



Catering to the transport needs of Burlington Village

Anabela Cox, Archie Taylor, Jack Wilcox, Katie Gover & Rose Brown

Executive Summary

The residents of Burlington lifestyle village have expressed concern over the current and future transportation options available to them. Their health is declining with age and their mobility will soon limit how they live. The question being researched in this project is 'what could be done to enhance the long-term accessibility options for the ageing population at Burlington Village'. A survey was conducted to gather necessary data on the resident's current transportation habits and future demands. The results showed that most residents are concerned about losing their independence and wellbeing when they can no longer drive. The residents revealed a strong interest in a bus stop outside the village or an improved shuttle service run by Burlington Village. Despite the bus stop being the most effective option and meeting the demands of our community partner, it is a time

Introduction

Burlington Lifestyle Village is a newly established retirement village located on Preston's Road. Although it has been open to the public since 2019 there are currently no accessible transport options for the residents. Preston's Road is often busy which is a safety concern for residents when entering and exiting the village. The surrounding footpaths and cycle lanes are underdeveloped, which acts as a barrier for the residents, and restricts their ability to engage in active transport. Residents have expressed concern over becoming isolated and losing their independence if they can no longer drive. As Burlington Village expands in the future it is likely more residents will struggle with the same issues. The aim of this research is to identify transport options that will enhance the long-term accessibility for the ageing population at Burlington Village.

Literature Review

For our literature review, the sub-themes researched were based on the ideas of elderly people and loneliness, surveying and communicating with the elderly, development of retirement villages, transport innovations for older people and public transport policy for improving elderly mobility. These topics encapsulate various ideas within our overall research question, which were informative as to how we approached our research and recommendations.

Feeling a sense of belonging is the feeling of inclusion and being accepted into a large community (Lambert et al., 2013). This concept is important to elderly people as it allows them to value life by feeling like they have a purpose. Although Burlington Village operates as a lifestyle village, it is also a social community where they can

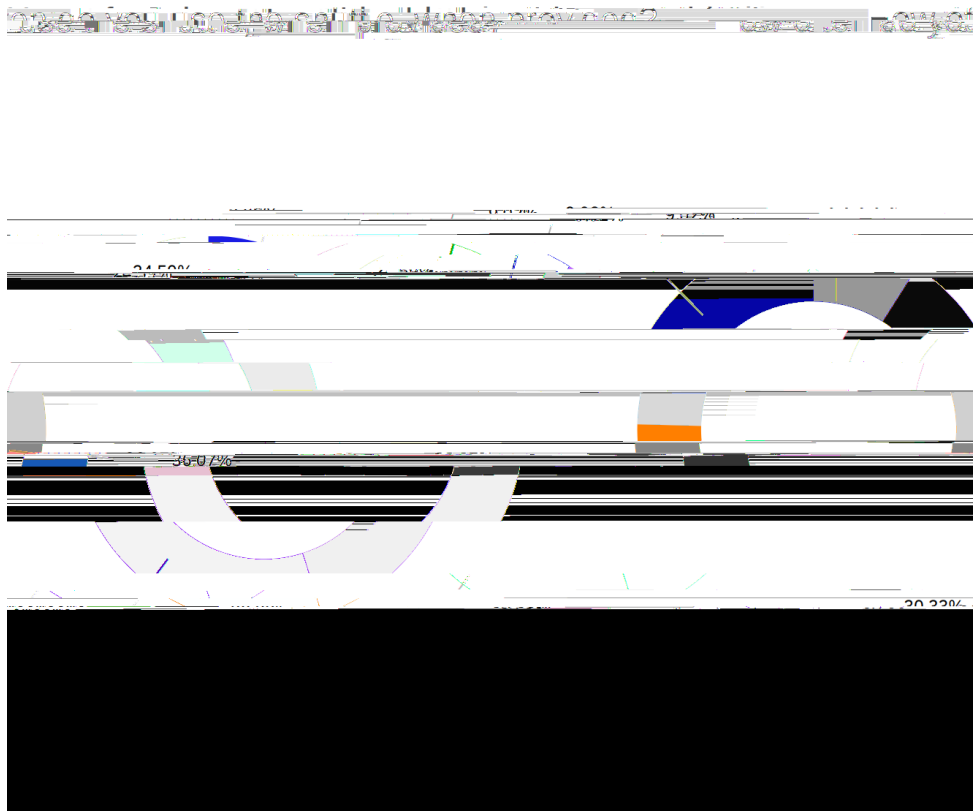
of Burlington Village would trust our efforts and intentions. For example, we explained that

