

**Horizon Research**

# **Transport Perceptions Survey 2015**

**For the Greater Wellington Regional Council**

**June 2015**



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## **EXECUTIVE SUMMARY**

This report summarises the results of Greater Wellington Regional Council's 2015 Transport Perceptions survey. The survey was conducted online with members of Horizon Research's HorizonPoll national panel and Maori Panel, Greater Wellington Regional Councils' Greater Say panel and members of external panels.

1,501 respondents from the Greater Wellington Region answered the survey between 19 May and 15 June 2015. The sample was weighted to represent Greater Wellington region demographics from the 2013 census of the New Zealand population. The overall sample has a maximum margin of error at a 95% confidence level of  $\pm 2.6\%$ .

### **Transport use**

The most significant change between the 2012 and 2015 surveys for general travel in the Greater Wellington region was a reduction in private car use, both as a driver and passenger. In 2012, 82% of respondents said they had used a private car, as driver. In the 2015 survey, the corresponding figure was 68%. Similarly, travelling in a private car as a passenger dropped from 73% to 61%.

A significantly lower percentage of respondents (17%) than in 2012 (26%) said they had been part of a carpool in the past 3 months for travel around the Wellington region.

There was a significant increase in bus and train use, and small increases in ferry and truck use. Walking had declined from 75% in 2012 to 65% in the 2015 survey.

Cycling was unchanged, at 15% overall use.

On average, respondents had used 3.8 different forms of transport were used, down from 4.1 in 2012.

For travelling to or from work or study there a significant increase in bus use and a significant decline in use of private cars as a driver. There was small increase in bicycle use, from 2% in 2012 to 4% in 2015, but no increase in the percentage walking.

### **Travelling in the region**

14% of respondents, a similar result to 2012, rated travelling around the region as "Very good". 41%, a significantly lower percentage of respondents than in 2012 (50%) rated travelling around the region as "good".

28% of respondents felt that travelling around the region was neither good nor bad but 15% of respondents rated travelling around the region as either "very poor" or "Poor". This was significantly higher than in 2012 when the corresponding figure was 11%.

Trending results over the full 2003 to 2015 time series indicates little change except for an ongoing decline in the “Good” rating since a peak in 2008.

Just over half of all respondents felt the options they had for getting around in the Wellington Region had stayed the same. However, there was a significant increase in the percentage of respondents who felt the options had got worse – up from 13% in 2012 to 20% in 2015.

### **Travelling by private vehicle**

Asked their impressions of getting around the Wellington region in a private vehicle, respondents indicated a lower rating than in 2012 for “Very good” or “Good” – down from 65% in 2012 to 49% in 2015. There was a significant increase in the percentage of respondents rating travel around the Wellington region in a private vehicle as poor – up to 17% from 8% in 2012. There was also an increase in the percentage rating it as “Neither good nor bad” or “Poor”. This measure can be compared with surveys back to 2003.

Rating the reliability of the regional roading network, there was a significant drop, in comparison with 2012, in respondents rating travel around the region by private car as “Very good” or “Good”. Overall the decline was from 64% rating the roading network as reliable in 2012 to 40% in 2015. While there has been an increase from 5% in 2012 to 13% in 2015 in the rating of the roading network as “Unreliable”, most of the change has been a move from “Reliable” to “Sometimes reliable and sometimes unreliable” – up from 29% to 43%.

### **Lowering traffic speeds**

Respondents were asked how much they agree or disagreed that lowering traffic speed was a good option to:

- make drivers feel safer when driving around their local area;
- make cyclists feel safer and encourage cycling around their local area; and
- make pedestrians feel safer when walking around their local area.

Respondents were more likely than in 2012 to **disagree** with lowering traffic speeds to make drivers feel safer. Overall, 46% disagree – up from 40% in 2012 - and 33% agree – down from 43% in 2012.

More respondents agreed than disagreed with lowering traffic speeds to make cyclists feel safer and encourage cycling, but the agreement is less strong than in 2012 – down from 54% in 2012 to 43% in 2015. Overall, 32% disagreed.

Agreement with reducing traffic speeds to make pedestrians feel safer has dropped significantly from 46% in 2012 to 33% in 2015. Overall, 37% disagreed.

### **Good options for trips to or from work or study**

There was a shift in the perception of private motor vehicles as a good option for trips to or from work or study. 49% of respondents, down from 61% in 2012, saw a private motor vehicle

as a good option for “All” or “Most, but not all” trips to or from work or study. 31% of respondents, up from 19% in 2012, now see a private motor vehicle as a good option for “None” or “A few” of the trips they make to work or study.

The percentage who saw carpooling as a good option for all or most trips was 18%, down from 26% in 2012.

There was a significant increase in the percentage who said cycling was a good option for most of the work/study trips they make – 17% overall (up from 12% in 2012), and 15% of those whose main form of transport to work or study is not currently cycling. Strongest agreement (23%) was from respondents in Wellington City.

55% overall said that cycling was a good option for none of their work or study trips or for only a few of them.

More respondents (25%) than in 2012 (12%) thought that walking was a good option for a few of their trips to work or study while fewer now think walking is not a good option (31% in 2015 versus 42% in 2012). In particular, walking appears to be a significantly more accepted option for Wellington City respondents with only 20% seeing walking as unsuitable for any of their trips to work or study (42% in 2012).

### **Cycling**

As noted above, in comparison with 2012 cycling had not increased overall as a means of transport in the region although there was a marginal increase in cycling for trips to and from work or study.

15% of respondents across the region cycle and 4% of those who worked or studied said they travelled to or from work or study by bicycle

The level of service for cyclists was the same overall as in 2012; however 77% of those who cycled to work or study rated the level of services as either “Poor” or “Very poor”.

Among respondents who travelled to work or study, 53% - down from 58% in 2012 – said they would not consider cycling to work or study. For those who do cycle to work or study there is more emphasis on helping the environment and enjoying cycling than in the 2012 survey.

### **Dedicated cycleway**

77% of respondents agreed that providing a dedicated cycleway was a good option to make cyclists feel safer and encourage cycling around their local area. Greatest support for this was in the Hutt Valley. 10% disagreed.

### **Walking**

There was a significant reduction in the percentage of respondents who rated walking in the Wellington Region as “Good” or “Very good” down from 81% in 2012 to 71% in 2015. However

the 2015 result has returned to the trend line from the 2003 to 2008 surveys, which showed minimal variation when compared with each other.

The level of service perception for pedestrians was slightly lower than in 2012 – 65% rating it as “Very good” or “Good”, compared with 71% in 2012.

The perception is lower for those who walk to work or study: 20% rate the level of service for pedestrians as poor (8% “Very poor” and 12% “Poor”). 62% rate it as good: 19% “Very good” (higher than average) and 43% “Good”.

Overall, the percentage of employed or studying respondents who said they walked or ran on some occasions has increased from 16% to 21%, while the percentage who would not consider walking to work or study has dropped from 49% in 2012 to 39% in 2015. Again, this is particularly noticeable in Wellington City, where the percentage of active walkers was significantly higher in the 2015 result (23%) than in 2012 (18%) and the percentage of Wellington City respondents who say they would not consider walking was significantly lower (28%) than in 2012 (48%).

### **Safety**

As in all Transport Perceptions surveys since 2003, more respondents feel cycling is unsafe in the Wellington Region (47%) than feel it is safe (21%).

While nearly half the respondents felt cycling in the Wellington region in general was unsafe, a lower percentage – 40% - thought children cycling to school in their local area would be unsafe. The perception of children being safe cycling to school has declined significantly since 2012 in all areas except Kapiti Coast District and the Wairarapa - Wellington City being seen as the most unsafe, and Kapiti Coast District as the safest.

68% of respondents felt walking in the region was safe; only 8% saw it as unsafe. A slightly lower percentage – 64% - felt children were safe while walking to school. Again, this varies across the region, with only 48% of respondents from Porirua City feeling that children were safe walking to school, while 75% of Kapiti Coast District respondents felt children would be safe.

## **REPORT**

### **1. Travelling around the region**

#### **1.1 Forms of transport used in past 3 months**

All respondents were asked what forms of transport they had used around the Wellington Region in the past 3 months. On average 3.8 different forms of transport were used, down from 4.1 in 2012.

The most significant change was a reduction in private car use, both as a driver and passenger. In 2012, 82% of respondents said they had used a private car, as driver. In the 2015 survey, the corresponding figure was 68%. Similarly, travelling in a private car as a passenger dropped from 73% to 61%.

There was a significant increase in bus and train use, and small increases in ferry and truck use. Note that walking was at 65%, compared with 75% in 2012.

Which of the following forms of transport have you used around the Wellington Region in the past 3 months?	2015	2012
Bus	61%	56%
Train	50%	45%
Ferry	7%	5%
Wellington City cable car	10%	12%
Taxi	26%	30%
Van	9%	8%
Truck	3%	2%
Private car, as a driver	68%	82%
Private car, as a passenger	63%	73%
Motorcycle or scooter	3%	4%
Bicycle	15%	15%
Walking	67%	75%
I'm not sure	0%	0%
Some other form of transport	2%	0%
N (unweighted)	1,501	1,378

NZ European/Pakeha and “Other European” respondents were more likely to use private cars than respondents of other ethnicities.

Private car use as a driver increased with increasing age while private car use as a passenger decreased with increasing age.

Bus use generally declined with increasing age, but train use was more consistent from age 18 upwards.



Walking declined with increasing age while cycling was relatively consistent up to age 59 years.

Male respondents were significantly more likely than female respondents to use a private car (as a driver), bicycle, van and Wellington City Cable Car. Female respondents were significantly more likely than male respondents to use a bus or to be a passenger in a private car. They tend to be below average users of a private car as driver.

The lowest number of different forms of transport were used by respondents from Porirua City, with the most different forms being used by respondents from Hutt City, followed by Wellington City.

As noted in the 2012 survey, train use in Kapiti Coast District was significantly higher than the regional average, while train use in Wellington City was significantly lower than average. Note that train use in Hutt City and Upper Hutt City was also significantly above average and train and bus use by Hutt City respondents has grown significantly from the 2012 result.

Bus use was significantly above average in Wellington City and Hutt City, growing significantly since 2012. Use of a private car in Wellington City, either as driver or passenger, has fallen significantly.

Which of the following forms of transport have you used around the Wellington Region in the past 3 months?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Bus	61%	45%	47%	78%	64%	42%	24%
Train	50%	66%	48%	41%	60%	66%	42%
Ferry	7%	6%	3%	9%	9%	2%	11%
Wellington City cable car	10%	3%	2%	18%	4%	7%	1%
Taxi	26%	13%	13%	37%	22%	24%	12%
Van	9%	10%	3%	9%	11%	3%	12%
Truck	3%	2%	4%	2%	5%	4%	4%
Private car, as a driver	68%	73%	60%	67%	65%	78%	73%
Private car, as a passenger	63%	60%	44%	71%	68%	60%	44%
Motorcycle or scooter	3%	2%	2%	3%	2%	5%	1%
Bicycle	15%	22%	12%	18%	13%	14%	6%
Walking	67%	62%	43%	78%	73%	64%	43%
I'm not sure	0%	2%	0%	0%	0%	0%	1%
Some other form of transport	2%	1%	1%	2%	0%	2%	4%

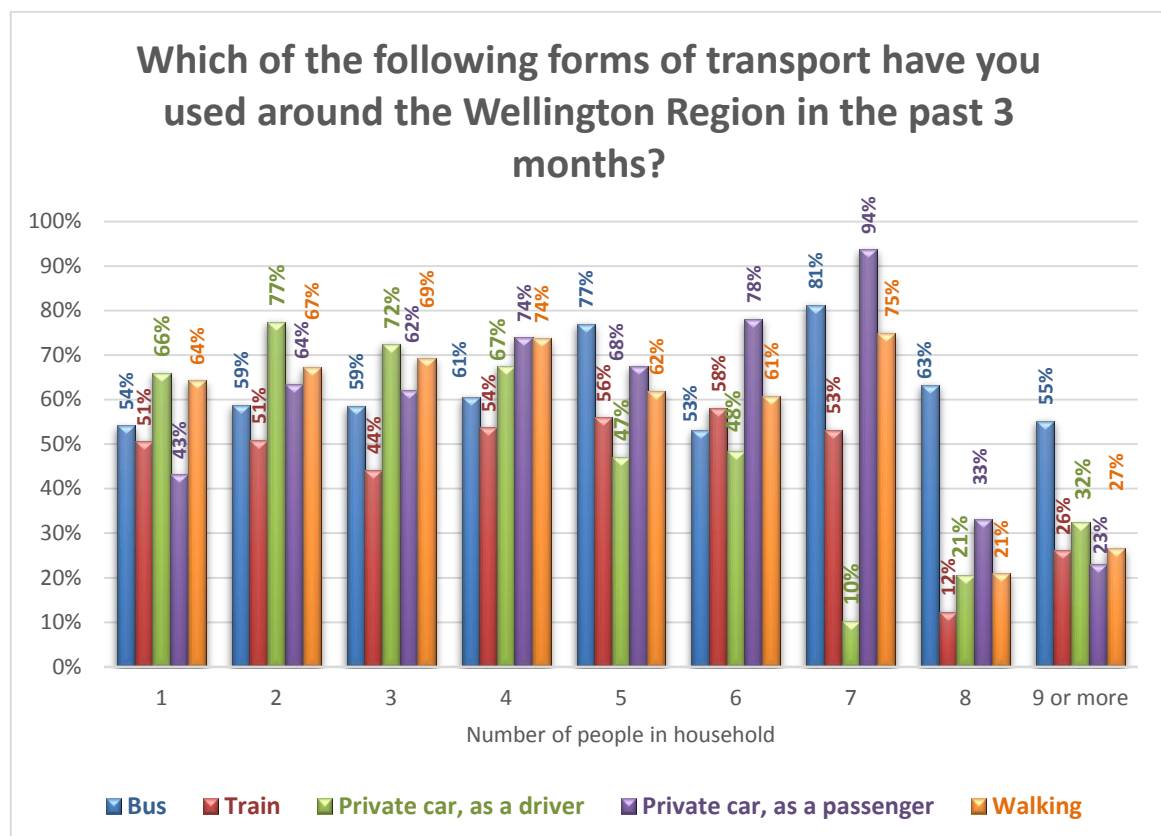
Average number of forms of transport used	3.8	3.7	2.8	4.3	4.0	3.7	2.8
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N (unweighted)	1501	166	141	712	257	126	98
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As noted in the 2012 survey, a significantly higher percentage than average of Wellington City respondents had used taxis. Taxi use was significantly lower than average in Kapiti Coast (as in 2012), Porirua City and the Wairarapa.

Analysis by household size shows indications that, in general:

- The range of transport modes used increased up to a household size of 4 people, then declined as household size increased.
- Use of buses increased with increasing household size.
- Use of a private car as a driver decreased with increasing household size.
- Use of a private car as a passenger and use of trains both increased up to 7 people in a household, then declined.
- Household size does not appear to be related to the level of use of bicycles, motorcycles, vans, trucks, walking or the Wellington City cable car.



## 1.2 “Hassle-free”

Respondents were asked how hassle-free they thought it was to travel about the region.

28% felt that travelling around the region was neither good nor bad. 14%, a similar result to 2012, rated it as “Very good”.

Although only 15% of respondents in total rated travelling around the region as “poor”, this was significantly higher than in 2012. Similarly, a significantly lower percentage of respondents than in 2012 rated travelling around the region as “good”.

Thinking about travelling around the region. How hassle-free would you say it is?	2015	2012	2008	2006	2004	2003
Very poor	4%	2%	2%	1%	2%	3%
Poor	12%	9%	8%	10%	7%	10%
Neither good nor bad	28%	24%	22%	32%	18%	30%
Good	41%	50%	54%	49%	51%	47%
Very good	14%	13%	13%	7%	20%	9%
I'm not sure	2%	1%	1%	1%	1%	1%

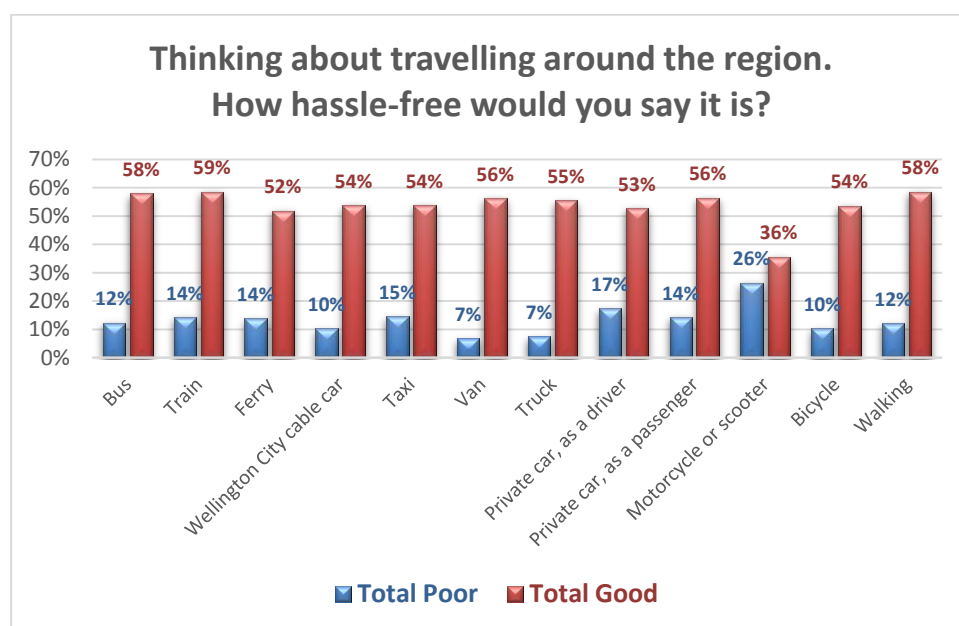
Total poor	15%	11%	10%	11%	9%	13%
Total good	55%	63%	67%	56%	71%	56%

N (unweighted)	1,500	1,378	1,002	1,003	1,006	1,002
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Trending results indicates little change over the full 2003 to 2015 time series. The most marked change is the decline in the “Good” rating since a peak in 2008.

In general, respondents 40 years of age or over were more positive about getting around the region than those under 40 years, who were significantly more likely to feel that it was neither good nor bad.

As shown in the chart below, which has “Total Poor” and “Total Good” as defined in the table above, motorcyclists rate traveling around the region as more “hassle” than users of other transport modes.



As in 2012, Porirua respondents rated travelling around the region less positively than respondents from other Wellington areas.

Thinking about travelling around the region. How hassle-free would you say it is?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Very poor	4%	3%	2%	5%	5%	2%	2%
Poor	12%	12%	18%	10%	13%	13%	7%
Neither good nor bad	28%	22%	37%	29%	27%	21%	29%
Good	41%	47%	32%	44%	32%	53%	44%
Very good	14%	13%	10%	11%	23%	12%	16%
I'm not sure	2%	3%	2%	2%	2%	1%	2%

Total poor ("Very poor" plus "Poor")	15%	15%	19%	15%	17%	15%	9%
Total good ("Very good" plus "Good")	55%	60%	42%	55%	55%	64%	60%

N (unweighted)	1500	166	141	712	257	126	98
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### 1.3 Options for getting around in the Wellington region

All respondents were asked whether they felt the options they had for getting around in the Wellington Region had improved, got worse or stayed the same.

Just over half of all respondents felt the options had stayed the same. However, there was a significant increase in the percentage of respondents who felt the options had got worse.

