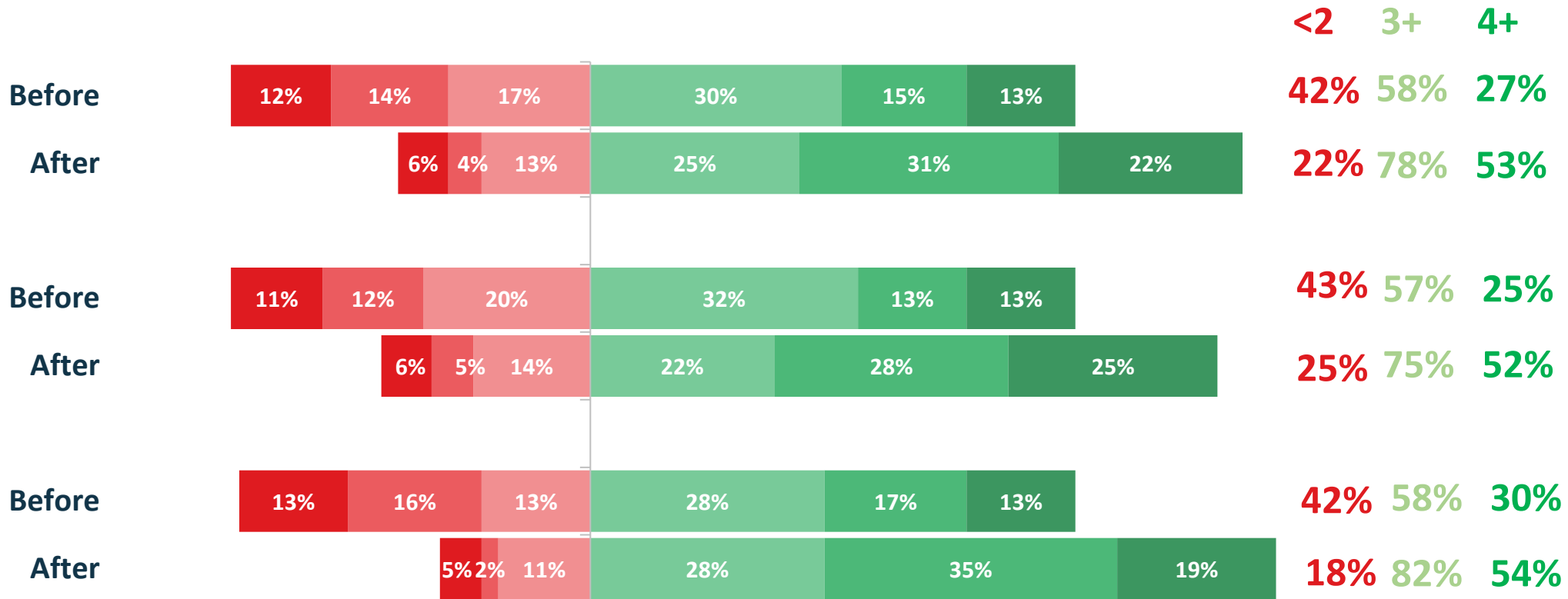
Total



Te Atatu South

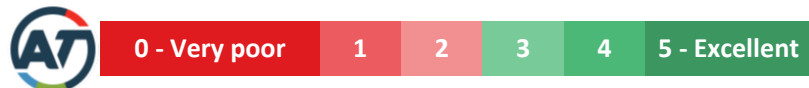
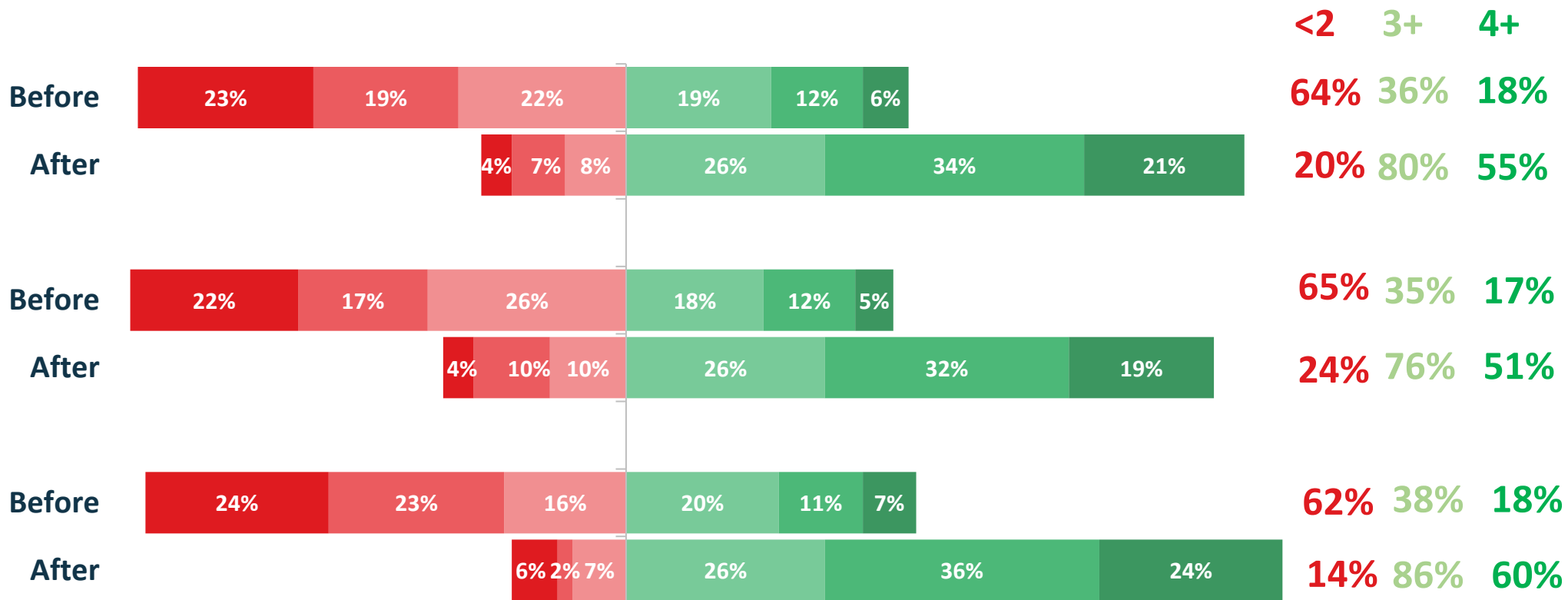