Results

Initially the overpass was identified as a significant barrier as it restricted the resident's movement and made it difficult to access the nearest bus stop. In the survey the question

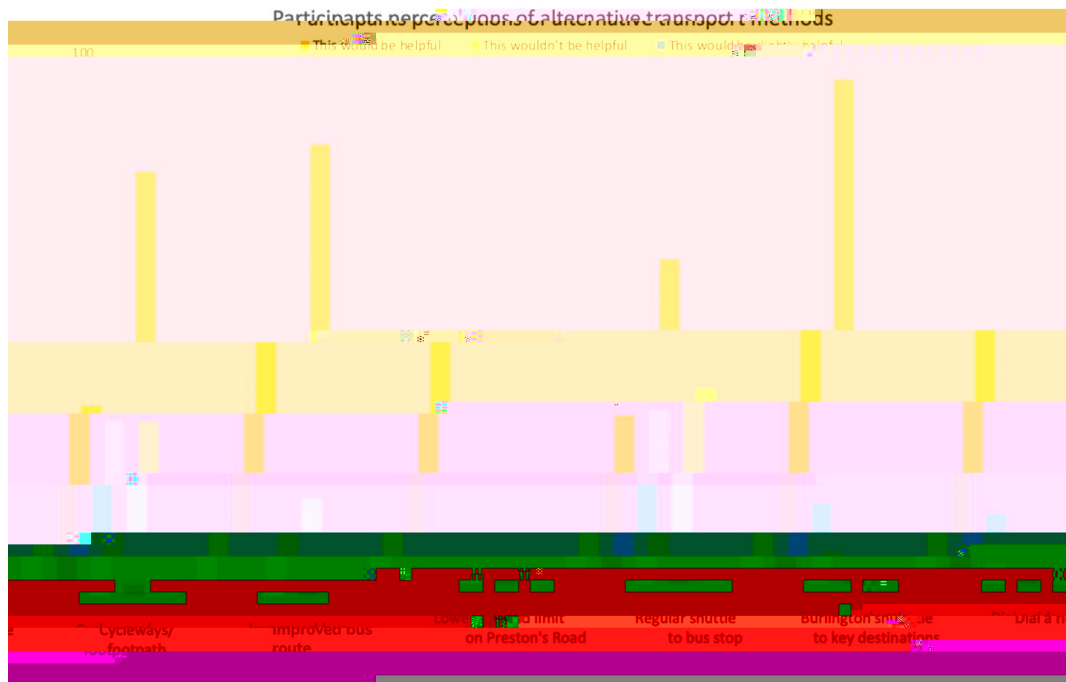
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shown in Figure 5 are a rough estimate of the resident's use of the Burlington shuttle, but they still indicate that residents enjoy using it.



How often do the residents use the Burlington shuttle?

At the end of the survey when we were gathering data on alternatives transport options, we asked the residents if they would like to see the shuttle go to more destinations. As displayed in Figure 6 below, 83% indicated that this would be really helpful, 13% said this would be slightly helpful and only 4% said this wouldn't be helpful.



Ranking of suggested alternatives

Car ownership was a major topic that we wanted to include in our research. Before conducting our research, we had certain expectations about the high rates of car ownership within the village. These expectations were correct, as the results showed that 1% of the participants do not own a car, while 47% owns two cars and 52% owns one car. These findings are significantly different to the data from the Arvida survey, which found that only 25% of residents owned at least one car (Dares et al., 2022). However, the survey stated that the average for this age group is 98%, so our results closely resembled this number. Figure 7 below indicates the rates of car ownership within the participants.