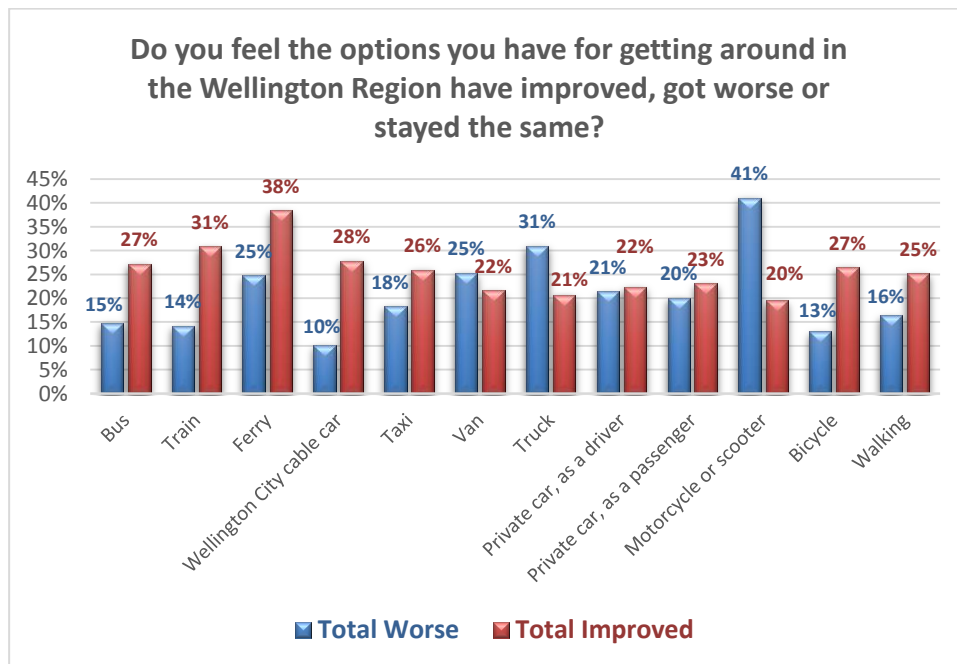
And thinking back over the last 2 years or so. Do you feel the options you have for getting around in the Wellington Region have improved, got worse or stayed the same?	2015	2012	2008	2006	2004	2003
Become much worse	4%	4%	2%	1%	3%	1%
Become a little worse	16%	9%	8%	9%	10%	9%
Stayed the same	53%	58%	52%	54%	46%	47%
Improved a little	21%	20%	27%	24%	26%	29%
Much improved	3%	6%	7%	6%	10%	9%
I'm not sure	3%	3%	4%	6%	5%	5%

Total worse	20%	13%	10%	10%	13%	10%
Total improved	24%	26%	34%	30%	36%	38%

N (unweighted)	1499	1,378	1,002	1,003	1,006	1,002
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The perception that options had become worse increased with increasing age.

Respondents who travelled by public transport, cycling or walking were much more likely to feel the options had improved, while those who travelled by van, truck, private car or motorcycle were much more likely than average to feel the options had got worse. Again, motorcyclists rate the options more poorly than users of other transport modes.



Wellington and Upper Hutt City respondents were the most likely to think their travel options had stayed the same, although Upper Hutt City respondents were also the most likely to think that their travel options had become much worse.

Kapiti Coast District respondents are significantly more likely than average to feel that their options have improved a little.

And thinking back over the last 2 years or so. Do you feel the options you have for getting around in the Wellington Region have improved, got worse or stayed the same?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Become much worse	4%	2%	8%	4%	1%	8%	2%
Become a little worse	16%	16%	18%	13%	19%	11%	23%
Stayed the same	53%	42%	44%	57%	47%	65%	57%
Improved a little	21%	33%	20%	21%	23%	12%	13%
Much improved	3%	4%	7%	2%	5%	2%	1%
I'm not sure	3%	3%	3%	3%	5%	2%	5%

Total Worse	20%	18%	26%	17%	20%	19%	25%
Total Improved	24%	37%	27%	23%	28%	14%	14%

N (unweighted)	1499	165	141	713	257	125	98
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## 2. Travel to Study or Work

### 2.1 City/district in which respondents worked or studied

Respondents who were employed or students were asked where they mostly went to study or work. In comparison with the 2012 survey there was a significant increase in work/study in Porirua City, Hutt City and Upper Hutt City.

In which of the following cities or districts do you mostly work/study?	2015	2012
Wellington City	65%	64%
Porirua City	13%	9%
Hutt City	20%	14%
Upper Hutt City	8%	5%
Kapiti Coast District	7%	7%
Masterton District	7%	5%
Carterton District	2%	1%
South Wairarapa District	3%	2%
Outside the Wellington region	2%	1%
I'd rather not say	0%	0%
N (unweighted)	1,108	925

In 2012 it was reported that those living in Upper Hutt City (43%), Porirua City (46%) and Lower Hutt City (50%) were the least likely to work and/or study in the same city or district in which they lived. In the June 2015 survey, Porirua City, Hutt City and Upper Hutt respondents were less likely than respondents in other areas to work/study where they lived, but there are changes:

- 59% of Hutt City residents were working in Hutt City, up from 50% in 2012.
- 53% of Porirua City residents were working in Porirua City, up from 46% in 2012.
- 56% of Upper Hutt residents were working in Upper Hutt, up from 43% in 2012.
- 67% of Kapiti Coast District residents were working in Kapiti Coast District, down from 73% in 2012.

Asian respondents were significantly more likely than average to be working or studying in Wellington City.

In which of the following cities or districts do you mostly work/study?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Wellington City	65%	39%	63%	93%	49%	25%	13%
Porirua City	13%	25%	53%	7%	6%	3%	0%
Hutt City	20%	13%	7%	7%	59%	30%	5%
Upper Hutt City	8%	6%	1%	1%	9%	56%	4%
Kapiti Coast District	7%	67%	2%	1%	3%	3%	0%
Masterton District	7%	3%	0%	1%	2%	1%	65%
Carterton District	2%	3%	0%	0%	1%	1%	22%
South Wairarapa District	3%	2%	0%	0%	1%	3%	25%
Outside the Wellington region	2%	15%	4%	0%	0%	1%	7%
I'd rather not say	0%	0%	0%	0%	1%	0%	0%

N (unweighted) – travel for work or study	1108	151	135	622	236	118	68
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Those who worked or studied in Wellington City or Upper Hutt were significantly younger, on average, than those working/studying in other areas.

## 2.2 Transport to work or study

Respondents who travelled to work or study were asked what mode of transport they used to do that. In comparison with 2012, there was a significant reduction in private car use as a driver, and a significant increase in bus use.

What is the main form of transport you use to travel to work/study? That is, the one you use to go the greatest distance.	2015	2012
Bus	26%	15%
Train	14%	15%
Ferry	0%	0%
Wellington City cable car	0%	0%
Taxi	1%	0%
Van	2%	1%
Truck	0%	0%
Private car, as a driver	35%	50%
Private car, as a passenger	8%	6%
Motorcycle or scooter	1%	1%
Bicycle	4%	2%
Walking	8%	7%
I'm not sure	0%	0%
Some other form of transport	2%	0%
N (unweighted)	1,109	1,088

Bicycling shows a small (but statistically significant) increase, but there is no change in the percentage walking.

There are few differences by gender, but as with travelling around the region in general, Female respondents were significantly more likely to use the bus or to be a passenger in a private car to get to work or study.

Use of a private car, as a driver, increases with increasing age up to age 49 years and is then steady to 69 years. Use of a bus decreases with increasing age. Rates of use of bus and private car (as driver) are similar from 18-39 years but diverge from 40 years or more.

As with transport in general around the region, bicycling is fairly consistent across all age groups, only declining slowly with increasing age. Walking is similar, again only declining slowly with increasing age.

Train use also declines with increasing age from a peak in the 18-24 year old group.

As noted in the 2012 survey, and probably primarily because 92% of workers or students who live in Wellington City work or study in Wellington City, train use among Wellington City respondents was significantly lower than for respondents from Kapiti Coast District, Porirua City or Hutt City.

Bus use and walking are both significantly more important in Wellington City as a means of getting to work or study than in other parts of the region.



What is the main form of transport you use to travel to work/study? That is, the one you use to go the greatest distance.	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Bus	26%	11%	20%	38%	24%	10%	3%
Train	14%	19%	30%	8%	17%	9%	11%
Ferry	0%	0%	0%	0%	0%	0%	0%
Wellington City cable car	0%	0%	0%	0%	0%	0%	0%
Taxi	1%	0%	0%	0%	4%	0%	2%
Van	2%	10%	1%	0%	2%	0%	4%
Truck	0%	1%	2%	0%	0%	1%	0%
Private car, as a driver	35%	45%	30%	25%	38%	56%	61%
Private car, as a passenger	8%	2%	11%	8%	7%	18%	4%
Motorcycle or scooter	1%	0%	2%	1%	1%	1%	0%
Bicycle	4%	1%	2%	8%	1%	0%	3%
Walking	8%	9%	2%	11%	4%	3%	7%
I'm not sure	0%	0%	0%	0%	0%	0%	0%
Some other form of transport	2%	4%	0%	1%	2%	2%	4%

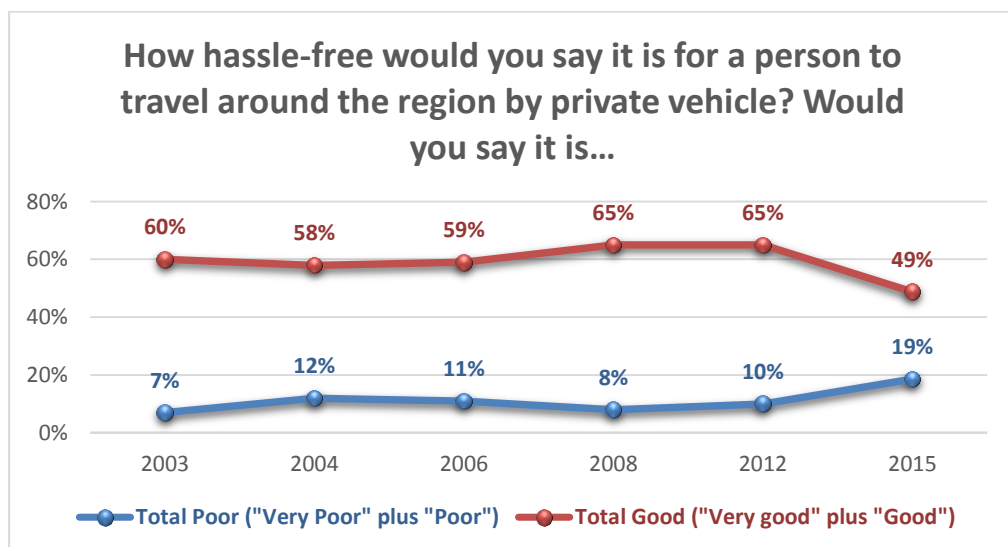
N (unweighted) – travel for work or study	1109	103	105	555	195	83	68
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### 3. Getting around the Wellington region by private vehicle

#### 3.1 Is travel around the region “hassle-free”?

Respondents were asked their impressions of getting around the Wellington region in a private vehicle. This measure can be compared with surveys back to 2003.

Comparisons indicate that while the 2012 and 2008 surveys were indicating a slight improvement in respondents’ impressions, in 2015 there has been a deterioration in the overall impression.



The table below, showing the detailed figures for the six surveys, indicates a drop in respondents rating travel around the region by private vehicle as “Very good” or “good” and an increase in them rating it as “Neither good nor bad” or “Poor”.

How hassle-free would you say it is for a person to travel around the region by private vehicle? Would you say it is...	2015	2012	2008	2006	2004	2003
Very poor	1%	2%	2%	2%	4%	2%
Poor	17%	8%	6%	9%	8%	5%
Neither good nor bad	29%	24%	24%	25%	26%	26%
Good	40%	51%	55%	48%	50%	51%
Very good	9%	14%	10%	11%	8%	9%
I'm not sure	3%	1%	4%	4%	4%	7%

Total Poor ("Very Poor" plus "Poor")	19%	10%	8%	11%	12%	7%
Total Good ("Very good" plus "Good")	49%	65%	65%	59%	58%	60%

N (unweighted)	1,490	1,389	1,002	1,003	1,006	1,002
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There was little difference in ratings by age, although as age increased more respondents tended to give a “Good” rating to getting around the region by private vehicle.

Related to that was a slow decline with increasing age in the percentage rating travel around the region by private vehicle as “Poor”.

Kapiti Coast District, Hutt Valley and Wairarapa respondents were more likely than average to rate travel around the region by private vehicle as “Good”.

How hassle-free would you say it is for a person to travel around the region by private vehicle? Would you say it is...	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Very poor	1%	1%	1%	0%	0%	2%	1%
Poor	17%	8%	21%	21%	5%	15%	6%
Neither good nor bad	29%	34%	21%	24%	39%	43%	40%
Good	40%	55%	41%	49%	40%	34%	44%
Very good	9%	1%	14%	4%	15%	6%	9%
I'm not sure	3%	0%	1%	3%	1%	0%	1%

Total Poor ("Very poor" plus "Poor")	19%	9%	23%	21%	5%	17%	7%
Total Good ("Very good" plus "Good")	49%	56%	55%	53%	55%	40%	53%

N (unweighted)	1490	22	255	165	55	141	98
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### 3.2 Reliability of the regional roading network for private vehicle users

Respondents were asked to rate the reliability of the regional roading network. Reliability was defined for them as “By reliable we mean is it easy to estimate how long it would take to get from A to B on the road network; that you are not affected by unexpected delays on the roads, etc.”

Reflecting the results when asking respondents whether travel around the region was “hassle-free”, there was a significant drop, in comparison with 2012, in respondents rating travel around the region by private car as “Very reliable” or “Reliable”. While there has been an increase in them rating it as “Unreliable” most of the change has been a move from “reliable” to “Sometimes reliable and sometimes unreliable”.

In general, how reliable do you think the regional roading network is? Would you say it is...	2015	2012	2008	2006	2004	2003
Very unreliable	3%	1%	2%	2%	4%	2%
Unreliable	13%	5%	6%	9%	8%	5%
Sometimes reliable and sometimes unreliable	43%	29%	24%	25%	26%	26%
Reliable	33%	52%	55%	48%	50%	51%
Very reliable	7%	12%	10%	11%	8%	9%
I'm not sure	2%	1%	4%	4%	4%	7%
Total Unreliable ("Very unreliable" plus "unreliable")	15%	6%	8%	11%	12%	7%
Total Reliable ("Very reliable" plus "Reliable")	40%	64%	65%	59%	58%	60%
N (unweighted)	1,490	1,378	1,002	1,003	1,006	1,002

In general, female respondents were less likely to rate the reliability of the regional roading network as “reliable” and more likely to rate it as “Sometimes reliable and sometimes unreliable”.

Impressions of the roading network as “Reliable” increased as age increased. Rating as “Very unreliable” was minimal across all age groups.

Note that Kapiti Coast District and Porirua City respondents were more likely to see the roading network as “Sometimes reliable and sometimes unreliable”.

In general, how reliable do you think the regional roading network is? Would you say it is...	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Very unreliable	3%	2%	3%	2%	3%	2%	2%
Unreliable	13%	8%	7%	13%	19%	11%	8%
Sometimes reliable and sometimes unreliable	43%	56%	56%	38%	41%	48%	41%
Reliable	33%	25%	26%	38%	27%	32%	38%
Very reliable	7%	7%	5%	7%	9%	7%	8%
I'm not sure	2%	3%	3%	2%	1%	0%	2%

Total Unreliable ("Very unreliable" plus "Unreliable")	15%	10%	11%	16%	23%	12%	11%
Total Reliable ("Very reliable" plus "Reliable")	40%	32%	31%	45%	36%	39%	46%

N (unweighted)	1490	166	141	705	254	126	98
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### 3.3 Lowering traffic speeds

Respondents were asked (whether or not they currently drove themselves) how much they agree or disagreed that lowering traffic speed is a good option to make drivers feel safer when driving around their local area.

As shown in the following table, respondents were more likely than in 2012 to **disagree** with lowering traffic speeds. Overall, 46% disagree and 33% agree.

Whether or not you drive yourself at present, how much do you agree or disagree that lowering traffic speed is a good option to make drivers feel safer when driving around your local area?	2015	2012
Strongly disagree	17%	13%
Disagree	28%	27%
Neither agree nor disagree	19%	15%
Agree	22%	33%
Strongly agree	10%	10%
I'm not sure	3%	2%

Total Disagree	46%	40%
Total Agree	33%	43%

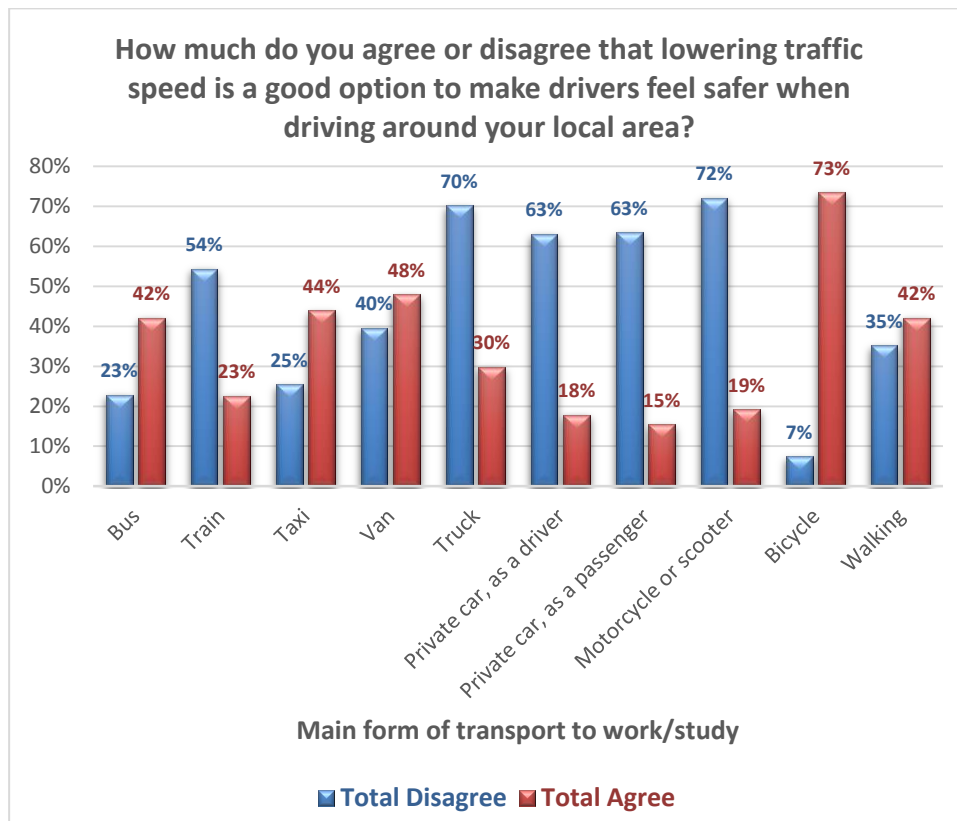
N (unweighted)	1486	1,389
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As age increased, fewer respondents selected "Neither agree nor disagree"; more either agreed or disagreed.

A majority of males disagreed, with male respondents being more likely overall to disagree than female respondents. Conversely, although agreement among female respondents was not a majority, female respondents were more likely than male respondents to agree.

Analysing by the main transport to work or study shows that agreement is greater than disagreement primarily among those who do not drive. Strongest agreement (and the only majority agreement) comes from cyclists, who in this survey make up just 4% of travel to work or study. Respondents who walk, or use the bus or taxi agree more than they disagree. Respondents using those modes of transport make up 39% of those who travel for work or study.

Respondents using the train, a car (either as driver or passenger), motorcycle/scooter or truck to get to work or study all have majority disagreement. Respondents using those modes of transport make up 58% of those who travel for work or study.



Respondents in the Wairarapa more strongly disagree than respondents in other areas. The percentage of Wellington City respondents who agree is virtually the same as the percentage who disagree.