Rosehill, Papakura



Base: All respondents, excluding those who were not living in the area before Sep '19 and/or said they 'don't know'/not applicable'

Driving Below the Speed Limit



Base: All respondents, excluding those who were not living in the area before Sep '19 and/or said they 'don't know'/not applicable'

Travel mode(s) used

Speed calming measures impact on travel in local area

- ◆ Overall, the speed calming measures have had the biggest impact on how often people are walking in their local area, with a third of respondents saying they are walking slightly (23%) or much (11%) more than they did before. While there have been a few people who are now walking less (4%), the result is a net increase of 30%.
- ◆ Cycling has seen a net increase of 9% (14% of respondents cycling more, 5% cycling less), while overall scootering levels have remained unchanged.
- ◆ The increase in respondents walking in their local area slightly or much more due to the speed calming measures is high in both locations, with a net change of 26% in Te Atatu and 37% in Papakura (a slightly, but not significantly higher result).
- ◆ The increase in respondents cycling in their local area slightly or much more due to the speed calming measures is higher in Papakura (net increase of 12%) than in Te Atatu (6%), while the Papakura area has seen a slight increase in scootering overall (net increase of 2%), while scootering levels in Te Atatu overall are unchanged.
- ◆ Overall, 37% of respondents said they are now taking part in at least one active mode more often. Rates are slightly higher in Papakura (44%) than in Te Atatu (31%).

Note: walking and cycling mode share may be higher in part because the survey was undertaken during lockdown when most people had increased walking and cycling while vehicle wasn't being used.



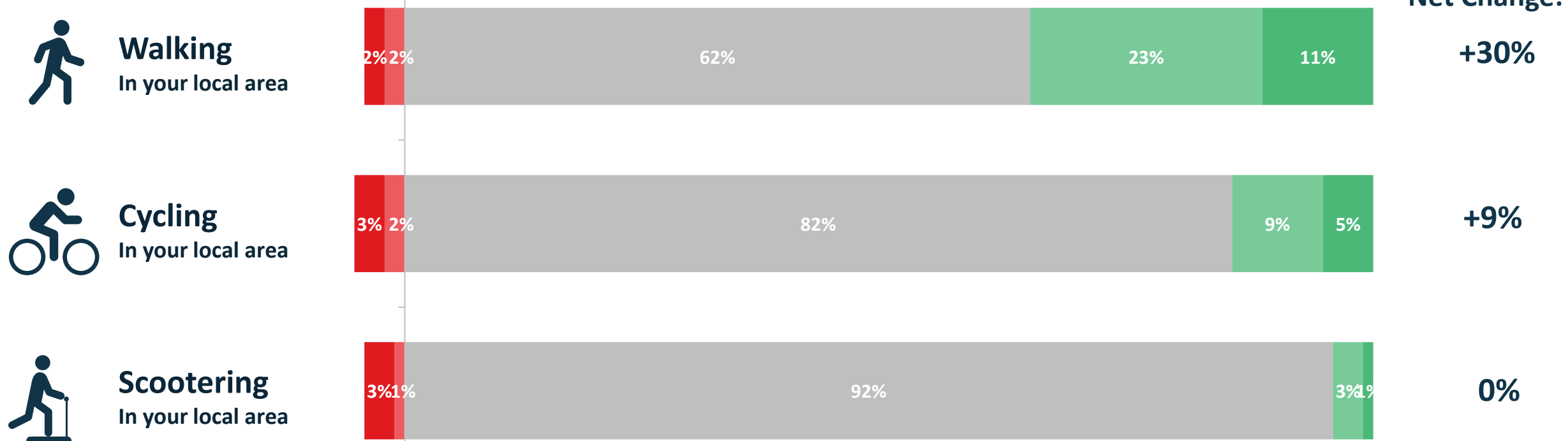
Change in active mode use due to new measures - Total

Respondents were asked if the speed calming measures have changed how they travel within their local area, and specifically if the introduction of the measures have impacted how they use three active modes - walking, cycling and scootering.

Overall, the speed calming measures have had the biggest impact on how often people are walking in their local area, with a third of respondents saying they are walking slightly (23%) or much (11%) more than they did before. While there have been a few people who are now walking less (4%), the result is a net increase of 30%.

Cycling has seen a net increase of 9% (14% of respondents cycling more, 5% cycling less), while overall scootering levels have remained unchanged.

Note: walking and cycling mode share may be higher in part because the survey was undertaken during lockdown when most people had increased walking and cycling while vehicle wasn't being used.



Much less Slightly less No change Slightly more Much more

Base: all respondents. Those who said it has not made a difference, that they don't know or that they did not do this activity before or after have been counted as "no change"