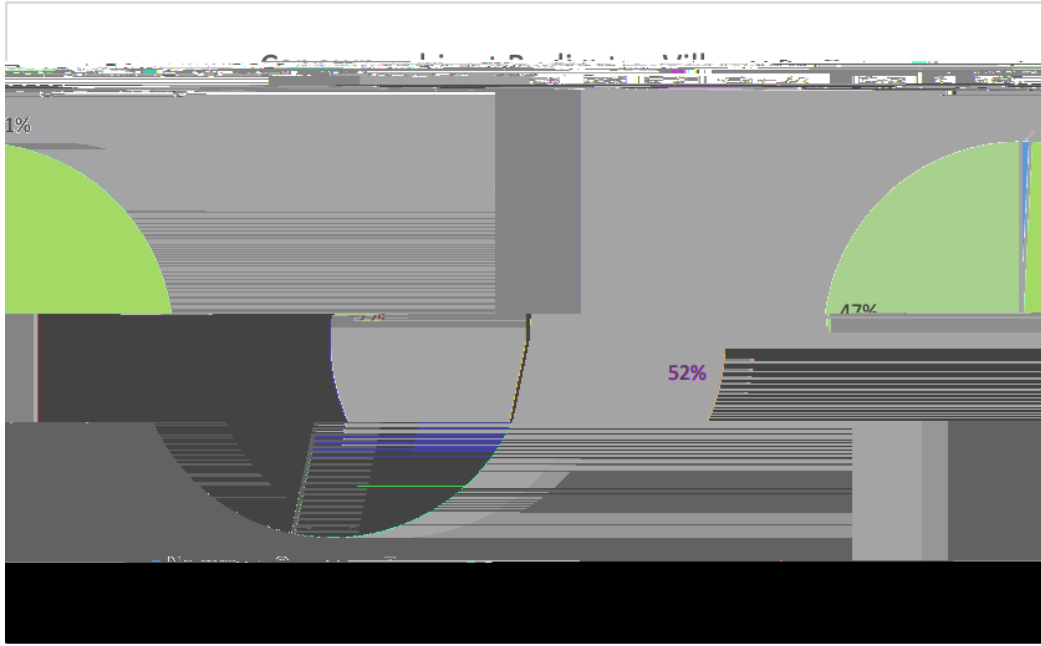


Figure 7. Percentages of residents with or without a car at Burlington Village

One question in the survey asked for the participants to rate their thoughts about various transport related statements on a scale from strongly disagree to strongly agree. Figure 8 below shows that 62% of residents either strongly disagree or disagree that they could live at Burlington Village without needing a car. Meanwhile, 55% of residents agree or strongly agree that they would like to travel by car less, and 79% of participants agree or strongly agree that residents without a car are at a disadvantage. These disadvantages could include an inability to socialise, or hindered access to basic facilities such as supermarkets or health services.

Figure 8. Perceptions on private car use

It was important to gauge an understanding of the residents' perceptions on public transport and their current frequency of use. This is because it would help us explore whether it was worthwhile lobbying for new public transport services around Burlington Village such as a bus stop.

Question 8 in the survey asks how often the residents use a specific mode of transport over the course of an average fortnight. The most common method was private cars with 46% of these respondents indicating that they drive 11-12 times a fortnight as shown in Figure 9. Only 17 participants (14%) said they currently take the bus with 16 of these only using it 1-2 times a fortnight as shown in Figure 10 below. Question 17 asked the residents to indicate their opinions on using a public bus. The majority of residents agree that using a bus would/does make them feel independent. They also express they feel confident riding the bus with only 3.3% of residents saying it makes them nervous. 55% of residents disagree that

Discussion

Although the survey had a good response rate there was a few inconsistencies in the results. Some residents didn't complete all the questions in the survey so the number of answers per question differed. This made it difficult to gather data on questions residents didn't consider relevant to the research. In addition to this there were some contradictions in the answers due to misinterpretations. These inconsistencies can be explained due to working with the ageing population.

A survey completed at Arvida Park Lane retirement village in 2021 revealed similarities and differences between how the residents there and at Burlington Village move around. Arvida has established a successful shared e-car scheme. Out of 600+ respondents at Arvida 95% had heard of the shared e-car scheme and 75% have used it. Only 31% of respondents at Burlington Village have heard of the shuttle and used it. This is a significant difference and reveals that the shuttle is not well promoted and appealing to the residents compared to the e-car scheme. When asked "do you have any health conditions that require you to limit your activities" 36% of respondents at Burlington Village stated yes while only 10% of respondents at Arvida stated yes. The residents of both retirement villages are aged between 65s are ag

Road closer to Burlington Village. In order to achieve this, ECan and the city council need to be made aware of the demand for the bus. It is a long and time-consuming process to alter a bus route, so it is important for the process to begin as soon as possible. The last recommendation is to design an over 65's metro bus that circuits around Christchurch's biggest residential villages and travels to key destinations the elderly population needs to access on a regular basis.

Conclusion

Through the data and knowledge gathered, this report has been able to advise the Burlington Residents Association on what transportation options are available to be enhanced for them. As discussed, there is little to no transport options available to the residents outside of private car use or walking. As the mental and physical health for these residents are declining, new transport options are necessary. Both short-term and long-term options through the use of the Burlington Village shuttle or a bus stop are available to them, however, there is still work to be done to allow for these options to be implemented. These solutions should enhance not only the availability of transport to them and future residents, it should also improve 7()-3(imp)-573(i1

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