Whether or not you drive yourself at present, how much do you agree or disagree that lowering traffic speed is a good option to make drivers feel safer when driving around your local area?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Strongly disagree	17%	21%	13%	16%	17%	15%	28%
Disagree	28%	31%	30%	23%	27%	43%	34%
Neither agree nor disagree	19%	19%	31%	19%	17%	13%	15%
Agree	22%	23%	16%	26%	23%	18%	16%
Strongly agree	10%	4%	9%	12%	13%	11%	6%
I'm not sure	3%	3%	2%	5%	3%	0%	1%
Total Disagree	46%	52%	43%	39%	44%	58%	63%
Total Agree	33%	27%	25%	38%	36%	29%	22%
N (unweighted)	1486	165	141	704	253	126	97

### 3.4 Impact of motor vehicle cost on trips

As in 2012, respondents were asked whether, in the last 6 months or so, they had decided not to make a trip, or made fewer trips than they wanted to in the Wellington Region because of the cost of using a private vehicle.

The overall result was the same as in 2012: 38% of respondents had made fewer trips or put them off. The decision to do so was most prevalent among those with household income less than \$70,000 per annum. It was less prevalent with respondents in couple-only households or two-parent households with one or two children.

In the last 6 months or so, have you decided not to make a trip, or made fewer trips than you wanted to in the Wellington Region because the cost of using a private vehicle put you off?	2015	2012	2008	2006	2004	2003
Yes	38%	38%	46%	43%	26%	19%
No	55%	61%	54%	58%	74%	81%
I'm not sure	7%	1%	0%	0%	0%	0%
N (unweighted)	1,487	1,378	1,002	1,003	1,006	1,002

Female respondents were more likely than male respondents to have put off or not made trips.

By ethnicity, Pacific Island respondents were more likely than respondents from other ethnicities to have decided not to make a trip or to have made fewer trips.

The decision to not make a trip or make fewer trips rises to the 30-39 year age group and then declines.

In the 2012 survey, respondents in the Wairarapa were the most likely to have decided not to make a trip, or make fewer trips. In this survey, Porirua City and Hutt City respondents are the most likely to have done so.

In the last 6 months or so, have you decided not to make a trip, or made fewer trips than you wanted to in the Wellington Region because the cost of using a private vehicle put you off?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Yes	38%	32%	49%	35%	46%	32%	32%
No	55%	66%	41%	59%	40%	67%	62%
I'm not sure	7%	2%	10%	6%	14%	1%	6%

N (unweighted)	1486	165	141	704	253	126	97
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### 3.4 Is a private motor vehicle a good option for trips to work/study?

Respondents were asked whether they saw a private vehicle as a good option for any of the trips they make to and from work/study in the Wellington Region.

Overall, a lower percentage of respondents than in 2012 saw a private motor vehicle as a good option for "All" or "Most, but not all" trips to and from work or study. A higher percentage of respondents now see a private motor vehicle as a good option for "None" or "A few" of the trips they make to work or study.

Do you see a private vehicle as a good option for any of the trips you make to and from work/study in the Wellington Region? Would you say a private vehicle is a good option...	2015	2012	2008	2006	2004	2003
For none of them at all	14%	9%	10%	10%	7%	10%
For a few of them	17%	10%	12%	7%	12%	11%
For some, but not many	18%	21%	19%	17%	16%	15%
For most, but not all	30%	35%	25%	29%	24%	26%
For all trips	19%	26%	34%	35%	39%	39%
I'm not sure	2%	1%	1%	1%	1%	2%

N (unweighted) - travel for work or study	1,103	1,075	912	822	825	822
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Rating a private motor vehicle as a good option for all trips made to and from work or study has trended down since 2004, while rating it as good for “Most, but not all” has generally trended up. The rate at which “good for all trips” has trended down is double the rate at which “good for most, but not all” has trended up, implying a general shift in attitude.

Perceptions differ across the region. A majority of respondents in all areas except Wellington City see a private motor vehicle as a good option for all, or most but not all, trips for work or study – particularly in Wairarapa, Upper Hutt City and Kapiti Coast District. This was also the result in 2012.

In Wellington City, however, only 37% see a private motor vehicle as good for all or most but not all trips for work/study (49% in 2012), while 40% (24% in 2012) say that a private motor vehicle is a good option for none or only a few work/study trips. This is probably reflected in the lower than average use of a private motor vehicle to get to work reported by respondents living in Wellington City.

Do you see a private vehicle as a good option for any of the trips you make to and from work/study in the Wellington Region? Would you say a private vehicle is a good option...	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
For none of them at all	14%	7%	15%	19%	9%	5%	8%
For a few of them	17%	15%	22%	22%	14%	9%	5%
For some, but not many	18%	17%	9%	21%	22%	10%	14%
For most, but not all	30%	44%	26%	26%	25%	48%	37%
For all trips	19%	17%	27%	11%	27%	25%	35%
I'm not sure	2%	1%	0%	2%	3%	3%	1%

N (unweighted) - travel for work or study	1,103	103	104	552	193	83	68
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In general, the perception that a private motor vehicle is good for all or most, but not all work/study trips generally increased with increasing age.

Conversely, the perception that a private motor vehicle is a good option for no work/study trips or for only a few of them tended to decline with increasing age.

By ethnicity, Asian, NZ European/Pakeha and Pacific Island respondents were the most likely to see a private vehicle as a good option for all trips to work or study.

#### 4. Carpooling

17% of respondents said they had been part of a carpool in the past 3 months for travel around the Wellington region. This is a significantly lower figure than the 2012 survey.



In the last 3 months, have you ever been part of a carpool for travel around the Wellington region?	2015	2012
Yes	17%	26%
No	83%	74%
Don't know	1%	0%
N (unweighted)	1,486	1,378

The percentage of respondents involved in a carpool varied across the region, with the lowest level in Wairarapa and the highest in Upper Hutt City and Wellington City.

In the last 3 months, have you ever been part of a carpool for travel around the Wellington region?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Yes	17%	15%	17%	20%	14%	21%	6%
No	83%	85%	83%	80%	85%	79%	94%
Don't know	1%	0%	1%	1%	1%	0%	0%
N	1,486	166	141	703	253	125	98

Carpooling peaks in the 18-29 and 30-39 age groups, declining as age increases.

NZ European/Pakeha respondents in the sample were the least likely to be carpooling; the most likely were Indian, Asian and Pacific Island respondents.

Respondents who travelled for work or study were asked whether they saw carpooling as a good option for any of their trips to and from work or study. The percentage who saw carpooling as a good option for all or most trips was lower than in 2012.

Do you see carpooling as a good option for any of the trips you make to and from work/study in the Wellington Region? Would you say carpooling is a good option...	2015	2012
For none of them at all	32%	31%
For a few of them	21%	14%
For some, but not many	24%	26%
For most, but not all	16%	20%
For all trips	2%	6%
I'm not sure	7%	3%
N (unweighted) - travel for work or study	1,096	925

Carpooling was most likely to be seen as good option for most trips by respondents from Porirua City. It was of least interest to respondents from the Wairarapa.

Despite participation in carpooling being above average in Upper Hutt, 41% felt that it was not a good option for any of their work/study trips and 26% felt it was an option for only a few trips.

Do you see carpooling as a good option for any of the trips you make to and from work/study in the Wellington Region? Would you say carpooling is a good option...	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
For none of them at all	32%	39%	19%	32%	26%	41%	49%
For a few of them	21%	22%	19%	22%	17%	26%	14%
For some, but not many	24%	18%	27%	20%	35%	16%	24%
For most, but not all	16%	14%	24%	17%	13%	8%	8%
For all trips	2%	2%	0%	2%	3%	2%	0%
I'm not sure	7%	5%	11%	7%	6%	8%	5%

N	1,096	102	105	547	192	83	67
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There were no major differences by age.

Male respondents were significantly less likely to regard carpooling as a good option for travel to work/study than female respondents.

## 5. Cycling

### 5.1 Is cycling around the region “hassle-free”?

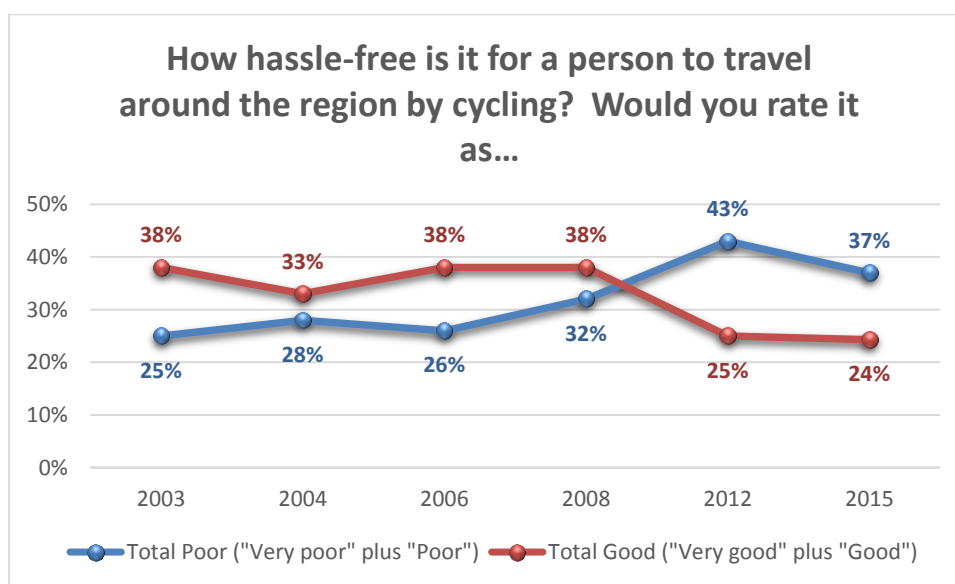
Regardless of whether they cycled or not, respondents were asked their impressions of getting around the Wellington region by cycling. This measure is compared with surveys from 2003 to 2012.

How hassle-free is it for a person to travel around the region by cycling? Would you rate it as...	2015	2012	2008	2006	2004	2003
Very poor	12%	12%	7%	5%	6%	6%
Poor	25%	31%	25%	21%	22%	19%
Neither good nor bad	21%	24%	17%	21%	14%	17%
Good	21%	21%	30%	32%	26%	31%
Very good	4%	4%	8%	6%	7%	7%
I'm not sure	18%	9%	14%	16%	25%	20%

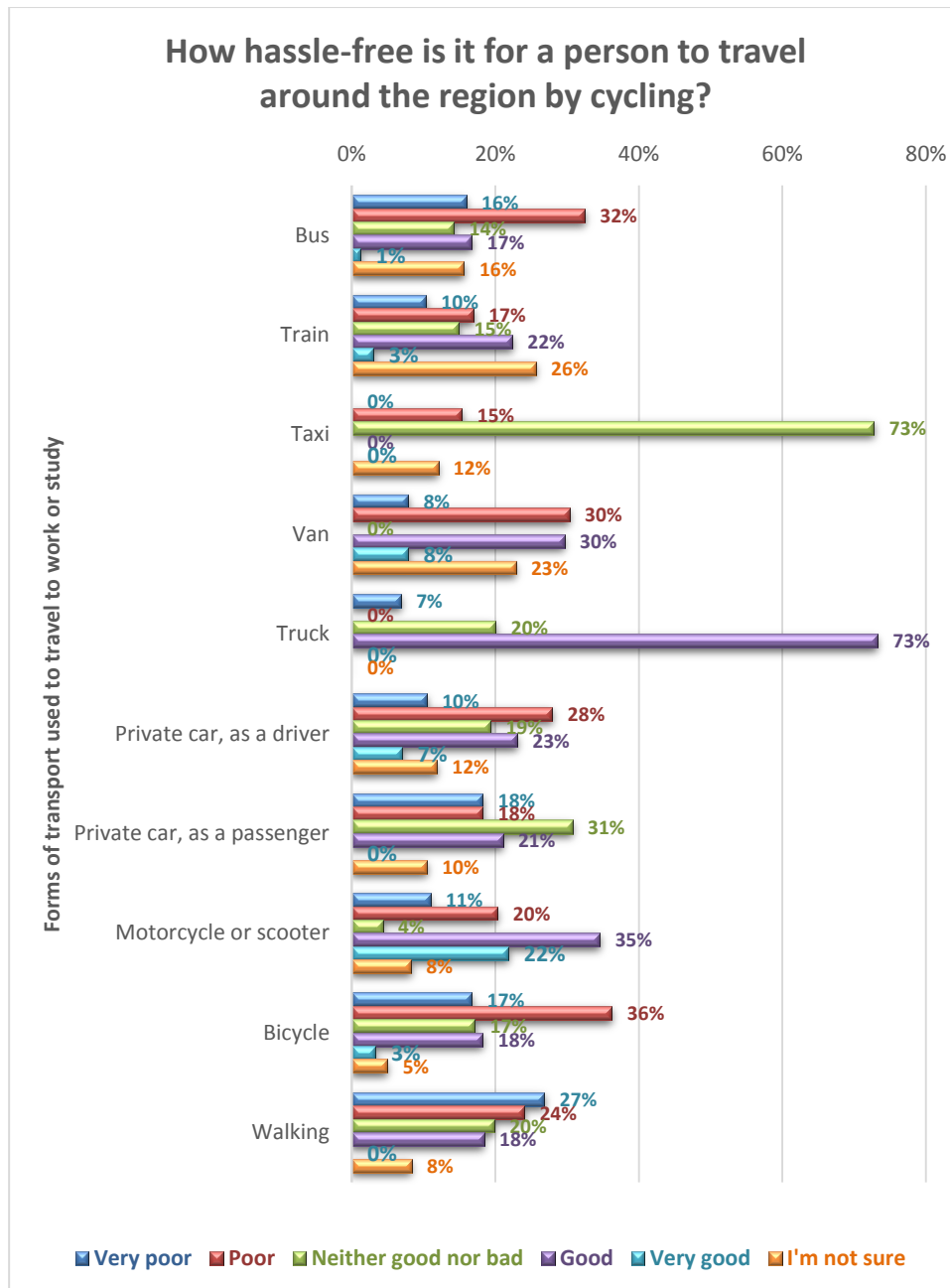
Total Poor ("Very poor" plus "Poor")	37%	43%	32%	26%	28%	25%
Total Good ("Very good" plus "Good")	24%	25%	38%	38%	33%	38%

N (unweighted)	1,477	1,378	1,002	1,003	1,006	1,002
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Note that "poor" ratings ("Very poor" plus "Poor") have slowly increased since 2003 while "good" ratings ("Very good" plus "Good") have slowly decreased – at approximately the same rate of around 3% per measure.



Analysis by forms of transport used in the Wellington Region in the past 3 months shows that a higher percentage of cyclists than users of any other forms of transport rate getting travelling around the region by cycle as "Good": 34% compared with an average of 21%. However, analysis by the form of transport used to go to work or study indicates that 53% of those using a cycle to travel to work or study (likely to be more in "rush hour") rate the experience as "poor". This is illustrated in the following chart.



Wellington City respondents are the most likely to rate the level of hassle-free cycling as “poor” (49%). This is a similar result to 2012’s 45% in Wellington City. The highest “good” rating, at 38% is from Upper Hutt respondents. In 2012 Upper Hutt had the highest “poor” rating (49%).

How hassle-free is it for a person to travel around the region by cycling? Would you rate it as...	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Very poor	12%	6%	11%	18%	5%	13%	9%
Poor	25%	29%	13%	32%	24%	14%	19%
Neither good nor bad	21%	22%	24%	18%	22%	23%	25%
Good	21%	14%	24%	18%	23%	31%	25%
Very good	4%	1%	3%	2%	7%	7%	1%
I'm not sure	18%	28%	25%	13%	19%	12%	21%

Total Poor ("Very poor" plus "poor")	37%	35%	24%	49%	29%	27%	28%
Total Good ("Very Good" plus "Good")	24%	14%	27%	20%	30%	38%	26%

N	1,477	162	139	701	253	125	97
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## 5.2 Level of service for cyclists

Respondents were asked to rate the level of service in the Wellington Region for cyclists. Level of service was defined by the statement "By level of service we mean getting around by bike on the region's roads and paths is easy, safe and pleasant. There are sufficient places to park and lock up your bike at key destinations, etc."

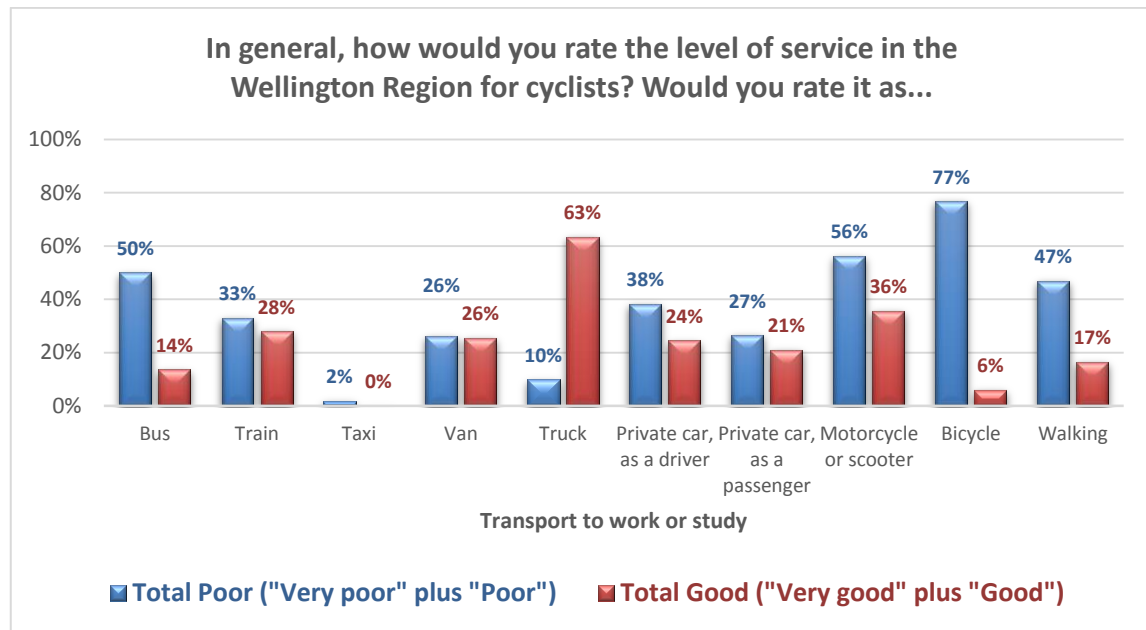
The level of service was almost the same as in 2012. Note that in 2015 there were significantly more respondents who were unsure than in 2012.

In general, how would you rate the level of service in the Wellington Region for cyclists? Would you rate it as...	2015	2012	2008	2006	2004	2003
Very poor	11%	9%	7%	5%	6%	6%
Poor	26%	29%	30%	26%	24%	26%
Neither good nor bad	22%	30%	23%	24%	24%	23%
Good	15%	18%	26%	26%	24%	26%
Very good	6%	2%	3%	3%	1%	2%
I'm not sure	19%	12%	12%	16%	21%	18%

Total Poor ("Very poor" plus "Poor")	37%	38%	37%	31%	30%	32%
Total Good ("Very good" plus "Good")	21%	20%	29%	29%	25%	28%

N (unweighted)	1,473	1,378	1,002	1,003	1,006	1,002
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A majority of cyclists rated the level of service as “poor”. 54% of those who cycled in the past 3 months felt this way together with, as shown in the following chart, 77% of those who cycle to work or study.



As with the “Hassle-free” measure, Wellington City respondents were the most likely to rate the level of service for cyclists as “poor”: 46% rated it as “poor” in 2015, similar to the 44% in 2012.