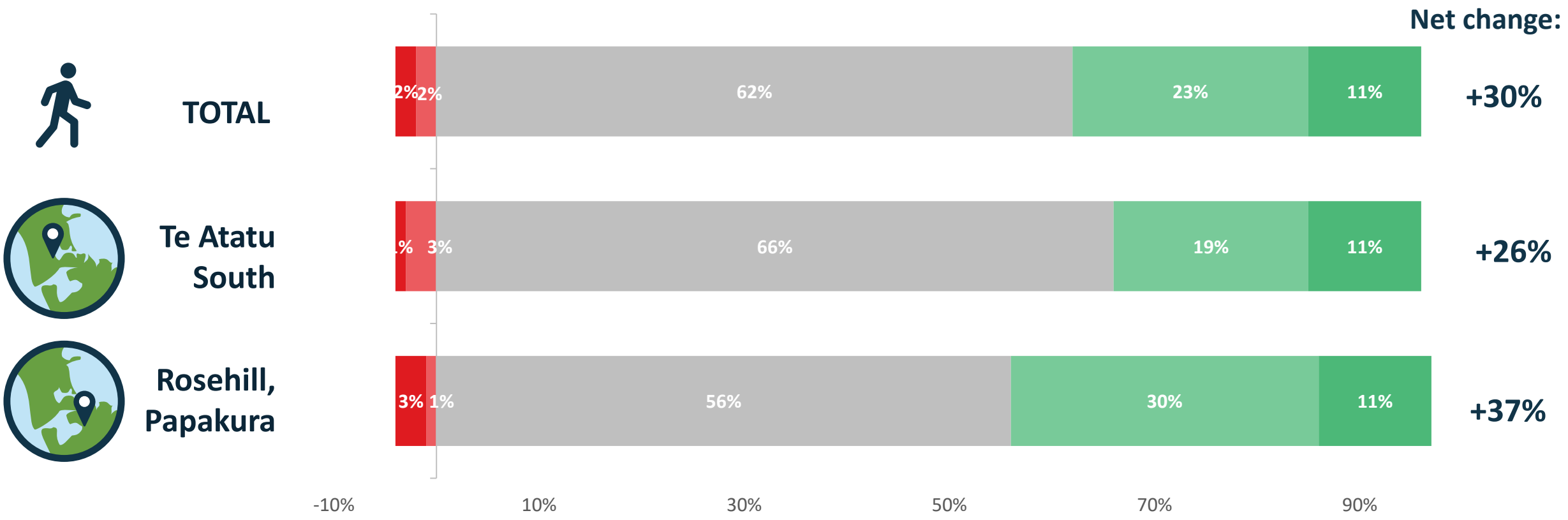
Change in



Walking
In your local area

due to speed calming measures

The increase in respondents walking in their local area *slightly* or *much* more due to the speed calming measures is high in both locations, with a net change of 26% in Te Atatu and 37% in Papakura (a slightly, but not significantly higher result).



Much less Slightly less No change Slightly more Much more

Base: all respondents. Those who said it has not made a difference, that they don't know or that they did not do this activity before or after have been counted as "no change"



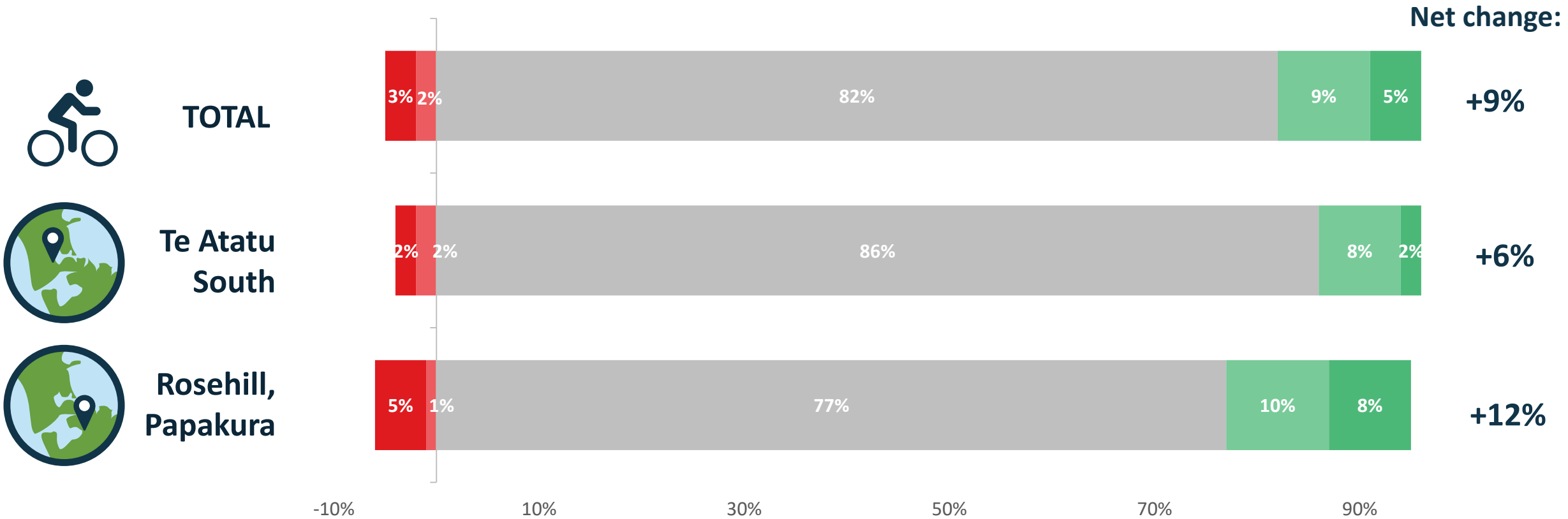
Change in



Cycling
In your local area

due to speed calming measures

The increase in respondents cycling in their local area *slightly* or *much* more due to the speed calming measures is higher in Papakura (net increase of 12%) than in Te Atatu (6%), however the difference is not statistically significant.



Base: all respondents. Those who said it has not made a difference, that they don't know or that they did not do this activity before or after have been counted as "no change"