In general, how would you rate the level of service in the Wellington Region for cyclists? Would you rate it as...	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Very poor	11%	4%	9%	14%	11%	11%	9%
Poor	26%	32%	23%	32%	20%	17%	17%
Neither good nor bad	22%	25%	22%	22%	19%	23%	29%
Good	15%	8%	14%	12%	19%	28%	20%
Very good	6%	2%	5%	5%	10%	10%	2%
I'm not sure	19%	29%	27%	15%	21%	11%	24%

Total Poor ("Very poor" plus "poor")	37%	36%	32%	46%	32%	28%	26%
Total Good ("Very Good" plus "Good")	21%	10%	19%	18%	29%	38%	22%

N	1,473	161	139	699	253	125	96
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### 5.3 Lowering traffic speeds

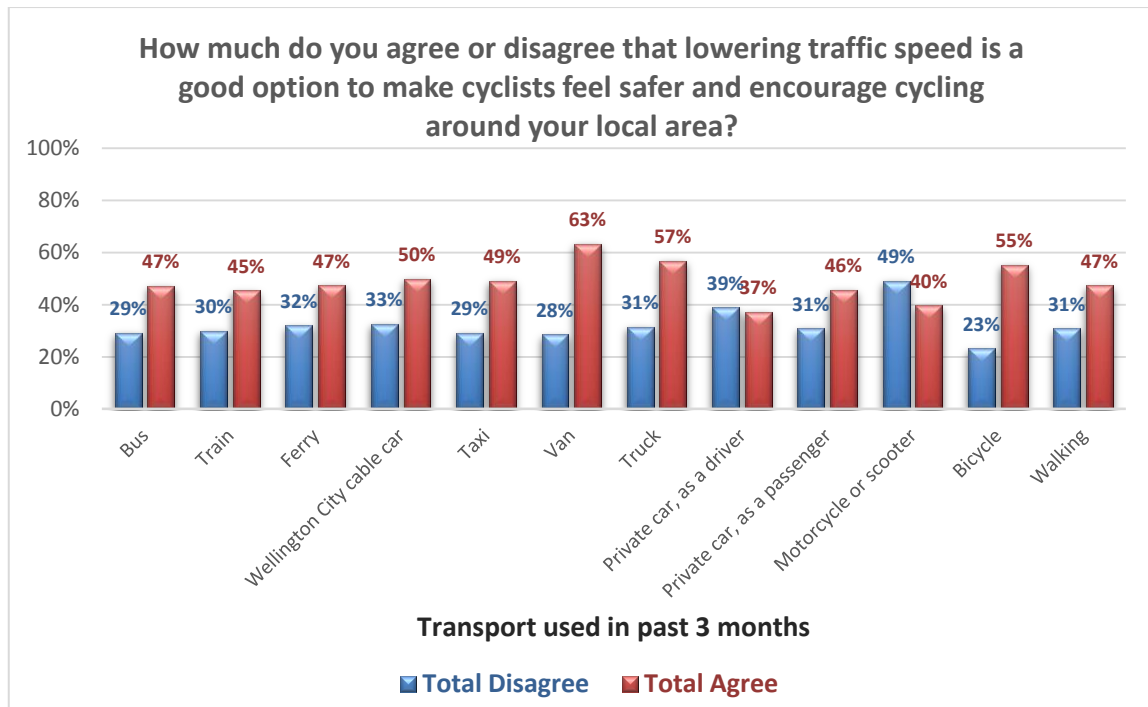
Respondents were asked (whether or not they currently cycled themselves) how much they agreed or disagreed that lowering traffic speed was a good option to make cyclists feel safer and encourage cycling around their local area.

As shown in the following table, more respondents agree than disagree with this, but the agreement is less strong than in 2012. Overall, 32% disagree and 43% agree.

Whether or not you cycle yourself at present, how much do you agree or disagree that lowering traffic speed is a good option to make cyclists feel safer and encourage cycling around your local area?	2015	2012
Strongly disagree	11%	7%
Disagree	21%	23%
Neither agree nor disagree	19%	12%
Agree	27%	36%
Strongly agree	15%	18%
I'm not sure	6%	4%
Total Disagree	32%	30%
Total Agree	43%	54%
N (unweighted)	1,473	1,378

In general, disagreement tends to increase with increasing age, while agreement, after rising to the 30-39 years age group, declines with further increasing age.

As shown in the following chart, it is not only cyclists who agree that lowering traffic speed is a good option to make cyclists feel safer and encourage cycling around their local area. Apart from private car drivers, who are ambivalent about this, more users of all other forms of transport in the past 3 months agree than disagree.



Wairarapa respondents were the most likely to disagree, while Upper Hutt City respondents were equally divided. Wellington City respondents were the most likely to agree, as shown in the following table.

Whether or not you cycle yourself at present, how much do you agree or disagree that lowering traffic speed is a good option to make cyclists feel safer and encourage cycling around your local area?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Strongly disagree	11%	13%	8%	11%	9%	14%	17%
Disagree	21%	16%	21%	19%	23%	33%	21%
Neither agree nor disagree	19%	33%	26%	17%	18%	7%	17%
Agree	27%	25%	20%	26%	36%	32%	20%
Strongly agree	15%	8%	15%	21%	7%	13%	14%
I'm not sure	6%	5%	10%	5%	7%	1%	11%
Total Disagree	32%	29%	29%	30%	32%	46%	38%
Total Agree	43%	33%	35%	48%	43%	46%	34%
N	1,473	163	138	699	253	124	96

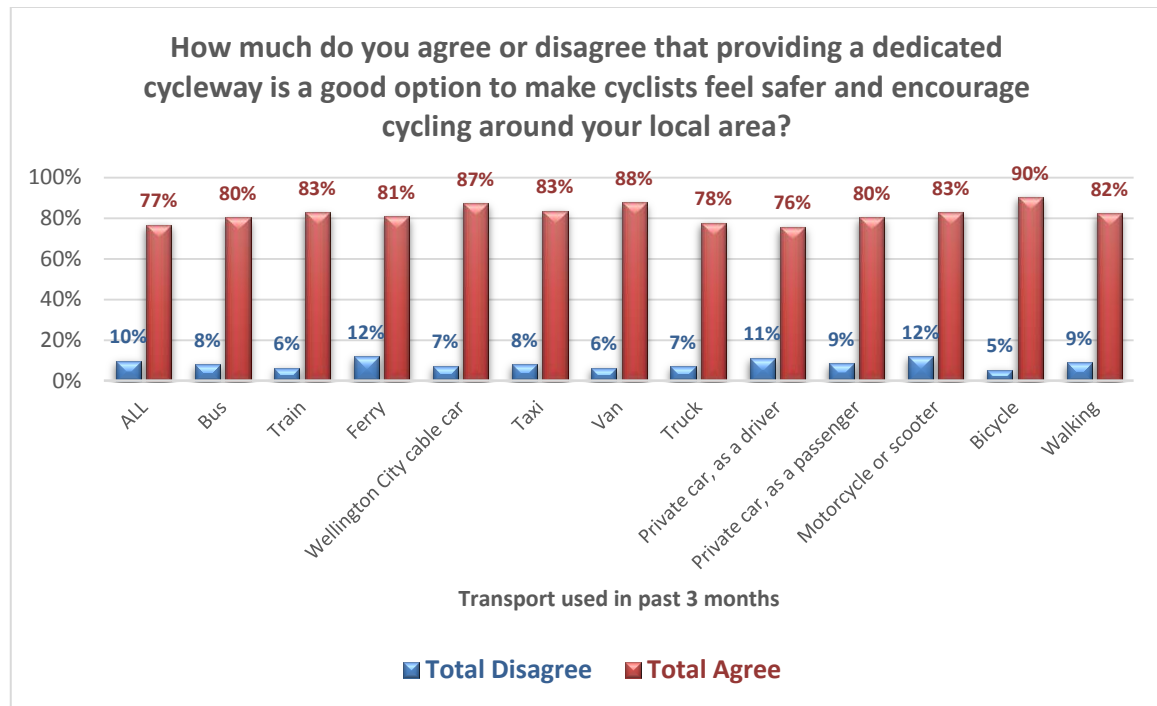
Male respondents were more likely to disagree than female respondents, but similar levels of male and female respondents agreed. Female respondents were more likely than male respondents to select “Neither agree nor disagree”.



## 5.4 Dedicated cycleway

Respondents were asked (whether or not they currently cycled themselves) how much they agree or disagreed that providing a dedicated cycleway is a good option to make cyclists feel safer and encourage cycling around their local area.

There is clear majority agreement, regardless of the forms of transport used in the past 3 months, that a dedicated cycleway is a good option.



There is a small increase in disagreement with increasing age but agreement is strong across all age groups.

While agreement is lower in Wairarapa, there is still majority agreement across the region.

Whether or not you cycle yourself at present, how much do you agree or disagree that providing a dedicated cycleway is a good option to make cyclists feel safer and encourage cycling around your local area?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Strongly disagree	4%	5%	3%	5%	2%	0%	6%
Disagree	6%	1%	10%	5%	6%	9%	9%
Neither agree nor disagree	8%	6%	13%	9%	6%	5%	10%
Agree	30%	47%	27%	25%	32%	31%	37%
Strongly agree	46%	35%	36%	53%	49%	54%	28%
I'm not sure	6%	6%	12%	4%	6%	1%	9%

Total Disagree	10%	7%	13%	9%	7%	9%	15%
Total Agree	77%	82%	62%	78%	80%	85%	65%

N	1,474	163	137	701	253	124	96
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## 5.5 Is cycling a good option for trips to work/study?

Respondents were asked whether they saw cycling as a good option for any of the trips they make to and from work/study in the Wellington Region.

While only 2% saw it as a good option for all work/study trips, there was a significant increase in the percentage who say it is a good option for most of the work/study trips they make – 17% overall (up from 12% in 2012), and 15% of those whose main form of transport to work or study is not currently cycling.

41% of those who do not currently cycle to work or study say that cycling is not a good option for them and, as shown in the next section, 55% of them say they would not consider cycling as a travel option for work or study.

Whether or not you cycle yourself at present, do you see cycling as a good option for any of the trips you make to and from work/study in the Wellington Region? Would you say cycling is a good option...	2015	2012	2008	2006	2004	2003
For none of them at all	39%	47%	57%	55%	57%	56%
For a few of them	16%	17%	13%	16%	11%	12%
For some, but not many	21%	19%	14%	15%	10%	10%
For most, but not all	17%	12%	7%	4%	6%	5%
For all trips	2%	5%	2%	2%	2%	4%
I'm not sure	6%	3%	8%	10%	13%	16%

N (unweighted) - travel for work or study	1,086	1,075	912	822	825	822
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There is some relationship with age, but it appears to be primarily with those who believe that cycling is not a good option for any trips to work or study, the belief increasing with increasing age.

While there is a drop after 18-29 years of age in those who believe cycling is a good option for all trips for work/study, the level of those who say cycling is good option for most, but not all of the trips they make to work or study remains quite consistent at an average of 17% to 69 years of age, only declining after that.

Female respondents (42%) were more likely than male respondents (35%) to feel that cycling was not a good option for any trip to work or study.

Analysis by ethnicity suggests that Asian, Indian and “Other European” respondents are the most likely to feel that cycling is a good option for most, but not all trips to work or study. “Other European” and NZ European/Pakeha respondents were the most likely to feel that cycling was a good option for all trips to work or study.

Wellington City respondents were the most likely to feel that cycling was a good option for all trips to work or study, and least likely to think that cycling was not a good option for any of those trips.

Whether or not you cycle yourself at present, do you see cycling as a good option for any of the trips you make to and from work/study in the Wellington Region? Would you say cycling is a good option...	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
For none of them at all	39%	56%	38%	33%	46%	31%	43%
For a few of them	16%	11%	14%	18%	14%	20%	10%
For some, but not many	21%	14%	23%	22%	17%	30%	17%
For most, but not all	17%	13%	13%	18%	18%	18%	16%
For all trips	2%	0%	0%	5%	1%	0%	0%
I'm not sure	6%	6%	13%	5%	4%	1%	14%
N	1,086	101	102	544	189	83	67

## 5.6 Considering cycling to work/study

Respondents who were employed or studying were asked which of a list of options describing cycling habits best described their situation.

As shown in the following table, the level who said they would not consider cycling to work or study is lower than in 2102 – a statistically significant difference. The change has, however, been primarily to “Not sure”.

And thinking of the travel you currently make to your place of work/study, which one of the following would best describe you?	2015	2012
I would not even consider cycling to work/study	53%	58%
Sometimes I think about cycling, but never actually do it	21%	22%
I think about the pros and cons of cycling, but rarely do it	7%	7%
I cycle on some occasions	6%	6%
I cycle about half the time	2%	1%
I almost always cycle to work/study	4%	3%
I'm not sure	6%	3%
N (unweighted) – travel for work/study	1,085	1,088

For respondents who do not cycle as their main form of transport to work or study, 55% said they would not consider cycling.

Responses mirror respondents' opinion on whether cycling is a good option for their travel to work or study, as shown below:

And thinking of the travel you currently make to your place of work/study, which one of the following would best describe you?	All	Do you see cycling as a good option for any of the trips you make to and from work/study in the Wellington Region?					
		For none of them at all	For a few of them	For some, but not many	For most, but not all	For all trips	I'm not sure
I would not even consider cycling to work/study	53%	84%	52%	36%	19%	6%	30%
Sometimes I think about cycling, but never actually do it	21%	13%	25%	31%	33%	9%	7%
I think about the pros and cons of cycling, but rarely do it	7%	2%	17%	10%	10%	11%	0%
I cycle on some occasions	6%	1%	5%	15%	14%	4%	0%
I cycle about half the time	2%	0%	0%	3%	8%	1%	0%
I almost always cycle to work/study	4%	0%	0%	0%	14%	69%	0%
I'm not sure	6%	0%	1%	5%	2%	0%	63%
N (unweighted) – travel for work or study	1,085	411	181	225	191	27	47

Female respondents (60%) were significantly more likely than male respondents (46%) to say they would not consider cycling to work/study.

While Asian and Indian respondents were more likely than average to feel that cycling is a good option for most, but not all trips to work or study, it may not, especially in the case of Indian respondents, be translated into action. Analysis by ethnicity suggests that “Other European” respondents, who are also more likely than average to feel that cycling is a good option for most, but not all trips to work or study, are the least likely to say that they would not even consider cycling to work or study.

As age increased, there was a reduction in the percentage of respondents who thought about cycling and a corresponding increase in the percentage who would not consider cycling to work or study.

Frequency of cycling to work or study declines with increasing age.

Cycling to work or study among Wellington City respondents increased in comparison with 2012 (7% almost always cycling versus 3% in 2012) and Wellington City respondents were more inclined than respondents in other areas to consider cycling. Least likely to consider it were Kapiti Coast District respondents.

And thinking of the travel you currently make to your place of work/study, which one of the following would best describe you?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
I would not even consider cycling to work/study	53%	68%	52%	47%	64%	56%	46%
Sometimes I think about cycling, but never actually do it	21%	10%	17%	22%	20%	28%	33%
I think about the pros and cons of cycling, but rarely do it	7%	9%	6%	10%	4%	8%	1%
I cycle on some occasions	6%	10%	9%	7%	4%	7%	3%
I cycle about half the time	2%	1%	3%	3%	1%	2%	0%
I almost always cycle to work/study	4%	0%	2%	7%	2%	0%	4%
I'm not sure	6%	3%	11%	4%	6%	0%	12%
N (unweighted)	1,085	101	102	544	188	83	67

## 5.7 Main reasons for cycling to work or study

Respondents who did cycle to work or study were asked for the main reason they did that.

In comparison with 2012, significantly more respondents said they were doing it because they enjoyed it or because they were helping the environment, while significantly fewer said they were doing it to save money or for convenience.

What is the main reason you cycle to your place of work/study?	2015	2012
Exercise/fitness	23%	51%
Cost/to save money	8%	47%
Convenience/quicker than other options	14%	29%
Enjoy it	24%	9%
To help the environment	23%	5%
I'm not sure	1%	10%
Some other reason	7%	3%
N (unweighted)	183	113

Motivations for cycling change with age. Helping the environment is the most important reason for those under 30 years, but does not assume significant importance again until respondents were 50 years of age or over. A higher proportion of “Other European” respondents than respondents in other ethnicity groups were cycling to help the environment.

Saving money is more important to those aged 30-49 years than to those in other age ranges. Household income was not a driver of a cost saving motivation, but 54% of those who said they were cycling to work or study because of cost or to save money were in the \$20,001-\$30,000 personal income group. A higher proportion of Maori respondents than respondents in other ethnicity groups were cycling to save money.

Male respondents were more motivated to cycle than female respondents by exercise/fitness and because they enjoyed it. Female respondents who cycled were more motivated than their male counterparts by helping the environment and by “Convenience/quicker than other options”.

Motivations of Wellington City respondents have changed significantly in comparison with 2012. 35% of Wellington City respondents said they were cycling to help the environment; in 2012 only 7% said that. In 2012, 40% of them said they were cycling because it was convenient or quicker than other options; this reason has dropped to 21%. Other significant drops in Wellington City were for cycling for exercise or fitness and because of cost or to save money.

Cost/saving money was a very significant motivator for Porirua City respondents in 2012, but no Porirua respondents in 2015 selected that reason.

What is the main reason you cycle to your place of work/study?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Exercise/fitness	23%	28%	33%	17%	26%	46%	34%
Cost/to save money	8%	0%	0%	8%	23%	16%	3%
Convenience/quicker than other options	14%	2%	10%	21%	8%	0%	0%
Enjoy it	24%	56%	57%	15%	32%	3%	6%
To help the environment	23%	4%	0%	35%	4%	11%	16%
I'm not sure	1%	4%	0%	1%	0%	13%	0%
Some other reason	7%	6%	0%	5%	7%	12%	42%
N	183	17	13	104	27	12	10

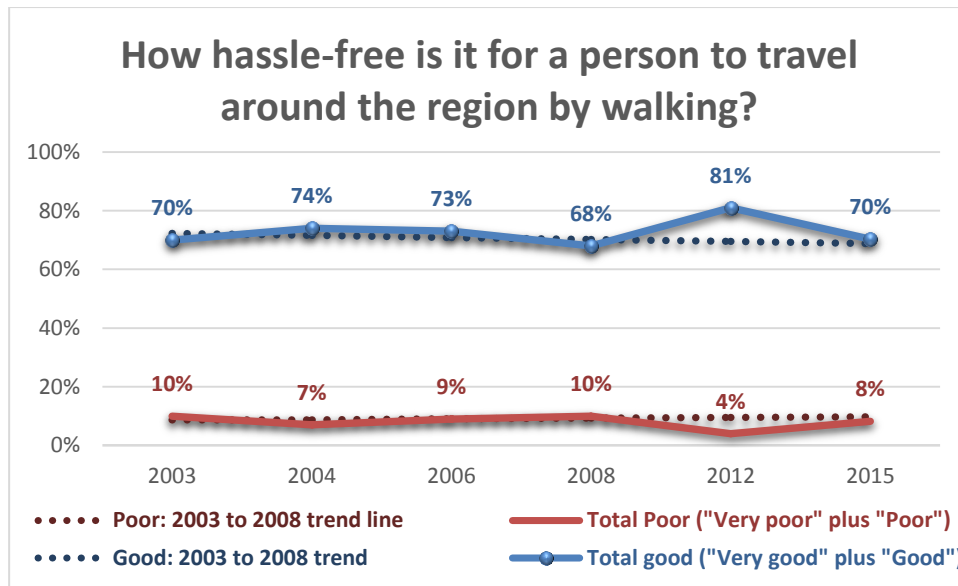
## 6. Walking

### 6.1 Is walking around the region “hassle-free”?

Respondents were asked their impressions of getting around the Wellington region by walking. This measure is compared with surveys from 2003 to 2012.

How hassle-free is it for a person to travel around the region by walking? Would you rate it as...	2015	2012	2008	2006	2004	2003
Very poor	2%	2%	2%	1%	1%	2%
Poor	7%	2%	8%	8%	6%	8%
Neither good nor bad	18%	14%	19%	15%	14%	17%
Good	46%	51%	48%	52%	58%	49%
Very good	25%	30%	20%	21%	16%	21%
I'm not sure	4%	1%	3%	3%	5%	3%
N (unweighted)	1,472	1,378	1,002	1,003	1,006	1,002

There was an apparent significant reduction in the percentage of respondents who rated walking in the Wellington Region as “Good” or “Very good”. However the 2015 result has returned to the trend line from the 2003 to 2008 surveys, which showed minimal variation when compared with each other.



All age groups had approximately the same view of how hassle-free walking around the region was.

Porirua City respondents rate their walking in the region lower than respondents in other areas; while a high proportion of respondents from this area rate walking in the region as "Very good", significantly fewer than average rate it as "Good".

How hassle-free is it for a person to travel around the region by walking? Would you rate it as...	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Very poor	2%	1%	5%	1%	2%	0%	1%
Poor	7%	6%	7%	7%	7%	3%	9%
Neither good nor bad	18%	14%	23%	14%	26%	19%	17%
Good	46%	55%	24%	46%	49%	58%	44%
Very good	25%	22%	32%	30%	16%	17%	21%
I'm not sure	4%	2%	10%	2%	2%	2%	8%

Total Poor ("Very poor" plus "Poor")	8%	7%	11%	8%	9%	4%	10%
Total Good ("Very good" plus "Good")	70%	77%	56%	76%	64%	76%	65%

N	1,472	164	139	699	250	124	96
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## 6.2 Level of service for pedestrians

Respondents were asked to rate the level of service in the Wellington Region for pedestrians. Level of service was defined with the statement: "By level of service we mean getting around by foot on the region's roads and footpaths is easy, safe and pleasant; streets are well lit at night;



there are sufficient places to safely cross busy roads and sufficient shelter for pedestrians where it's needed.”

The level of service perception was slightly lower than in 2012, with a lower percentage rating it as “Good”.

In general, how would you rate the level of service in the Wellington Region for pedestrians? Would you rate it as...	2015	2012	2008	2006	2004	2003
Very poor	2%	2%	1%	1%	1%	1%
Poor	10%	7%	8%	8%	9%	8%
Neither good nor bad	20%	19%	21%	20%	21%	20%
Good	49%	54%	57%	59%	58%	56%
Very good	16%	17%	10%	10%	7%	11%
I'm not sure	3%	1%	3%	3%	4%	2%

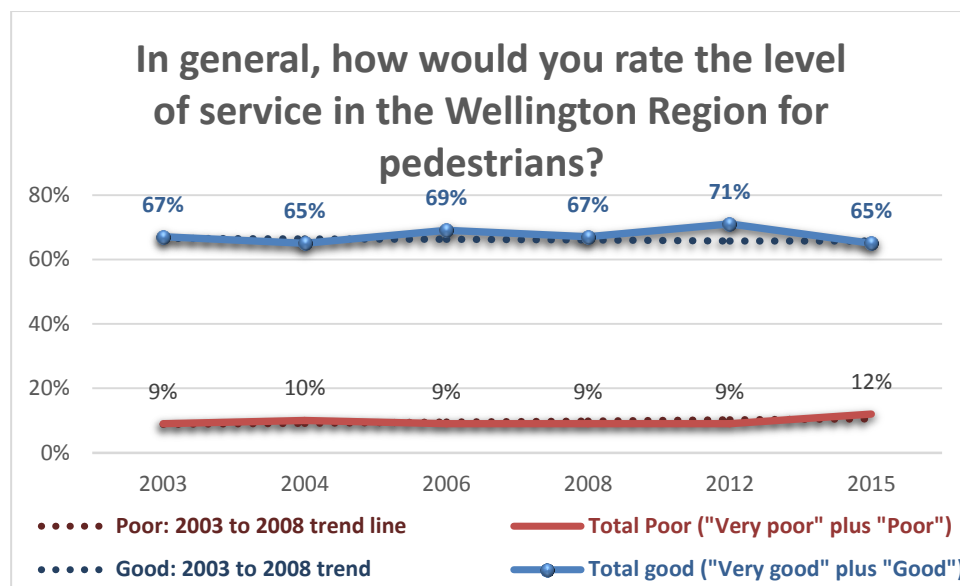
  

Total Poor ("Very poor" plus "Poor")	12%	9%	9%	9%	10%	9%
Total good ("Very good" plus "Good")	65%	71%	67%	69%	65%	67%

N (unweighted)	1,472	1,378	1,002	1,003	1,006	1,002
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However, the 2015 result was similar to 2004 and is in line with a general trend since 2003.



20% of respondents who walk to work or study rate the level of service for pedestrians as poor: 8% “Very poor” and 12% “Poor”. 62% rate it as good: 19% “Very good” (higher than average) and 43% “Good”.

Of those who have walked as a form of transport in the Wellington Region in the past 3 months, 67% rate the level of service as good: 17% "Very good" and 50% "Good". 12% rate the level of service as poor: 2% "Very poor" and 10% "poor" – the same as the overall average.

There is virtually no change in opinion across gender or age groups. Respondents of "Other European" ethnicity rate the level of service significantly lower than other respondents.

As in 2012, there were no significant differences between areas.

In general, how would you rate the level of service in the Wellington Region for pedestrians? Would you rate it as...	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Very poor	2%	0%	2%	2%	2%	1%	1%
Poor	10%	10%	14%	10%	11%	7%	12%
Neither good nor bad	20%	18%	16%	20%	25%	19%	15%
Good	49%	56%	43%	45%	50%	57%	54%
Very good	16%	14%	17%	21%	10%	13%	11%
I'm not sure	3%	3%	8%	2%	2%	3%	7%

Total Poor ("Very poor" plus "Poor")	12%	10%	16%	12%	13%	8%	13%
Total Good ("Very good" plus "Good")	65%	71%	60%	66%	60%	71%	65%

N	1,472	164	139	698	251	125	95
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### 6.3 Lowering traffic speeds

Respondents were asked how much they agreed or disagreed that lowering traffic speed was a good option to make pedestrians feel safer when walking around their local area.

In comparison with 2012, there is less disagreement and less agreement, with significantly more respondents neither agreeing nor disagreeing. Overall, more respondents disagreed than agreed that lowering traffic speed was a good option to make pedestrians feel safer.

How much do you agree or disagree that lowering traffic speed is a good option to make pedestrians feel safer when walking around your local area?	2015	2012
Strongly disagree	13%	10%
Disagree	24%	30%
Neither agree nor disagree	24%	14%
Agree	21%	32%
Strongly agree	13%	14%
I'm not sure	5%	1%

Total Disagree ("Strongly disagree" plus "Disagree")	37%	40%
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Total Agree ("Strongly agree" plus "Agree")	33%	46%
N (unweighted)	1,468	1,389

At all ages, disagreement was greater than agreement. As age increased "Neither agree nor disagree" increased. As a result, agreement declined slightly with increasing age. Strong agreement peaked in the 18-29 year old age groups and then declined. The percentage who selected "Agree" increased at a slightly lower rate than strong agreement declined.

**Note that respondents who walk to work were not significantly more likely to agree that lowering traffic speed was a good option to make pedestrians feel safer.**

Respondents in Upper Hutt and the Wairarapa were significantly less likely than average to agree that lowering traffic speed was a good option to make pedestrians feel safer.

Only in Wellington City did agreement outweigh disagreement; however, agreement (38% in Wellington City in 2015) is significantly lower than in 2012 (47%). Comparison with 2012 shows that agreement is lower in every area than in 2012

How much do you agree or disagree that lowering traffic speed is a good option to make pedestrians feel safer when walking around your local area?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Strongly disagree	13%	18%	11%	14%	12%	9%	13%
Disagree	24%	27%	24%	21%	23%	38%	25%
Neither agree nor disagree	24%	18%	23%	20%	30%	28%	37%
Agree	21%	31%	20%	21%	20%	22%	9%
Strongly agree	13%	2%	15%	17%	13%	3%	10%
I'm not sure	5%	4%	8%	7%	1%	1%	7%
Total Disagree	37%	45%	35%	36%	35%	47%	38%
Total Agree	33%	33%	35%	38%	34%	25%	19%
N	1,468	163	139	698	249	123	96

## 6.4 Is walking a good option for trips to work/study?

Respondents were asked whether they saw walking as a good option for any of the trips they make to and from work/study in the Wellington Region.

In 2015 there was a lower percentage of respondents who thought walking was a good option for **none** of their trips to or from work or study. The shift is from "None of them" to "A few of them" and is statistically significant.

Whether or not you walk or run yourself at present, do you see walking or running as a good option for any of the trips you make to and from work/study in the Wellington Region? Would you say walking is a good option...	2015	2012	2008	2006	2004	2003
For none of them at all	31%	42%	43%	35%	33%	39%
For a few of them	25%	12%	18%	22%	23%	18%
For some, but not many	21%	24%	22%	21%	23%	21%
For most, but not all	17%	14%	11%	12%	11%	1%
For all trips	3%	6%	4%	5%	7%	7%
I'm not sure	4%	3%	3%	2%	4%	2%
N (unweighted)	1,084	1,075	912	822	835	822

Walking as a good option for travel to work or study is highest among 13 to 29 year olds and then drops to a consistent level across the other age groups.

Walking as a good option for none of the work or study trips made by respondents increases as age increases.

23% of those who do not mainly walk to work, do walk to work on some occasions.

Porirua City respondents were more willing than in 2012 to consider walking to work or study, but the largest changes were in Wellington City, where:

- Regarding walking as being for none of the trips to or from work or study has declined from 42% to 20%.
- As a result, regarding walking as a good option for a few trips has increased very significantly from 8% to 27%.
- Regarding walking as a good option for most trips but not all has increased significantly from 16% to 24%.

Whether or not you walk or run yourself at present, do you see walking or running as a good option for any of the trips you make to and from work/study in the Wellington Region? Would you say walking is a good option...	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
For none of them at all	31%	45%	32%	20%	40%	44%	44%
For a few of them	25%	29%	18%	27%	19%	33%	23%
For some, but not many	21%	9%	19%	22%	28%	16%	14%
For most, but not all	17%	14%	20%	24%	8%	5%	6%
For all trips	3%	1%	0%	5%	2%	0%	4%
I'm not sure	4%	2%	11%	3%	2%	2%	10%

N (unweighted) - travel for work or study	1,084	101	101	543	190	83	66
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## 6.5 Considering walking to work/study

Respondents who were employed or studying were asked which of a list of options describing walking habits best described their situation.

As shown in the following table, the major difference is that the percentage of employed or studying respondents who said they walk or run on some occasions has increased from 16% to 21%.

Thinking of the travel you currently make to your place of work/study, which one of the following would best describe you?	2015	2012
I would not even consider walking or running to work/study	39%	49%
Sometimes I think about walking or running, but never actually do it	11%	11%
I think about the pros and cons of walking or running, but rarely do it	7%	7%
I walk or run on some occasions	21%	16%
I walk or run about half the time	6%	6%
I almost always walk or run to work/study	12%	10%
I'm not sure	4%	1%

N (unweighted)	1,081	925
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There is little variation by age, although the percentage who would not consider walking or running to work or study generally increases with increasing age.

Walking or running on some occasions is higher among 18 to 39 year olds but more regular walking or running is relatively consistent across age groups.

In the previous section it was identified that Wellington City respondents were more likely to consider walking or running to work or study as a good option than in 2012. It appears that consideration has been translated into action. The percentage of active walkers in the Wellington City sub-sample was significantly higher in the 2015 result than in 2012 and the percentage of Wellington City respondents who say they would not consider walking was significantly lower than in 2012.

There is also a significant increase in the percentage who said they almost always walked or ran to work or study in Porirua City and a significant increase in the percentage who said they walked or ran about half the time in Kapiti Coast District.

And thinking of the travel you currently make to your place of work/study, which one of the following would best describe you?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
I would not even consider walking or running to work/study	39%	52%	53%	28%	51%	52%	33%
Sometimes I think about walking or running, but never actually do it	11%	8%	8%	10%	13%	11%	17%
I think about the pros and cons of walking or running, but rarely do it	7%	3%	3%	7%	10%	4%	8%
I walk or run on some occasions	21%	13%	6%	29%	13%	25%	16%
I walk or run about half the time	6%	12%	4%	8%	2%	3%	4%
I almost always walk or run to work/study	12%	12%	14%	15%	7%	4%	11%
I'm not sure	4%	0%	13%	3%	3%	0%	10%
N (unweighted) - travel for work or study	1,081	100	100	543	190	83	65

## 6.6 Main reasons for walking or running to work or study

Respondents who walked or ran to work or study were asked for the main reason they did that.

There was little change from 2012 other than significantly fewer respondents saying they walked or ran to work or study for exercise/fitness/health/well-being.

What is the main reason you walk or run to your place of work/study?	2015	2012
Exercise/fitness/health/well-being	34%	42%
Cost/to save money	17%	23%
Convenience/quicker than other options	7%	11%
Enjoy it	10%	9%
To help the environment	2%	3%
Don't have far to go	16%	16%
Car/bike/bus not available	6%	9%
Easy/hassle-free	6%	6%
Some other reason	3%	20%
I'm not sure	0%	2%
N (unweighted)	432	267

Respondents from 30 years of age increasingly walked or ran to work or study for exercise/fitness/health/well-being. 18-29 year olds were the most likely to walk or run to save money and 13-17 years olds were the most likely to walk or run because it was easy or hassle-free and they didn't have far to go.

On a percentage basis, Asian, Maori and Pacific respondents were the most likely to walk or run to work or study for exercise/fitness/health/well-being. Saving money was of greatest interest to Asian and Indian respondents, while "other Europeans" were the most likely to say a car, bike or bus was not available.

There were no significant differences by area in comparison with 2012.

What is the main reason you walk or run to your place of work/study?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Exercise/fitness/health/well-being	34%	37%	50%	37%	12%	11%	43%
Cost/to save money	17%	12%	18%	18%	27%	9%	10%
Convenience/quicker than other options	7%	1%	2%	5%	22%	7%	11%
Enjoy it	10%	13%	5%	13%	5%	7%	0%
To help the environment	2%	0%	0%	2%	1%	0%	0%
Don't have far to go	16%	19%	7%	13%	23%	36%	15%
Car/bike/bus not available	6%	2%	12%	3%	7%	27%	5%
Easy/hassle-free	6%	13%	2%	7%	1%	0%	5%
I'm not sure	0%	1%	0%	0%	0%	0%	0%
Some other reason (please tell us what that is)	3%	1%	3%	2%	4%	3%	10%
N (unweighted) - walk or run to work or study	432	36	23	285	51	18	19

## 7. Safety

### 7.1 Safety while cycling

All respondents were asked how safe they thought people in the Wellington region generally were when they cycled. Comparisons are available from 2003.

Results were fundamentally unchanged from 2012. “Very safe” has remained unchanged since 2003; however, note that the perception of “Safe” has trended down since 2008 while “Neither safe nor unsafe” has lifted slightly in the 2015 survey. More respondents continue to feel cycling is unsafe in the Wellington Region than feel it is safe.

How safe or unsafe do you think people in the Wellington region generally are when they cycle? Would you say they are...	2015	2012	2008	2006	2004	2003
Very unsafe	11%	11%	7%	6%	7%	7%
Unsafe	35%	38%	34%	35%	33%	35%
Neither safe, nor unsafe	26%	24%	27%	26%	26%	22%
Safe	19%	20%	25%	25%	21%	27%
Very safe	2%	2%	2%	1%	2%	2%
I'm not sure	7%	4%	5%	6%	11%	7%
Total Unsafe ("Very unsafe" plus "Unsafe")	47%	49%	41%	41%	40%	42%
Total Safe ("Very safe" plus "Safe")	21%	22%	27%	26%	23%	29%
N (unweighted)	1,465	1,378	1,002	1,003	1,006	1,002

The perception of cycling in the Wellington Region as “Unsafe” increases with increasing age although the perception of it being “Very unsafe”, after peaking between 30 and 49 years, declines with increasing age. In contrast, perceptions of cycling in the Wellington Region as safe are relatively even across the age groups.

Respondents of Asian and “Other European” ethnicity generally feel cyclists are less safe than respondents of other ethnicities.

Kapiti Coast District, Wellington City and Upper Hutt City respondents are the most likely to feel cycling is unsafe. In comparison with 2012, Upper Hutt respondents are significantly more likely to feel that cycling in the Wellington Region is safe. All other areas have similar results to 2012



How safe or unsafe do you think people in the Wellington region generally are when they cycle? Would you say they are...	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Very unsafe	11%	9%	11%	16%	5%	11%	12%
Unsafe	35%	42%	28%	36%	37%	27%	36%
Neither safe, nor unsafe	26%	28%	25%	24%	27%	32%	25%
Safe	19%	13%	22%	18%	19%	28%	16%
Very safe	2%	0%	1%	1%	4%	4%	1%
I'm not sure	7%	8%	14%	5%	8%	0%	11%

Total Unsafe ("Very unsafe" plus "Unsafe")	47%	52%	39%	52%	42%	37%	48%
Total Safe ("Very safe" plus "Safe")	21%	13%	23%	19%	22%	32%	17%

N (unweighted)	1,465	163	138	693	250	125	96
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## 7.2 Child safety while cycling to school

Respondents were asked how safe or unsafe they thought children were in their local area when cycling to school.

There was a change in the safety perception in comparison with 2012, with a significantly lower percentage of respondents saying they thought children were "Safe" while cycling to school and a significant increase in the percentage choosing "Neither safe, nor unsafe". Overall, 40% of respondents felt children were unsafe while cycling to school.

How safe or unsafe are children in your local area if they cycle to school?	2015	2012
Very unsafe	12%	8%
Unsafe	28%	26%
Neither safe, nor unsafe	21%	15%
Safe	27%	40%
Very safe	4%	4%
I'm not sure	8%	6%

Total Unsafe ("Very unsafe" plus "Unsafe")	40%	34%
Total Safe ("Very safe" plus "Safe")	31%	44%

N (unweighted)	1,467	1,378
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13-17 year olds are significantly more likely than 18 to 59 year olds to think children are safe cycling to school in their local area.

There are minimal differences by ethnicity.

The perception of children being safe cycling to school has declined significantly since 2012 in all areas except Kapiti Coast District and the Wairarapa.

Among Porirua City respondents there was a significant decrease in comparison with 2012 in the perception that children would be “Safe” cycling to school and a significant increase in the percentage choosing “Neither safe, nor unsafe”.

In Wellington City the significant increases were in “Very unsafe” and “Neither safe nor unsafe, with both “Safe” and “Very safe” declining significantly. The perception that children are safe cycling to school in Wellington City has nearly halved.

How safe or unsafe are children in your local area if they cycle to school?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Very unsafe	12%	2%	16%	18%	5%	8%	7%
Unsafe	28%	21%	21%	33%	30%	18%	29%
Neither safe, nor unsafe	21%	17%	23%	19%	26%	26%	20%
Safe	27%	49%	22%	18%	26%	44%	34%
Very safe	4%	2%	6%	2%	7%	1%	7%
I'm not sure	8%	10%	12%	10%	6%	3%	3%

Total Unsafe ("Very unsafe" plus "Unsafe")	40%	22%	38%	51%	35%	26%	36%
Total Safe ("Very safe" plus Safe")	31%	51%	28%	20%	33%	46%	41%

N (unweighted)	1,467	163	138	695	251	125	95
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### 7.3 Safety while walking

All respondents were asked how safe they thought people in the Wellington region generally were when they walked. Comparisons are available from 2003.

As with cycling safety, the overall results were fundamentally unchanged from 2012. Significantly more respondents feel walking is safe in the Wellington Region than feel it is unsafe.