Much less Slightly less No change Slightly more Much more



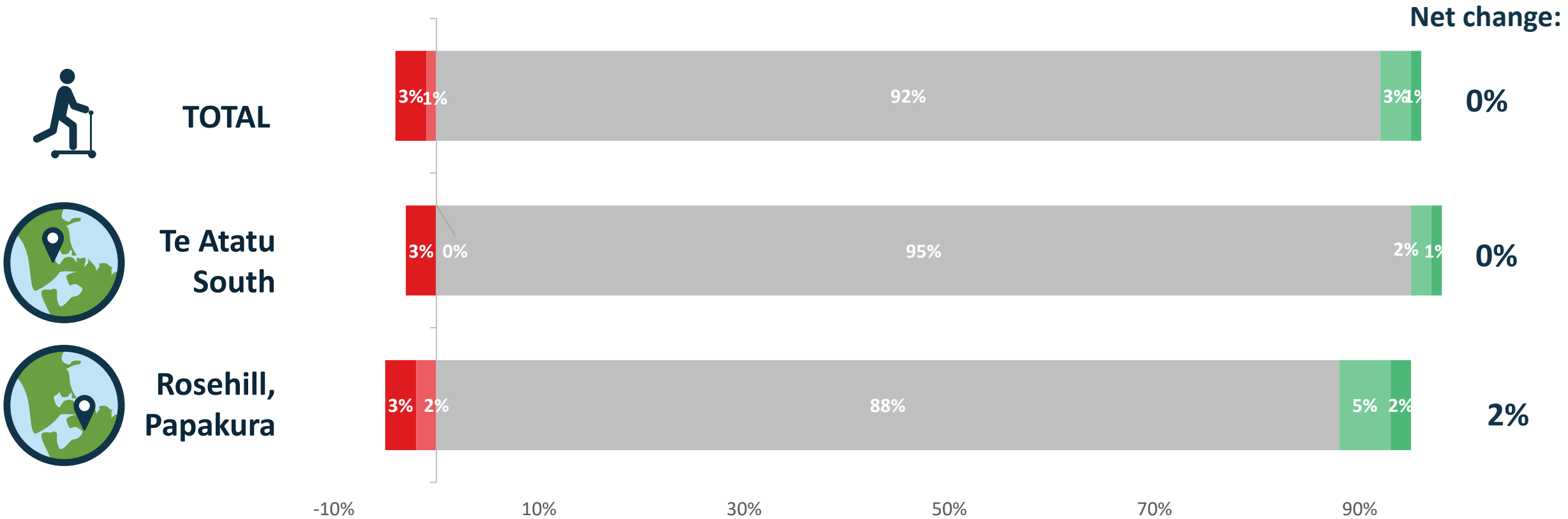
Change in



Scootering
In your local area

due to speed calming measures

The Papakura area has seen a slight increase in scootering overall (net increase of 2%), while scootering levels in Te Atatu overall are similar (with 3% stating they are scootering more, and 3% less).



Much less | Slightly less | No change | Slightly more | Much more

Base: all respondents. Those who said it has not made a difference, that they don't know or that they did not do this activity before or after have been counted as "no change"

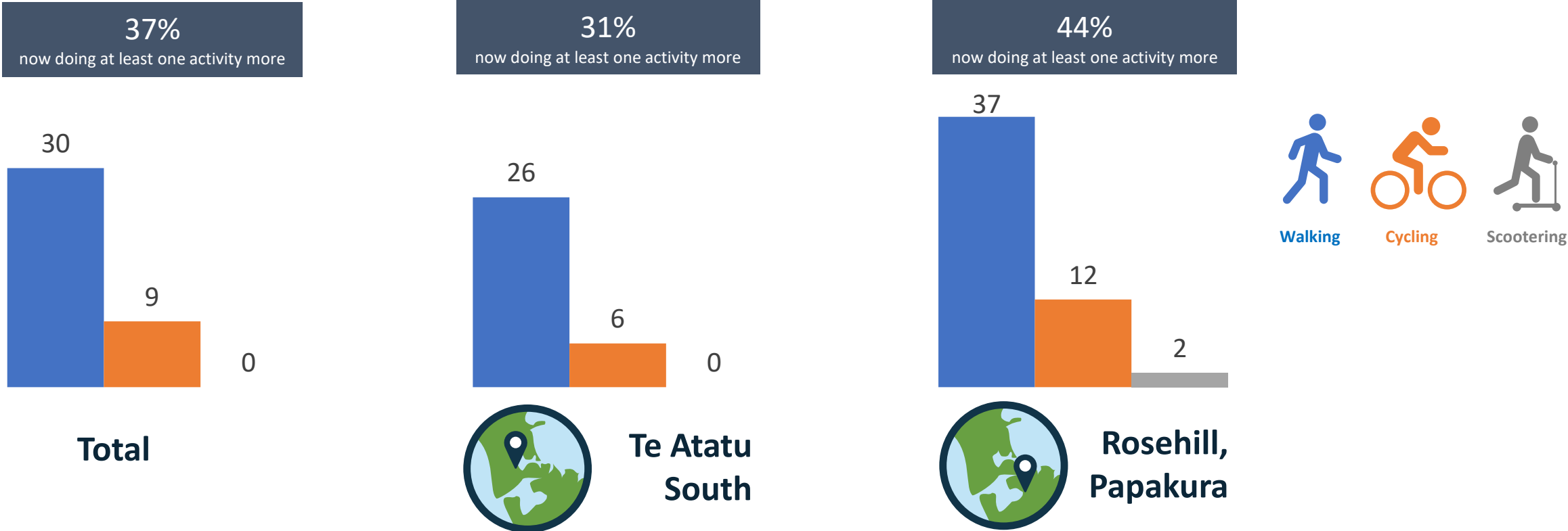


Net Change in active mode use due to speed calming measures

Overall, the speed calming measures have had the biggest impact on how often people are walking in their local area, with a net increase of +30% overall and slightly (but not significantly) higher net ratings in Papakura (+37%) and in Te Atatu (+26%).

Cycling has seen a net increase of +9% overall (+12% in Papakura and +6% in Te Atatu), while overall scootering levels have remained unchanged but have seen a slight increase in Papakura (+2%).

Overall, 37% of respondents said they are now taking part in at least one active mode more often. Rates are slightly higher in Papakura (44%) than in Te Atatu (31%).