How safe or unsafe do you think people in the Wellington region generally are when they walk? Would you say they are...	2015	2012	2008	2006	2004	2003
Very unsafe	2%	2%	0%	1%	0%	1%
Unsafe	5%	8%	6%	7%	7%	8%
Neither safe, nor unsafe	21%	18%	21%	15%	19%	19%
Safe	54%	59%	62%	67%	64%	61%
Very safe	14%	13%	9%	9%	7%	9%
I'm not sure	4%	1%	2%	2%	3%	2%

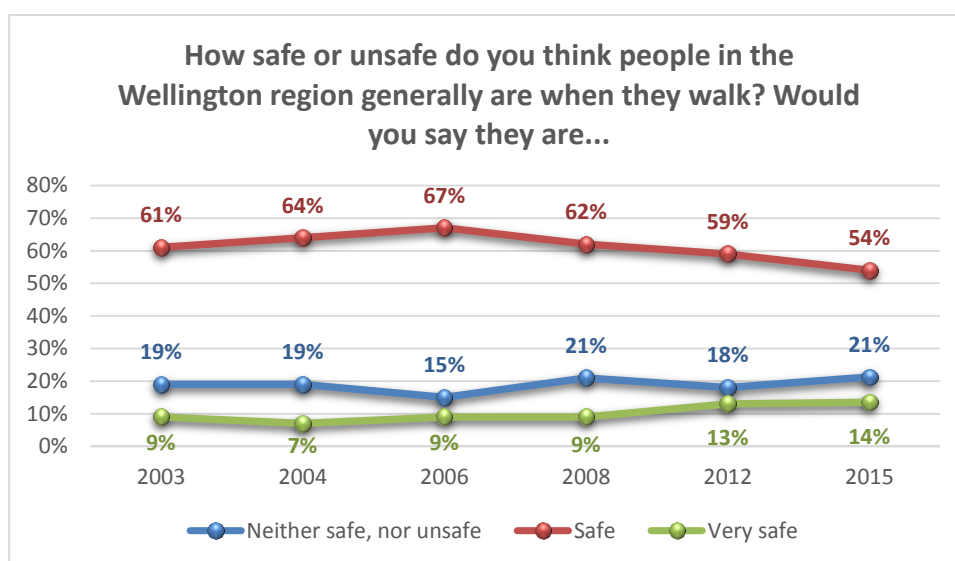
  

Total Unsafe ("Very unsafe" plus "Unsafe")	8%	10%	6%	8%	7%	9%
Total Safe ("Very safe" plus "Safe")	68%	72%	71%	76%	71%	70%

N (unweighted)	1,462	1,378	1,002	1,003	1,006	1,002
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Since 2006 there has been a small lift in the "Very safe" rating accompanied by a downwards trend drop in the "Safe" rating and a lift in the "Neither safe nor unsafe" rating.



Respondents aged 13 to 29 and male respondents were more likely than average to feel that people walking in the Wellington Region were very safe. Respondents of Asian ethnicity were significantly more likely than average to feel that walking in the region was safe.

Regionally, there was minimal differences in comparison with 2012. Porirua City respondents were more likely than respondents in other areas to report feeling unsafe when walking.

And how safe or unsafe do you think people in the Wellington region generally are when they walk? Would you say they are...	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Very unsafe	2%	0%	5%	2%	1%	0%	5%
Unsafe	5%	9%	9%	4%	6%	5%	2%
Neither safe, nor unsafe	21%	17%	21%	19%	29%	20%	20%
Safe	54%	62%	38%	58%	46%	67%	54%
Very safe	14%	7%	16%	16%	13%	8%	11%
I'm not sure	4%	5%	11%	1%	5%	0%	8%

Total Unsafe ("Very unsafe" plus "Unsafe")	8%	9%	14%	6%	7%	5%	8%
Total Safe ("Very safe" plus "Safe")	68%	69%	54%	74%	59%	75%	64%

N (unweighted)	1,462	163	138	692	249	125	95
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## 7.4 Child safety while walking to school

Respondents were asked how safe or unsafe they thought children were in their local area when walking to school.

As with cycling to school, there was a change in the safety perception in comparison with 2012. There was not an increase in the percentage of respondents who felt that children were unsafe walking to school, but there was a significant increase in those who felt they were "Neither safe, nor unsafe", with a corresponding significant decrease in the percentage who felt they were "Safe". However, overall, 64% of respondents felt children were safe while walking to school.

How safe or unsafe are children in your local area if they walk to school?	2015	2012
Very unsafe	2%	2%
Unsafe	8%	9%
Neither safe, nor unsafe	21%	10%
Safe	49%	61%
Very safe	15%	15%
I'm not sure	6%	4%
Total Unsafe ("Very unsafe" plus "Unsafe")	10%	11%
Total Safe ("Very safe" plus "Safe")	64%	76%
N (unweighted)	1,458	1,378

The 2015 increase, in comparison with 2012, in those who felt children walking to school were "Neither safe, nor unsafe", and the decrease in the percentage who felt they were "Safe", is evident in all areas except Kapiti Coast District, where the perception of safety remained the

same as in 2012 and there was a decrease in the percentage who thought children walking to school were unsafe.

How safe or unsafe are children in your local area if they walk to school?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Very unsafe	2%	0%	8%	2%	1%	2%	0%
Unsafe	8%	6%	8%	8%	8%	4%	11%
Neither safe, nor unsafe	21%	12%	27%	20%	23%	24%	20%
Safe	49%	57%	38%	50%	41%	64%	50%
Very safe	15%	18%	11%	14%	21%	5%	17%
I'm not sure	6%	8%	9%	7%	5%	2%	3%

Total Unsafe ("Very unsafe" plus "Unsafe")	10%	6%	16%	10%	9%	6%	11%
Total Safe ("Very safe" plus Safe")	64%	75%	48%	64%	63%	69%	67%

N (unweighted)	1,458	164	138	690	250	123	93
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30 to 49 year old respondents are significantly more likely to think children are unsafe walking to school in their local area than other age groups, but are still more inclined to think children were safe than unsafe.

Asian respondents were significantly more likely than other respondents to be unsure whether children were safe walking to school or not.

## APPENDIX 1 – SAMPLE

1,501 respondents from the Greater Wellington Region answered the survey between 19 May and 15 June 2015.

### Sample Profile

ALL	Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
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#### Gender

Female	52%	41%	61%	53%	57%	48%	42%
Male	48%	59%	39%	47%	43%	52%	58%

#### Age

13-17 years	10%	7%	10%	10%	10%	13%	5%
18-29 years	16%	5%	17%	20%	20%	4%	12%
30-39 years	17%	8%	17%	19%	14%	26%	12%
40-49 years	16%	19%	11%	15%	20%	16%	15%
50-59 years	20%	17%	26%	18%	21%	20%	27%
60-69 years	14%	31%	11%	12%	8%	14%	21%
70 years of age and over	7%	14%	8%	6%	6%	7%	8%

#### Employment

An employer	3%	2%	7%	3%	1%	1%	7%
Self-employed and without employees	8%	11%	1%	8%	4%	8%	18%
A salary or wage earner	46%	35%	46%	49%	48%	45%	42%
Retired	11%	26%	13%	8%	6%	10%	12%
A full-time home-maker	3%	3%	3%	2%	4%	7%	5%
A student	16%	10%	16%	19%	18%	13%	5%
Currently unemployed	6%	9%	8%	6%	6%	4%	3%
Other beneficiary	4%	2%	2%	2%	8%	9%	9%
I'd rather not say	3%	1%	3%	3%	4%	3%	0%

#### Ethnicity

Asian	3%	0%	2%	3%	2%	0%	0%
Indian	2%	1%	0%	2%	1%	0%	0%
Maori	17%	6%	18%	9%	8%	4%	4%
New Zealand European/Pakeha	73%	82%	65%	68%	78%	77%	86%
Other European (includes Australian, South African, British, French, Italian etc)	8%	9%	6%	6%	2%	13%	2%
Pacific peoples	7%	0%	8%	5%	1%	1%	4%
Other	4%	1%	1%	3%	1%	3%	5%
I'd rather not say	2%	1%	0%	3%	7%	1%	1%

### **Methodology**

The sample was drawn from members of Horizon Research's HorizonPoll national panel and Maori Panel, Greater Wellington Regional Councils' Greater Say panel and external panels.

Invitations to participate were emailed to a selection of panel members based on Local Government area. 13 to 17 year old respondents were recruited via existing panel members by first identifying if anyone aged 13-17 years was in the household and then asking permission for a 13-17 year old in the household to complete the survey. In total, 90 13-17 year olds were recruited in this manner, distributed across all Local Authority areas.

The sample was weighted by age, gender, education, personal income and employment status to be representative of the regional population. Weights are based on Statistics New Zealand figures for the Greater Wellington region in the 2013 census of the New Zealand population in.

The overall sample has a maximum margin of error at a 95% confidence level of  $\pm 2.6\%$ .

### **Respondent comments**

All comments from respondents are captured as entered by respondents and are available from the Horizon Research system.

### **Contact**

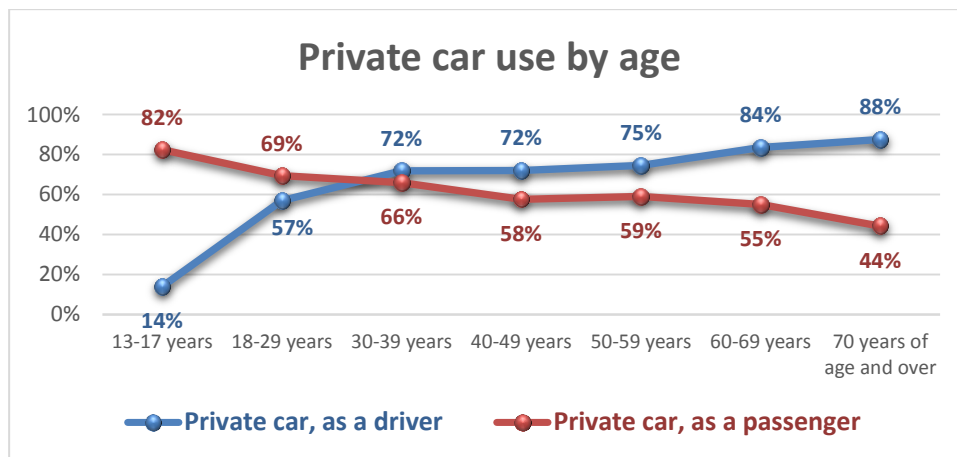
For more information about this survey or additional analysis, please contact Grant McInman on 021 076 2040, email [gmcinman@horizonresearch.co.nz](mailto:gmcinman@horizonresearch.co.nz).

## APPENDIX 2 – NOTES ON TABLES

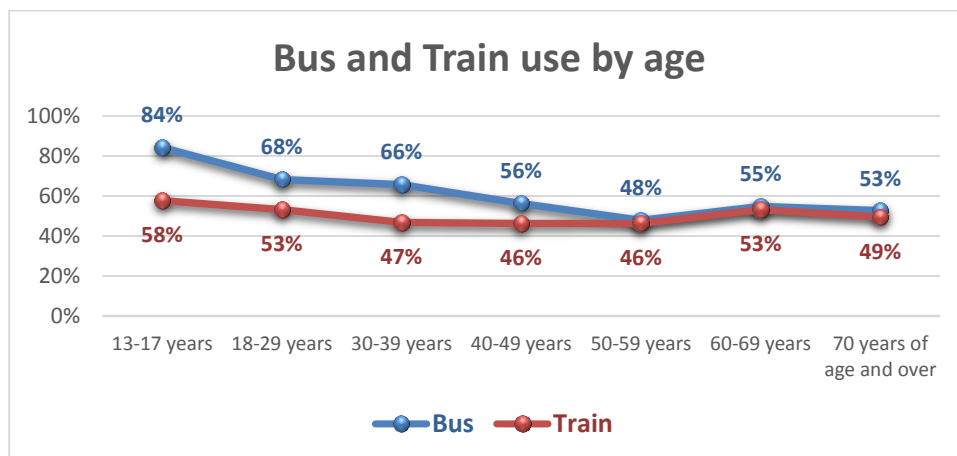
The following are notes and charts to illustrate key findings from results shown in the tables included in Appendix 3 (supplied electronically). They cover those sections of the report where understanding of demographic trends may be aided by charts.

### Section 1.1 – Forms of transport used in past 3 months

Private car use as a driver increased with increasing age while private car use as a passenger decreased with increasing age.

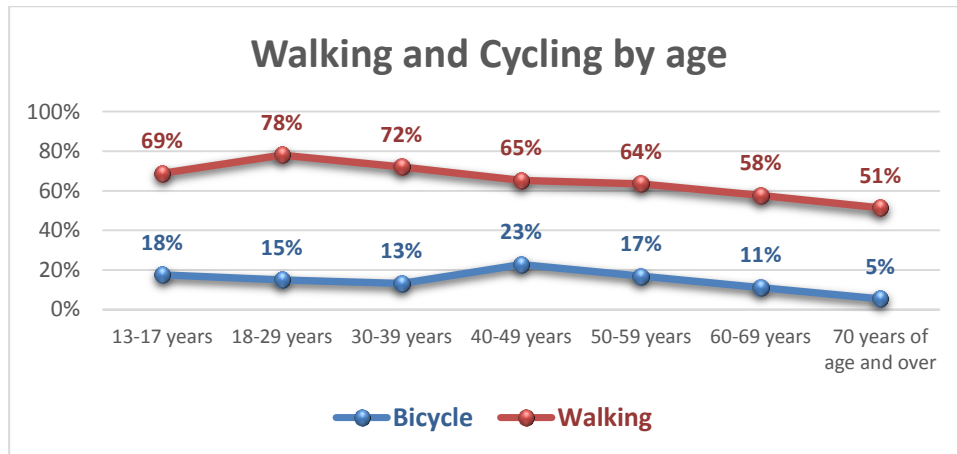


Bus use generally declined with increasing age, but train use was more consistent from age 18 upwards.



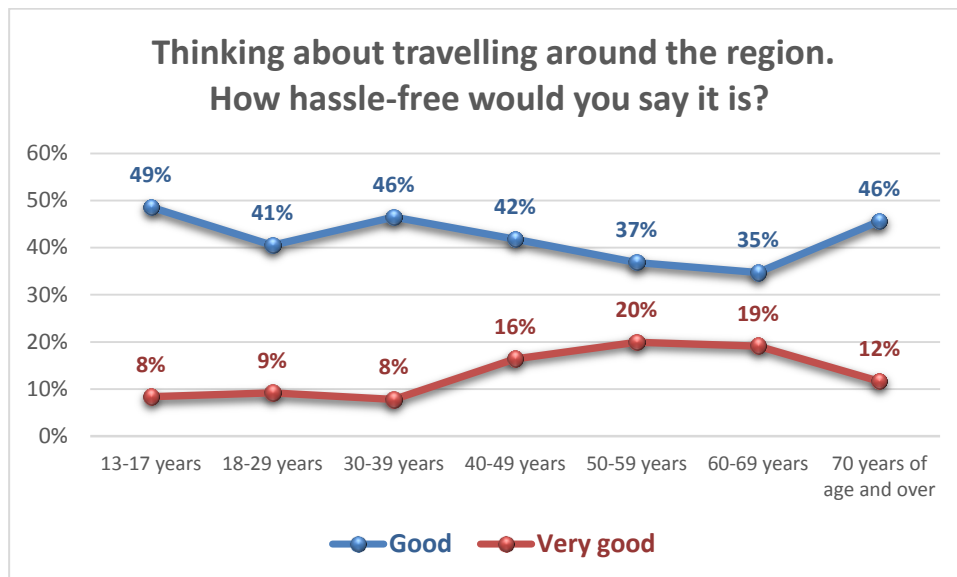


Walking declined with increasing age while cycling was relatively consistent up to age 59 years – a clear trend seen graphically.



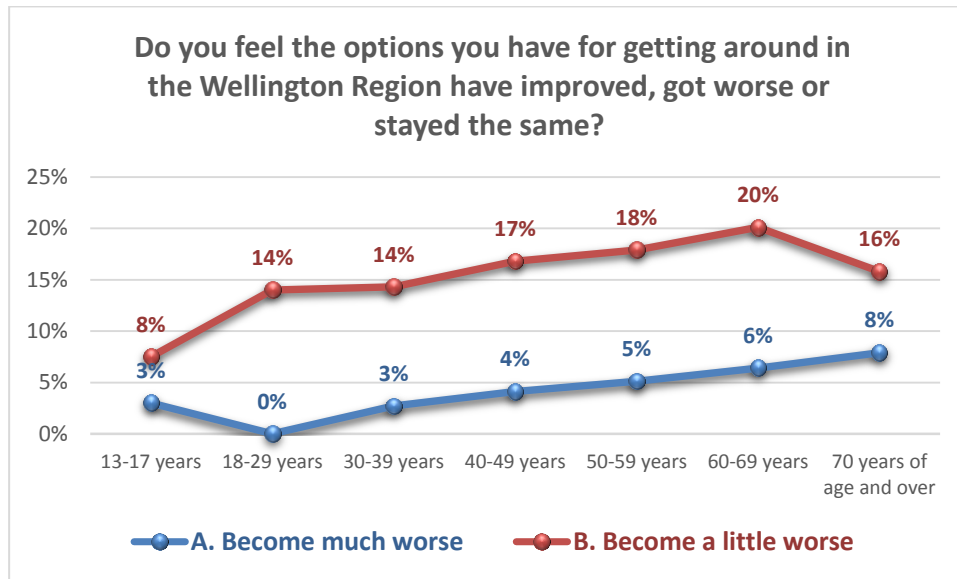
### **Section 1.2 – “Hassle-free”**

In general, respondents 40 years of age or over were more positive about getting around the region than those under 40 years, who were significantly more likely to feel that it was neither good nor bad.



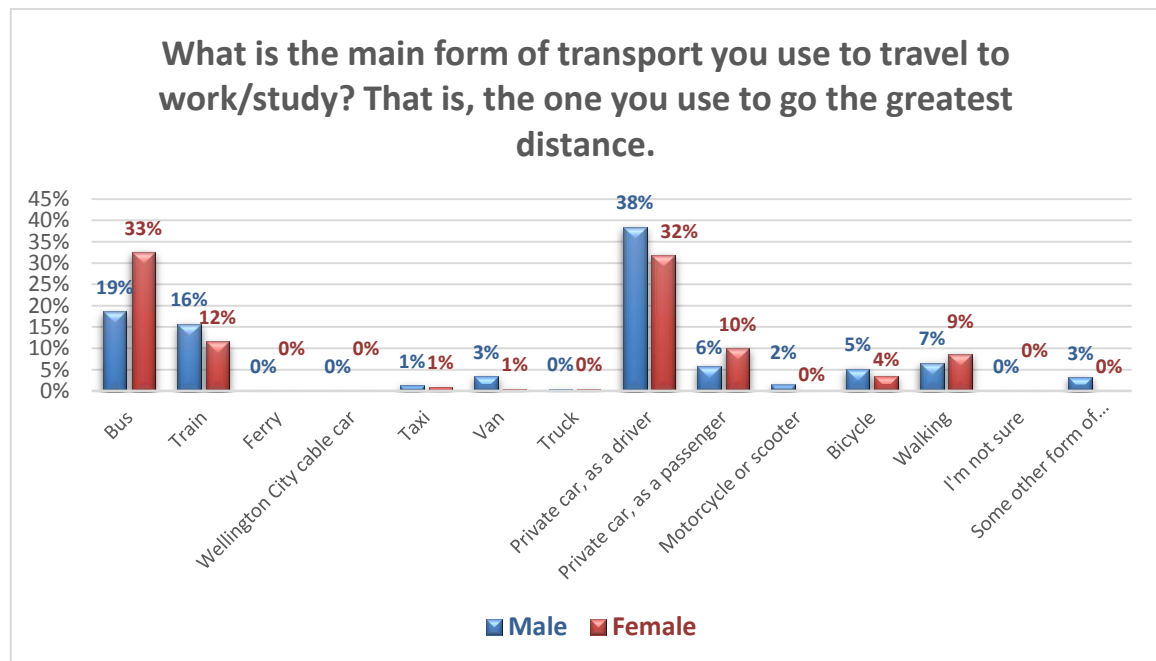
### Section 1.3 - Options for getting around in the Wellington region

The perception that options had become worse increased with increasing age.

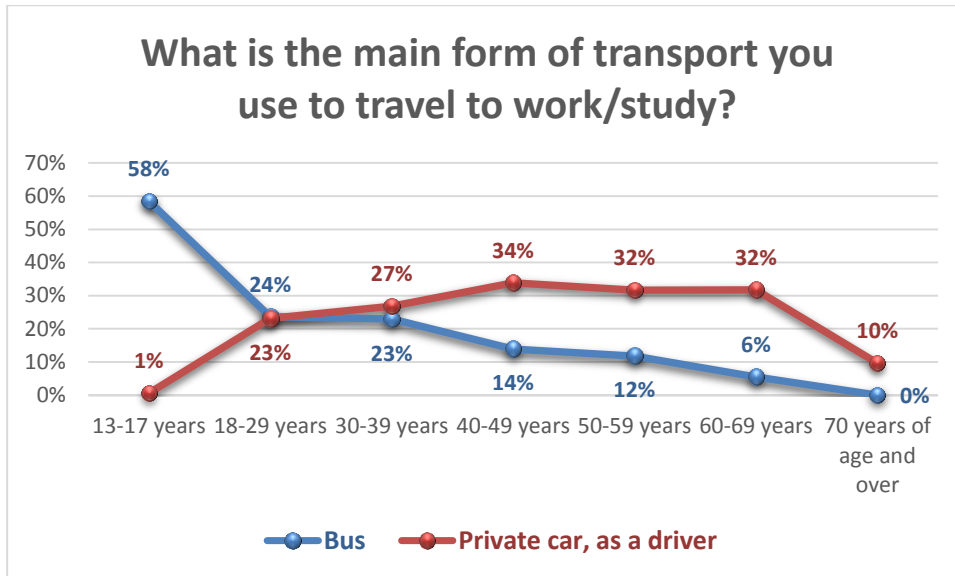


### Section 2.2 - Transport to work or study

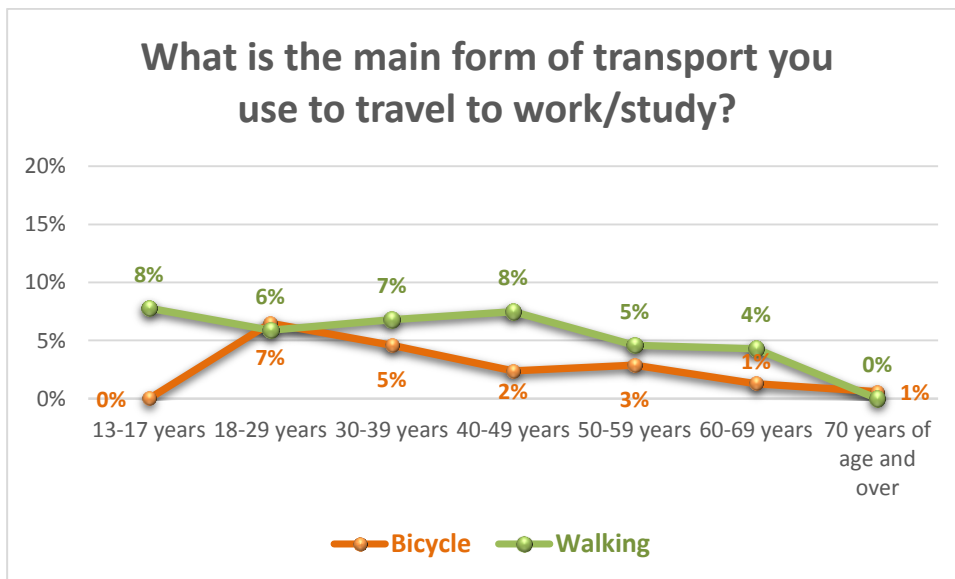
There are few differences by gender, but as with travelling around the region in general, Female respondents were significantly more likely to use the bus or to be a passenger in a private car to get to work or study.



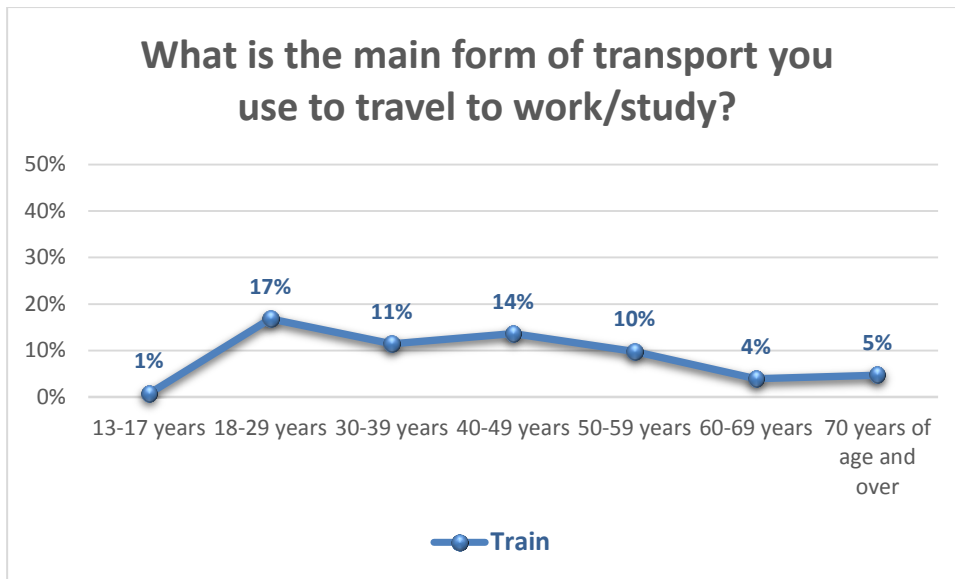
Use of a private car, as a driver, increases with increasing age up to age 49 years and is then steady to 69 years. Use of a bus decreases with increasing age. Rates of use of bus and private car (as driver) are similar from 18-39 years but diverge from 40 years or more.



As with transport in general around the region, bicycling is fairly consistent across all age groups, only declining slowly with increasing age. Walking is similar, again only declining slowly with increasing age.

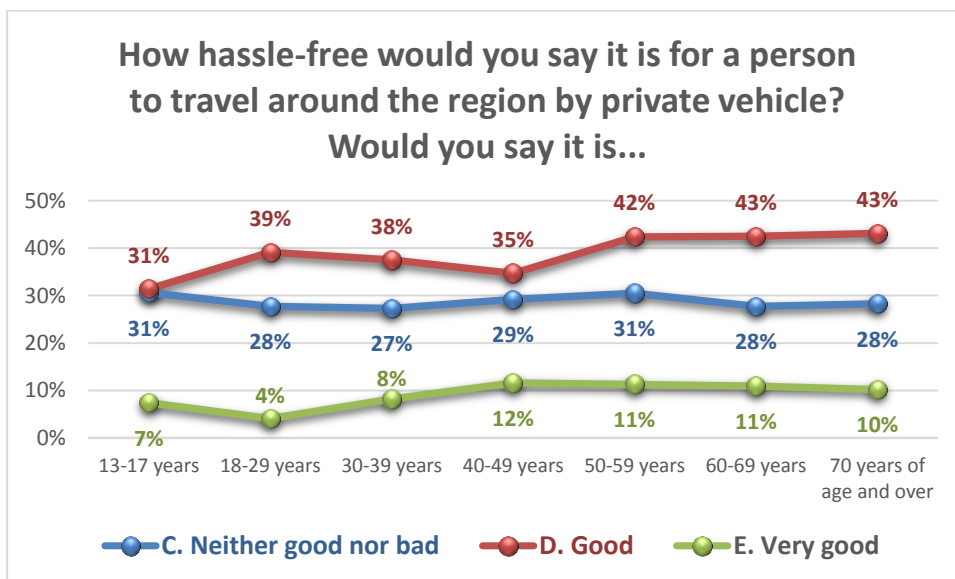


Train use also declines with increasing age from a peak in the 18-24 year old group.

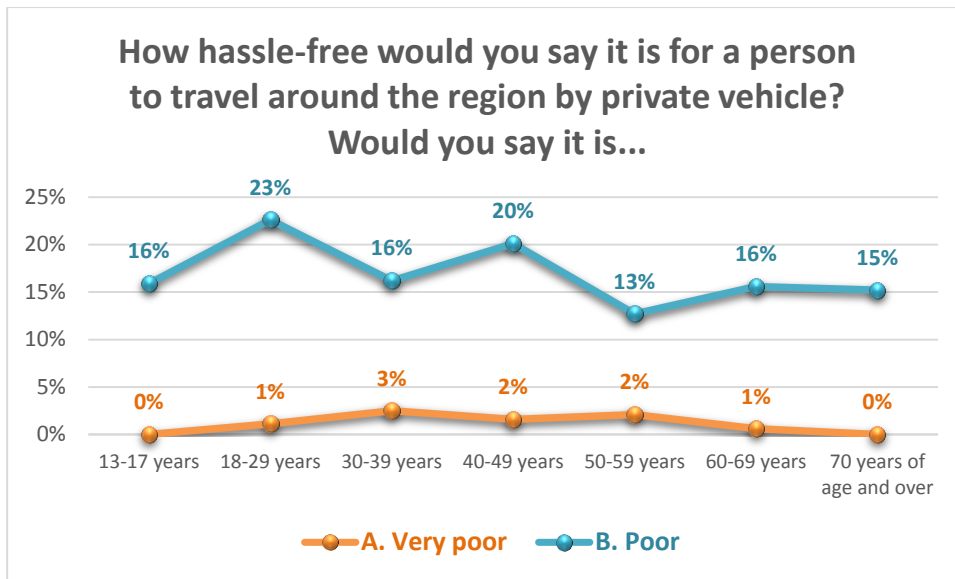


### Section 3.1 - Is travel around the region “hassle-free”?

There was little difference in ratings by age, although as age increased more respondents tended to give a “Good” rating to getting around the region by private vehicle.

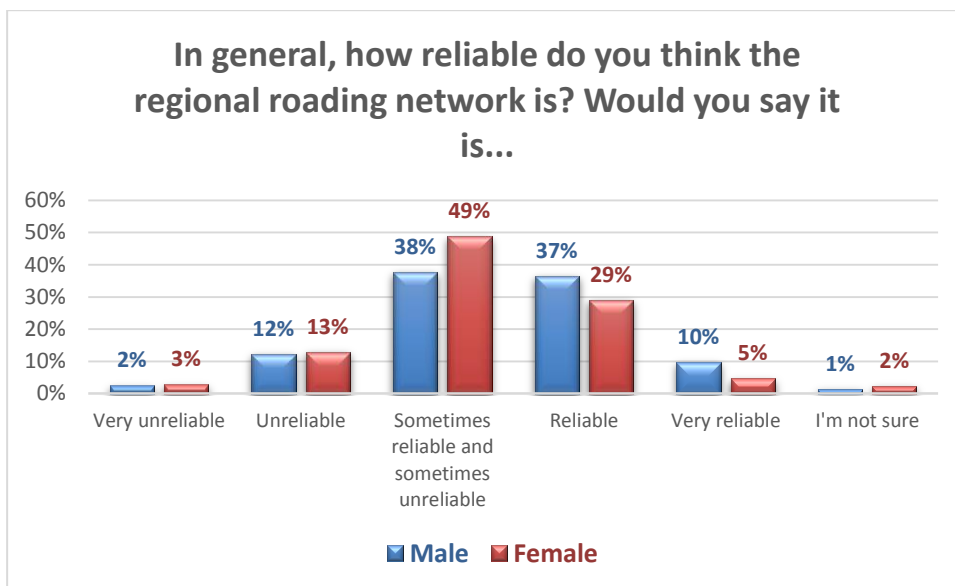


Related to that was a slow decline with increasing age in the percentage rating travel around the region by private vehicle as “Poor”.

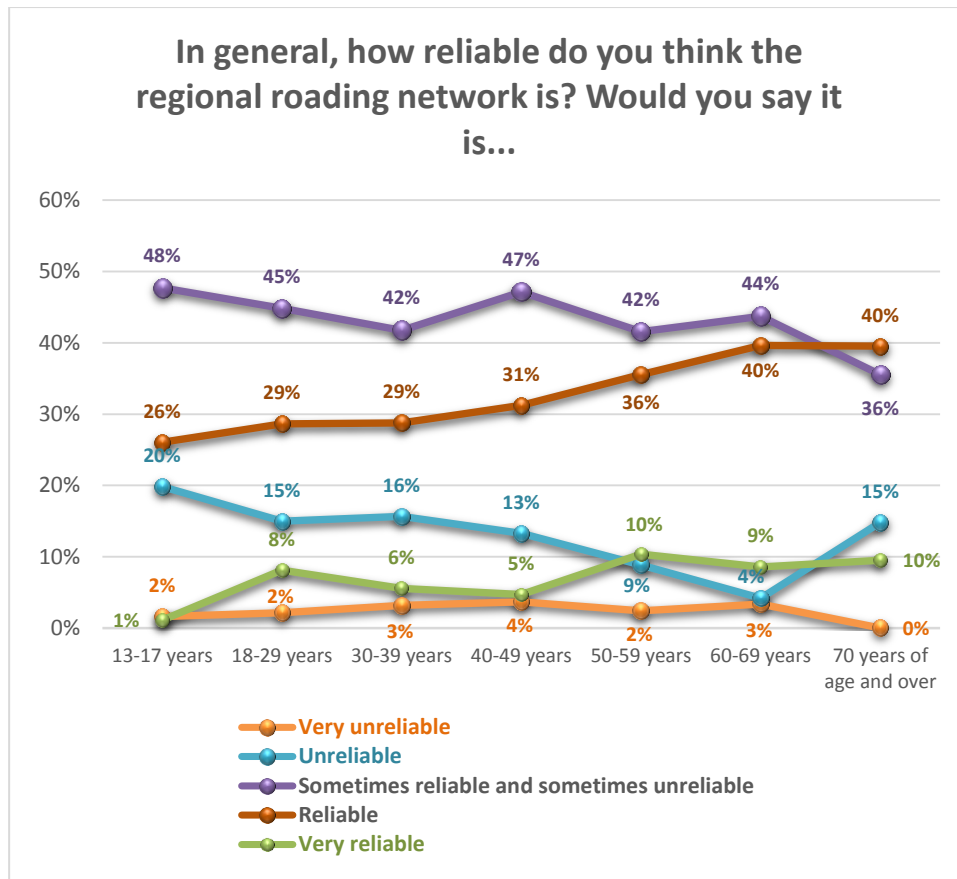


### **Section 3.2 - Reliability of the regional roading network for private vehicle users**

In general, female respondents were less likely to rate the reliability of the regional roading network as “reliable” and more likely to rate it as “Sometimes reliable and sometimes unreliable”.

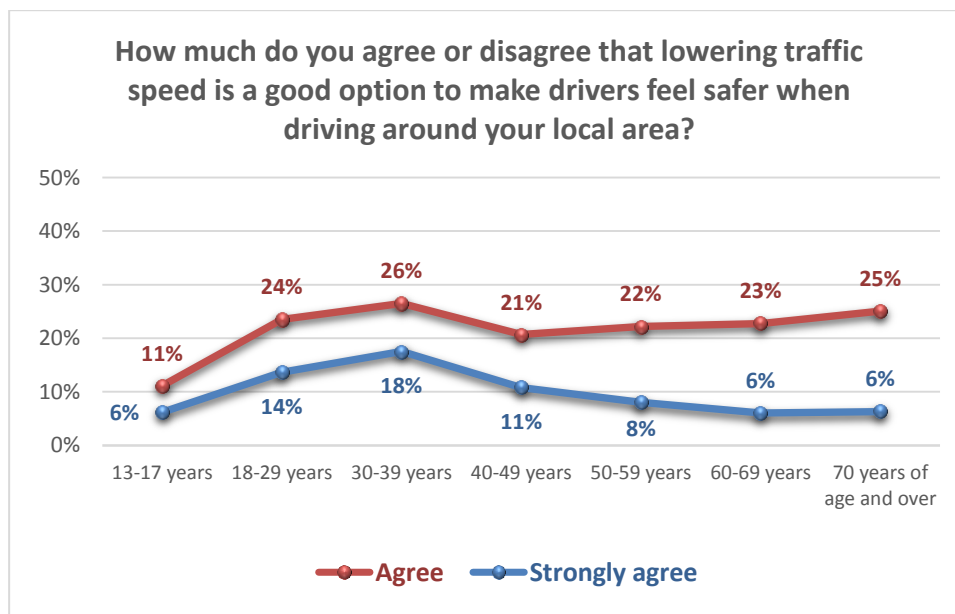


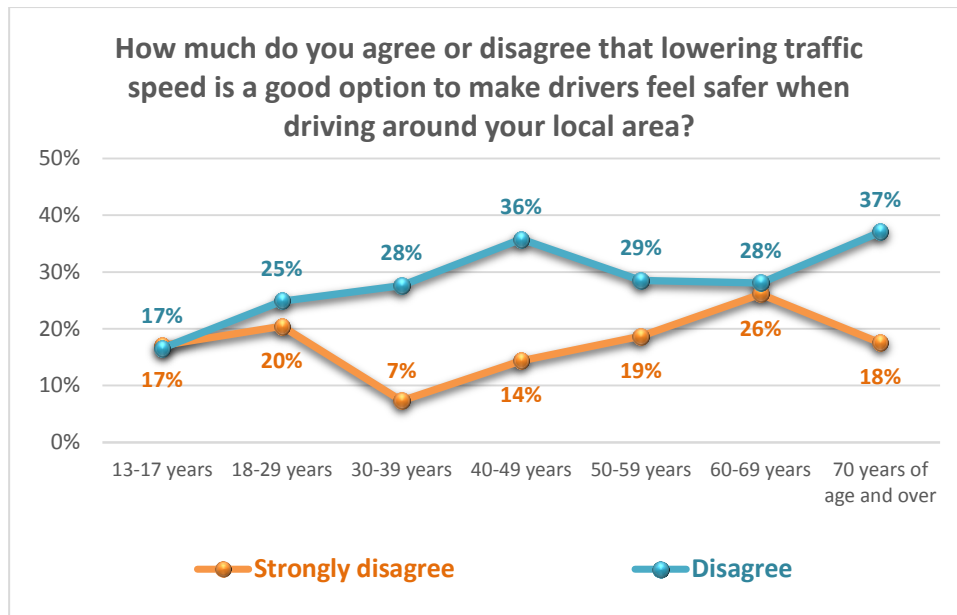
Impressions of the roading network as “Reliable” increased as age increased. Rating as “Very unreliable” was minimal across all age groups.