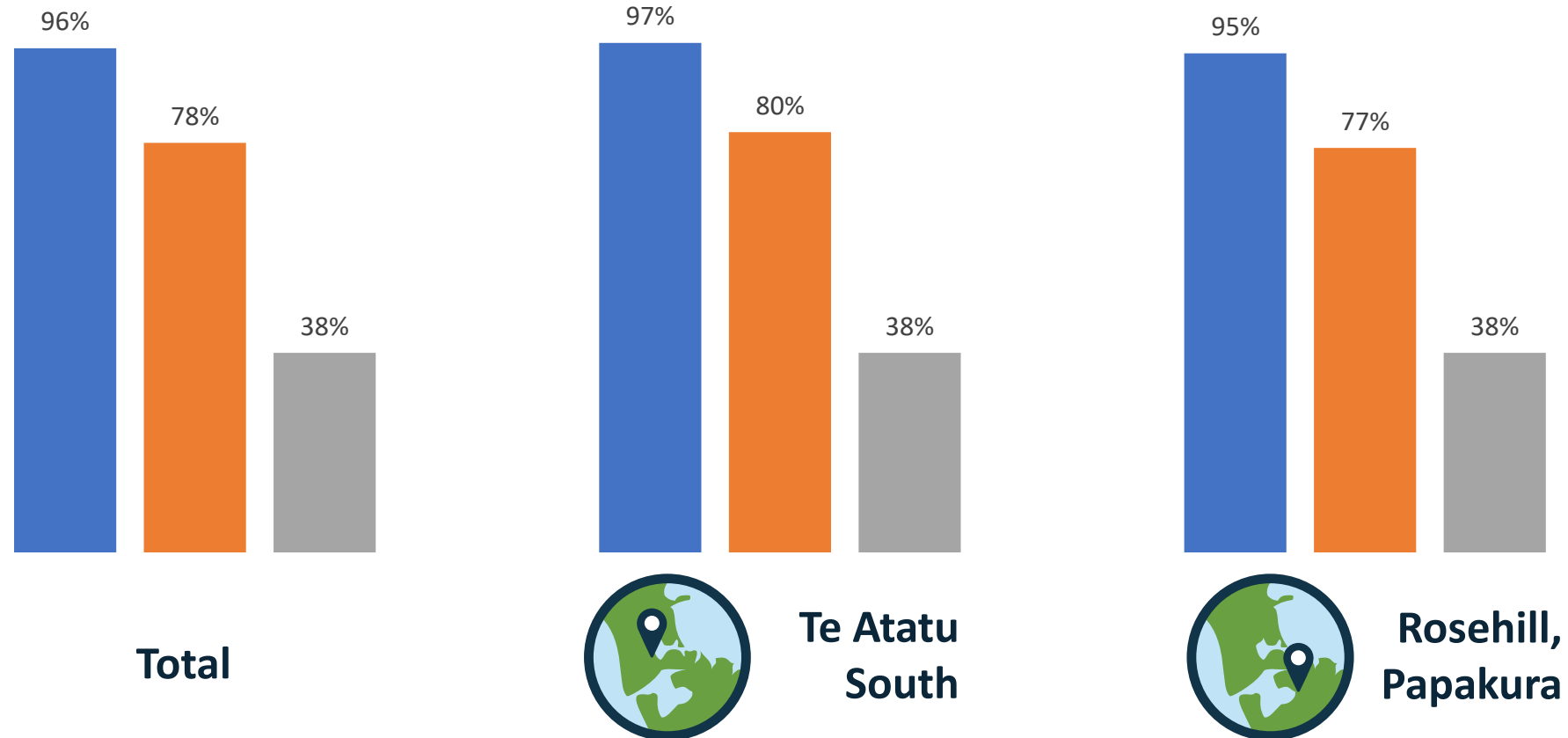
Base: all respondents. Those who said it has not made a difference, that they don't know or that they did not do this activity before or after have been counted as "no change"



Types of Trips Made

When asked what type of trips the household makes generally, 96% of respondents say they travel to/from local shops. Around four in five (78%) travel to/from places of work, while 38% make trips to/from school(s).

The shares making each type of trip are similar for both Te Atatu and Papakura respondents.



■ To/from local shops ■ To/from work ■ To/from school










Base: all respondents, excluding blanks.

Mode Used by Types of Trips Made

The following slides show the share of respondents making each type of trip by each mode of transport. Slides show all modes used by participants as well as the main mode used. Main mode used has also been grouped to show the share mainly using public transport, private vehicle and active modes.

This analysis has been undertaken across all respondents as well as for the two locations separately.

All travel modes used (after speed calming measures)

TOTAL		Bus or Train	Car (driver)	Car (passenger)	Car (then walk)	Walk	Walking School bus	Cycle	Scooter	Motorcycle	
											
38% of respondents make this type of trip	School	To	16%	56%	30%	22%	48%	4%	10%	0%	0%
	From	16%	52%	30%	22%	52%	5%	8%	0%	0%	
78% of respondents make this type of trip	Work	To	15%	82%	12%	17%	3%	-	6%	1%	1%
	From	15%	82%	12%	17%	3%	-	6%	1%	1%	
96% of respondents make this type of trip	Local shops	To	5%	76%	30%	23%	45%	-	7%	1%	0%
	From	5%	77%	30%	23%	45%	-	6%	1%	0%	

Base: All respondents who make each type of trip. Note: Multiple modes can be selected.



MAIN travel mode used (after speed calming measures)

TOTAL



38% of respondents make this type of trip

School	To	10%	44%	1%	6%	34%	1%	4%	0%	0%
	From	11%	43%	3%	5%	34%	1%	3%	0%	0%

78% of respondents make this type of trip

Work	To	9%	77%	3%	8%	1%	-	2%	0%	1%
	From	9%	77%	3%	8%	1%	-	2%	0%	1%

96% of respondents make this type of trip

Local shops	To	3%	64%	3%	14%	16%	-	1%	0%	0%
	From	3%	65%	3%	13%	16%	-	1%	0%	0%



Base: All respondents who make each type of trip. Note: Multiple modes can be selected.

TOTAL MAIN travel mode used - by mode groupings

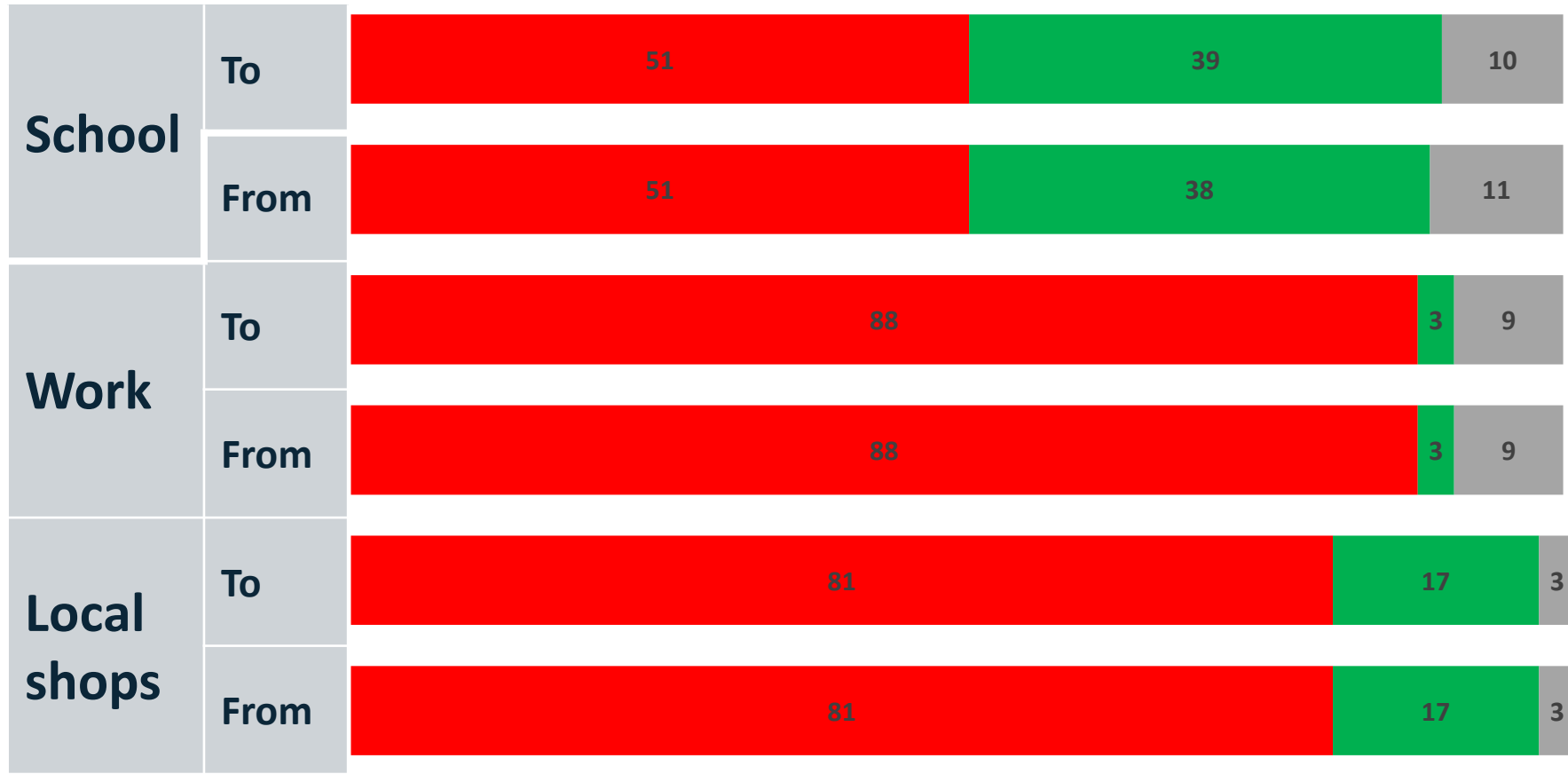
Across both locations, private vehicles are the most common travel mode used to travel to/from both work and local shops. Around one in six respondents travelling to/from local shops say an active mode is their main method of transport, while one in ten use PT to travel to/from work most often.

Mode use is more mixed for school trips, with around half of those making this type of trip saying they mainly make it by private vehicle, two out of five mainly use an active mode and one in ten mostly use public transport.

38% of respondents make this type of trip

78% of respondents make this type of trip

96% of respondents make this type of trip



Private vehicle

Active Modes

Public Transport

Base: All respondents who make each type of trip. Note: Respondent's were asked for their main mode.



All travel modes used (after speed calming measures)



Rosehill, Papakura

Bus or Train Car (driver) Car (passenger) Car (then walk) Walk Walking School bus Cycle Scooter



38% of respondents make this type of trip

School

To	23%	54%	38%	26%	54%	5%	3%	0%
From	24%	46%	43%	24%	54%	5%	3%	0%

77% of respondents make this type of trip

Work

To	14%	84%	16%	18%	1%	-	4%	0%
From	13%	84%	17%	19%	1%	-	4%	0%

95% of respondents make this type of trip

Local shops

To	6%	79%	34%	22%	40%	-	6%	2%
From	6%	79%	34%	23%	39%	-	5%	2%



Base: All respondents who make each type of trip. Note: Multiple modes can be selected.

MAIN travel mode used (after speed calming measures)



Rosehill,
Papakura

Bus or
Train

Car
(driver)

Car
(passenger)

Car
(then walk)

Walk

Walking
School bus

Cycle

Scooter



38%
of respondents
make this type of
trip

School

To

12%

42%

0%

3%

39%

0%

3%

0%

From

13%

39%

3%

3%

39%

0%

3%

0%

77%
of respondents
make this type of
trip

Work

To

8%

78%

4%

0%

0%

-

1%

0%

From

7%

77%

6%

10%

0%

-

1%

0%

95%
of respondents
make this type of
trip

**Local
shops**

To

4%

65%

2%

11%

17%

-

0%

0%

From

4%

65%

3%

10%

18%

-

0%

0%

Base: All respondents who make each type of trip. Note: Multiple modes can be selected.



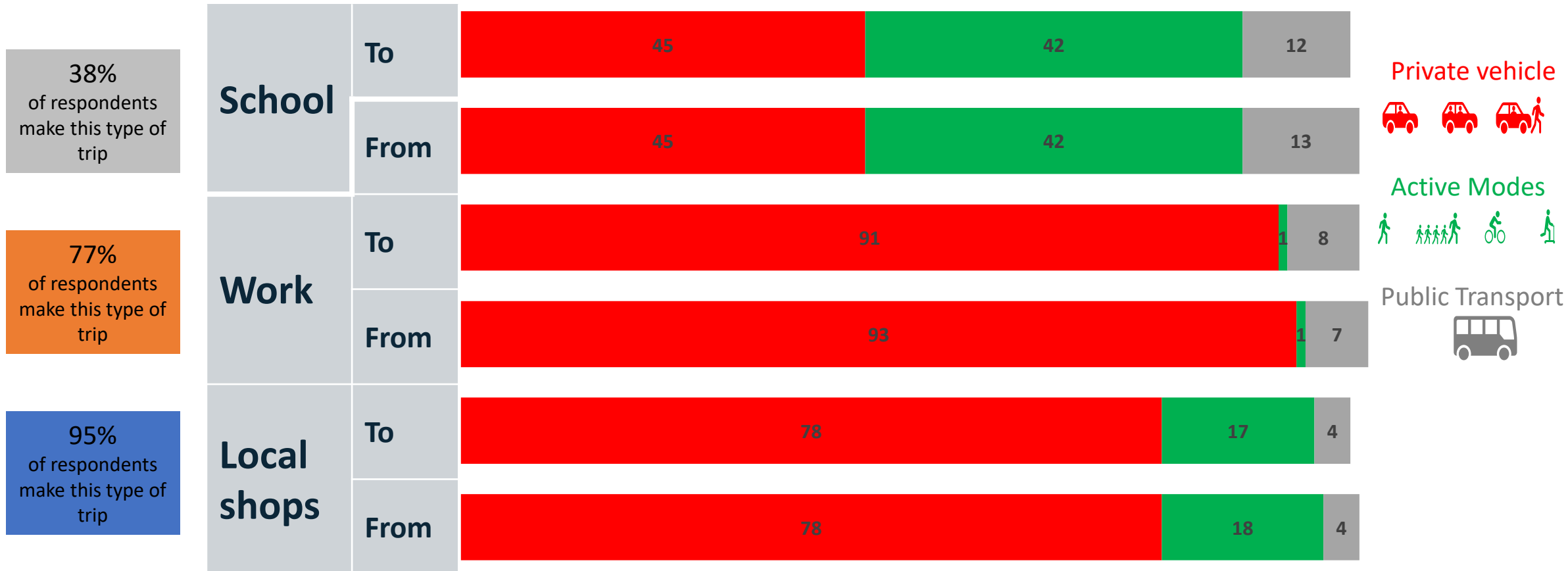


Rosehill,
Papakura

MAIN travel mode used - by mode groupings

For Papakura, private vehicles are the most common travel mode used to travel to/from both work and local shops. Around one in six respondents travelling to/from local shops say an active mode is their main method of transport.

Mode use is more mixed for school trips, with around 45% of those making this type of trip saying they mainly make it by private vehicle, two out of five mainly use an active mode and just over one in ten use public transport on most occasions.



Base: All respondents who make each type of trip. Note: Respondent's were asked for their main mode.



All travel modes used (after speed calming measures)



Te Atatu South



38% of respondents make this type of trip

80% of respondents make this type of trip

97% of respondents make this type of trip

		Bus or Train	Car (driver)	Car (passenger)	Car (then walk)	Walk	Walking School bus	Cycle	Motorcycle
School	To	12%	58%	23%	19%	44%	4%	15%	0%
	From	10%	57%	20%	20%	51%	4%	12%	0%
Work	To	15%	81%	9%	16%	5%	-	7%	2%
	From	15%	81%	9%	16%	5%	-	7%	2%
Local shops	To	4%	75%	27%	23%	49%	-	7%	0%
	From	4%	75%	27%	23%	49%	-	7%	0%



Base: All respondents who make each type of trip. Note: Multiple modes can be selected.

MAIN travel mode used (after speed calming measures)



Te Atatu South



38% of respondents make this type of trip

School	To	9%	45%	2%	9%	30%	2%	4%	0%
	From	9%	47%	2%	7%	31%	2%	2%	0%

80% of respondents make this type of trip

Work	To	9%	76%	2%	8%	1%	-	3%	1%
	From	10%	76%	2%	7%	1%	-	3%	1%

97% of respondents make this type of trip

Local shops	To	2%	63%	3%	16%	16%	-	1%	0%
	From	2%	65%	3%	16%	14%	-	1%	0%



Base: All respondents who make each type of trip. Note: Multiple modes can be selected.



Te Atatu South

MAIN travel mode used - by mode groupings

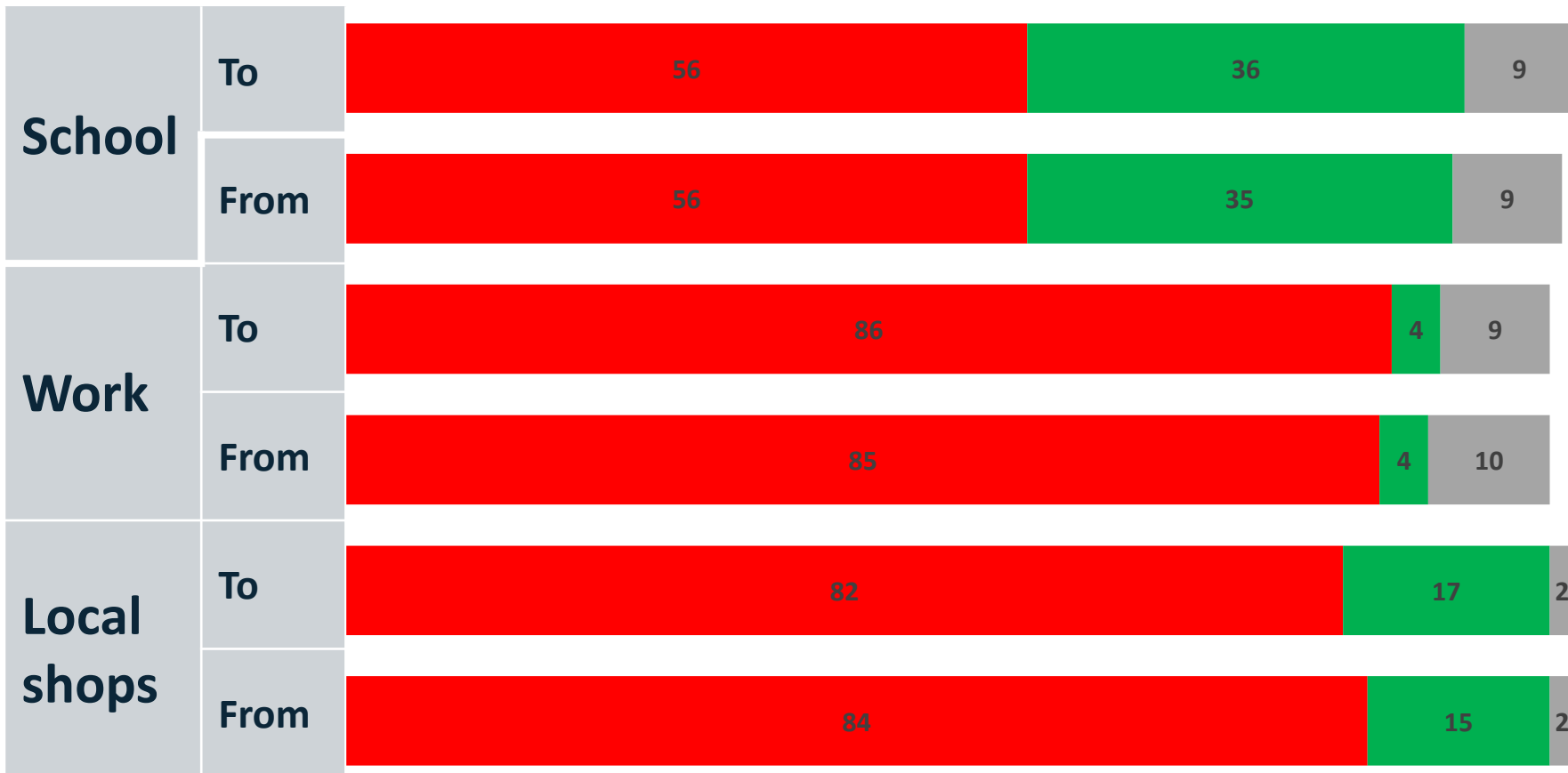
For Te Atatu, private vehicles are also the most common travel mode used to travel to/from both work and local shops. Around one in six respondents travelling to/from local shops say an active mode is their main method of transport, while one in ten use PT to travel to/from work most often.

Mode use is more mixed for school trips, with just over half of those making this type of trip saying they mainly make it by private vehicle, a third mainly use an active mode and one in ten generally use public transport.

38% of respondents make this type of trip

80% of respondents make this type of trip

97% of respondents make this type of trip



Private vehicle

Active Modes

Public Transport

Base: All respondents who make each type of trip. Note: Respondent's were asked for their main mode.



Conclusions

- ◆ Overall respondents feel that the speed humps and tables have made the area safer overall.
- ◆ Respondents also gave significantly higher safety ratings across all five individual aspects of road safety following the introduction of the speed calming measures. Including significantly higher ratings for:



Safety around schools



Safety around the area (ex. schools)



Pedestrian friendliness



Cyclist friendliness



People driving under the speed limit

- ◆ Overall, the speed calming measures have had the biggest impact on how often people are walking in their local area. Impacts on cycling and scootering are at much lower levels
- ◆ Overall, 37% of respondents state they are now participating in at least one active mode activity more often now that they measures have been installed. *Note: walking and cycling mode share may be higher in part because the survey was undertaken during lockdown when most people had increased walking and cycling.*



Appendix 1 - Questionnaire



Appendix 1 – Questionnaire (Continued)

Household Demographics

Finally, just a few questions about you. These are just to make sure we have a good mix of people in the survey.

Q7. Which gender do you identify with?
Please select (✓) one option

Male	Female	Gender Diverse/non-binary	Prefer not to say
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q8. Which age group do you belong to?
Please select (✓) one option

15-24 years	<input type="checkbox"/>	50-59 years	<input type="checkbox"/>
25-29 years	<input type="checkbox"/>	60-69 years	<input type="checkbox"/>
30-39 years	<input type="checkbox"/>	70-74 years	<input type="checkbox"/>
40-49 years	<input type="checkbox"/>	75+ years	<input type="checkbox"/>
I prefer not to say	<input type="checkbox"/>		

Q9. Which ethnic group or groups do you identify with?
Please select (✓) AS MANY as apply

NZ European/ Pākehā	<input type="checkbox"/>	Tongan	<input type="checkbox"/>
Māori	<input type="checkbox"/>	Niuean	<input type="checkbox"/>
Samoan	<input type="checkbox"/>	Chinese	<input type="checkbox"/>
Cook Island Māori	<input type="checkbox"/>	Indian	<input type="checkbox"/>
Other	<input type="checkbox"/> Please write in:		
I prefer not to say	<input type="checkbox"/>		

Q10. Including yourself, how many adults and children live in your household?
Please write in a number in each box (write "0" if this does not apply to your household)

Adults (18 years or older)	Children 0-4 years old	Children 5-12 years old	Children 12-18
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Q11. How many years have you been living in your current house?
Please select (✓) one option

Less than 1 year	<input type="checkbox"/>	10 to 15 years	<input type="checkbox"/>
1 to 2 years	<input type="checkbox"/>	More than 15 years	<input type="checkbox"/>
3 to 5 years	<input type="checkbox"/>	Don't know	<input type="checkbox"/>
6 to 10 years	<input type="checkbox"/>	I prefer not to say	<input type="checkbox"/>

Q12. Would you like to be entered into the survey prize draw?
The prize draw is to win one of five \$100 Prezzy Cards and one of ten \$50 supermarket vouchers.
Please select (✓) one option

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

Q13. From time to time, Auckland Transport undertakes other research projects. Would you be willing for us to contact you in the future to see if you are interested in taking part in such research for Auckland Transport?
Please select (✓) one option

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

If you answered yes to either of the above (Q12 or Q13), please enter your contact details.

Note: Gravitas Research will keep your contact details separate from your survey answers.

Name	<input type="text"/>
Address	<input type="text"/>
Phone number	<input type="text"/>
Email	<input type="text"/>

Thank you for taking part in the survey. Your thoughts and feedback are appreciated.

Please fold the questionnaire as shown on the last page, tape it closed and post (no stamp is needed).