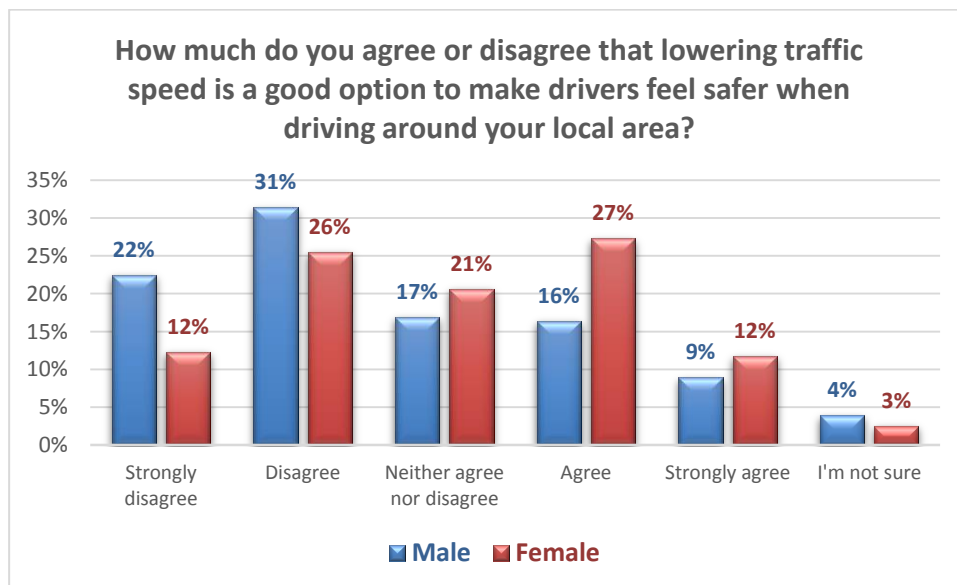
### **Section 3.3 - Lowering traffic speeds**

As age increased, fewer respondents selected “Neither agree nor disagree”; more either agreed or disagreed.



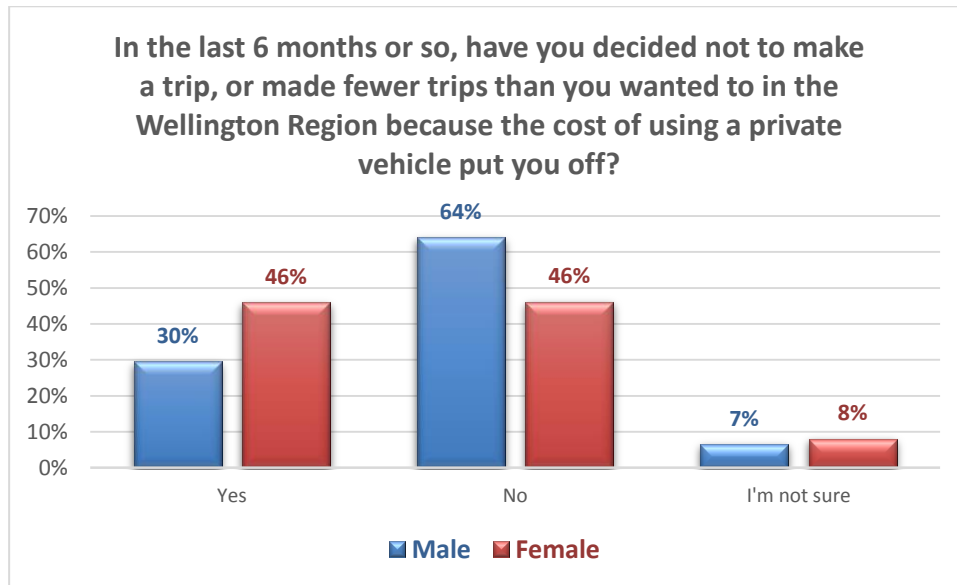


A majority of males disagreed, with male respondents being more likely overall to disagree than female respondents. Conversely, although agreement among female respondents was not a majority, female respondents were more likely than male respondents to agree.

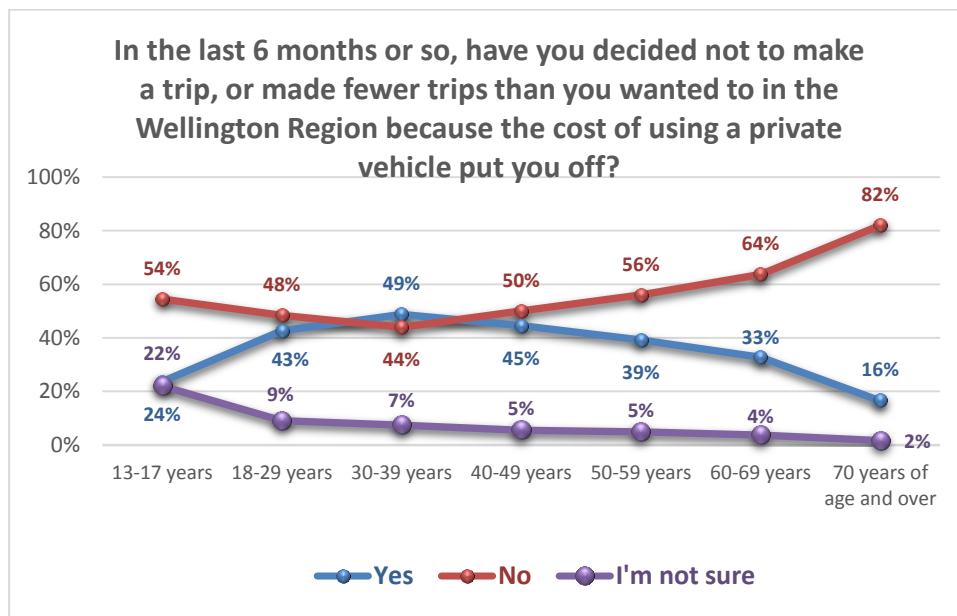


### Section 3.4 - Impact of motor vehicle cost on trips

Female respondents were more likely than male respondents to have put off or not made trips.



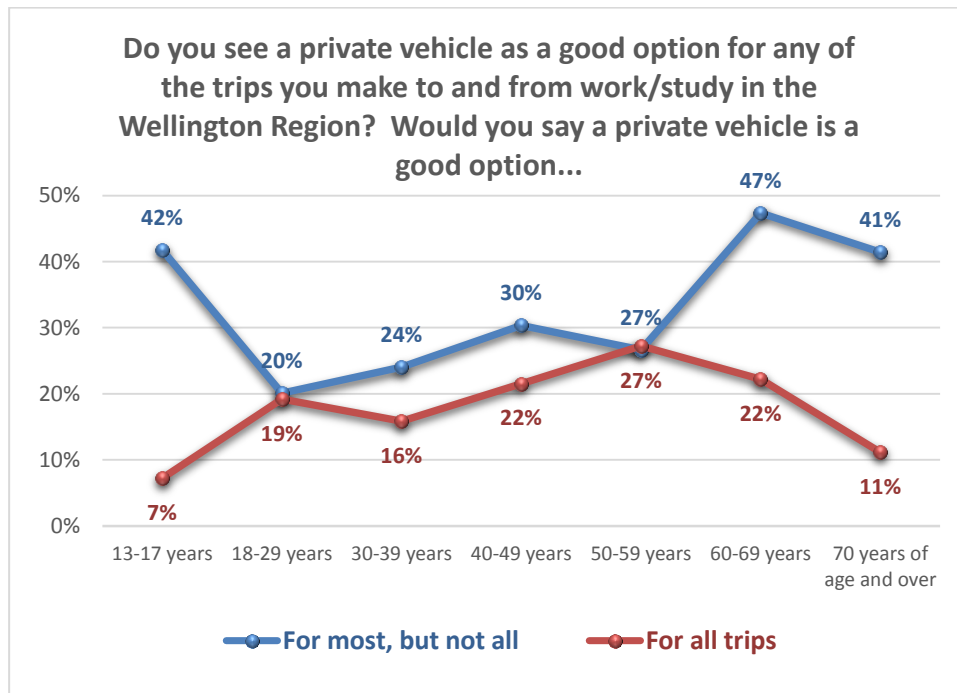
Note that the decision to not make a trip or make fewer trips rises to the 30-39 year age group and then declines.



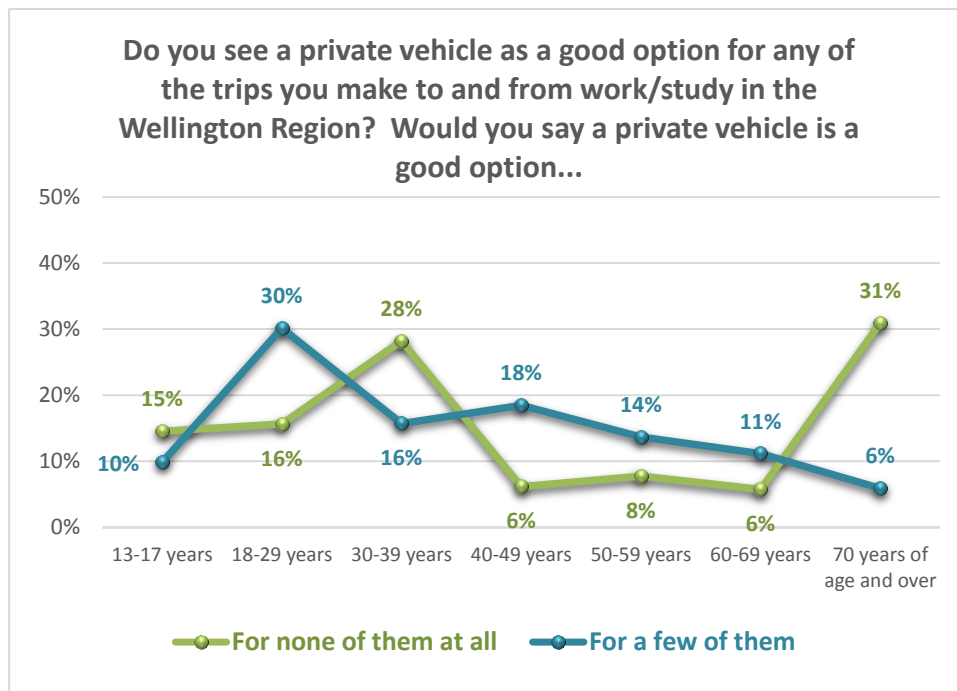


### Section 3.5 - Is a private motor vehicle a good option for trips to work/study?

In general, the perception that a private motor vehicle is good for all or most, but not all work/study trips generally increased with increasing age.

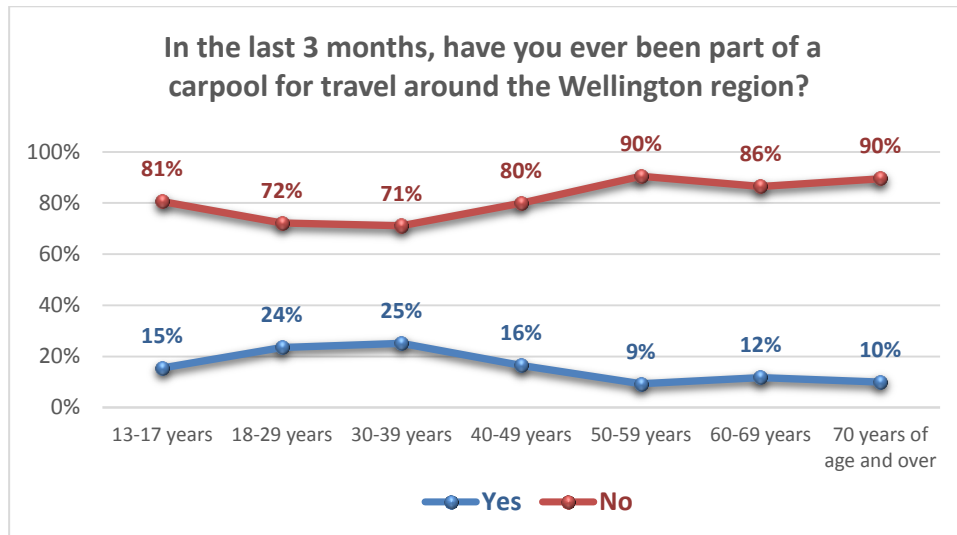


Conversely, the perception that a private motor vehicle is a good option for no work/study trips or for only a few of them tended to decline with increasing age.

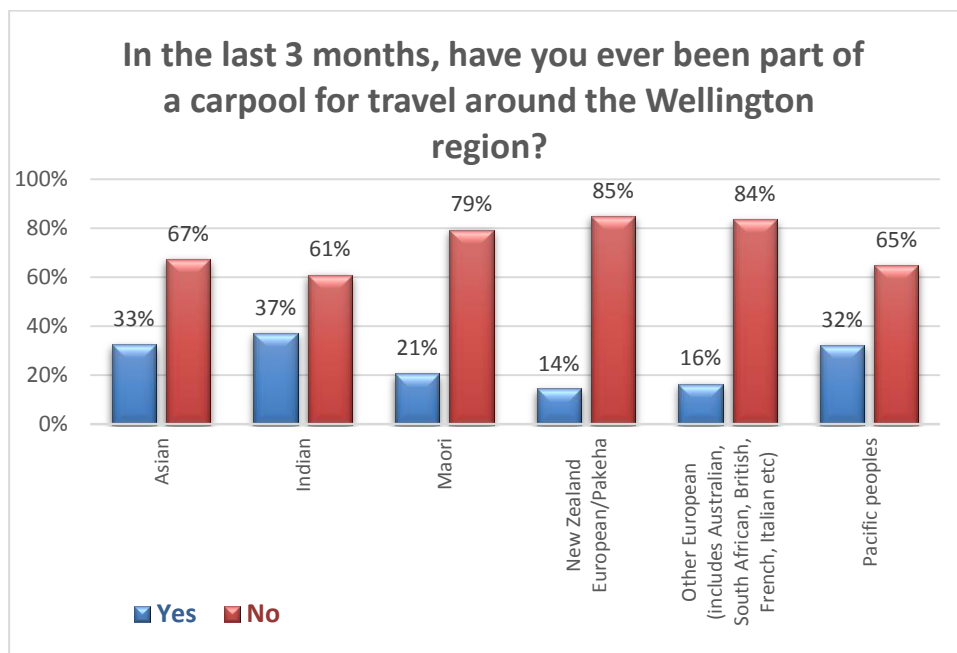


#### Section 4 – Carpooling

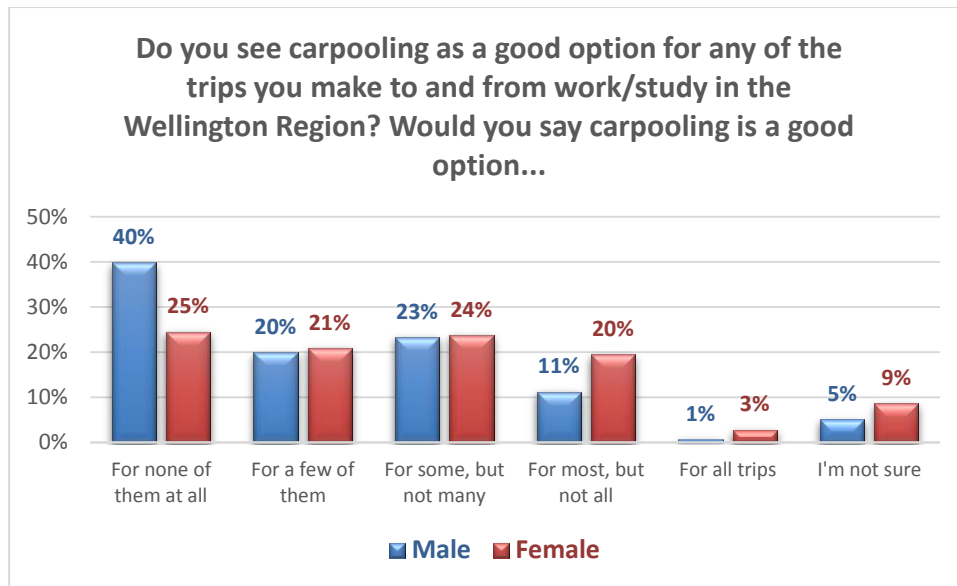
Carpooling peaks in the 18-29 and 30-39 age groups, declining as age increases.



NZ European/Pakeha respondents in the sample were the least likely to be carpooling; the most likely were Indian, Asian and Pacific Island respondents.

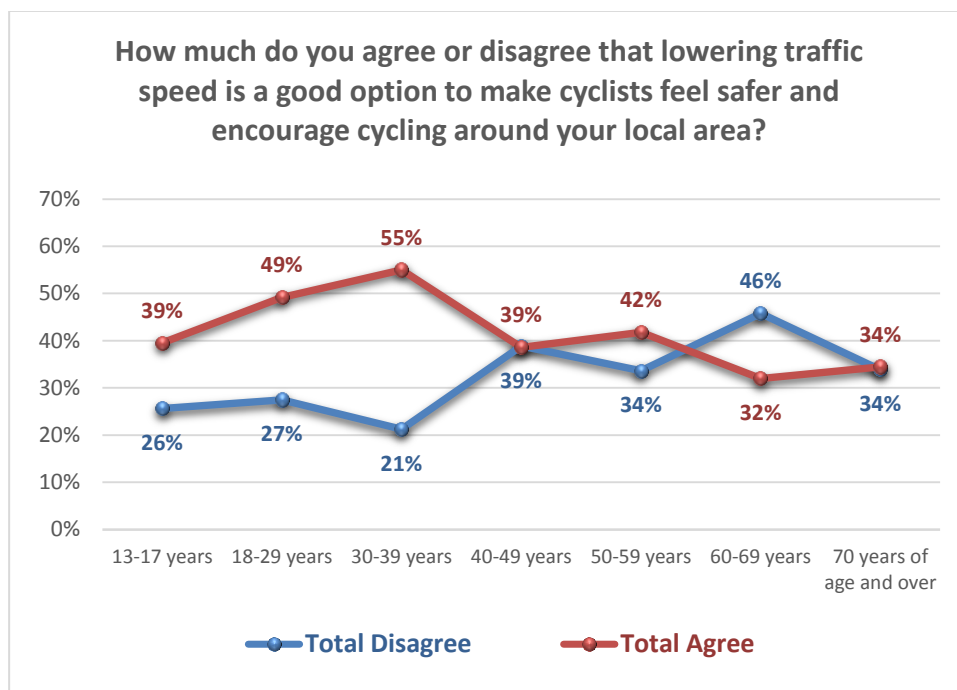


Male respondents were significantly less likely than female respondents to regard carpooling as a good option for travel to work/study.

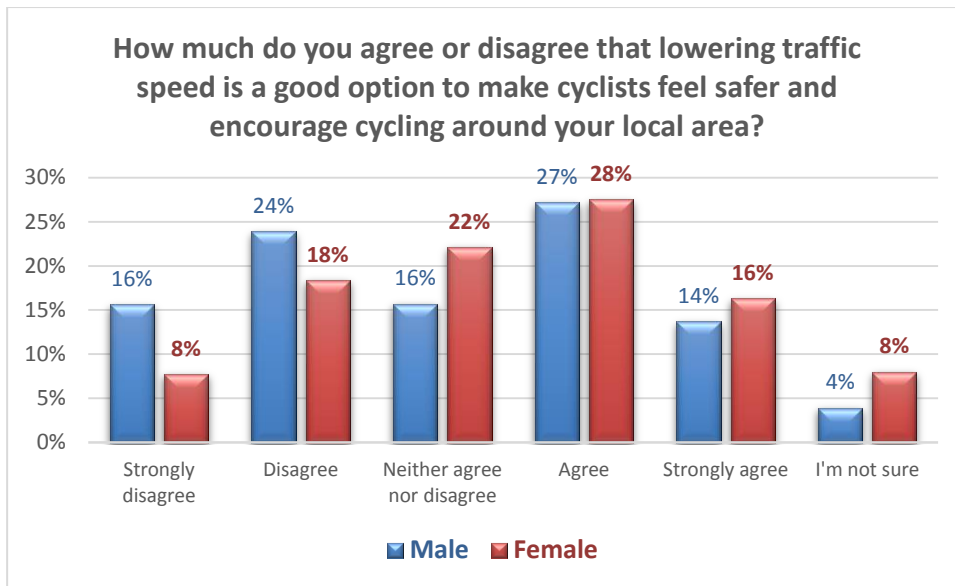


### **Section 5.3 - Lowering traffic speeds to make cyclists feel safer and encourage cycling**

In general, disagreement with lowering traffic speeds to make cyclists feel safer and encourage cycling around local areas tends to increase with increasing age, while agreement, after rising to the 30-39 years age group, declines with further increasing age.

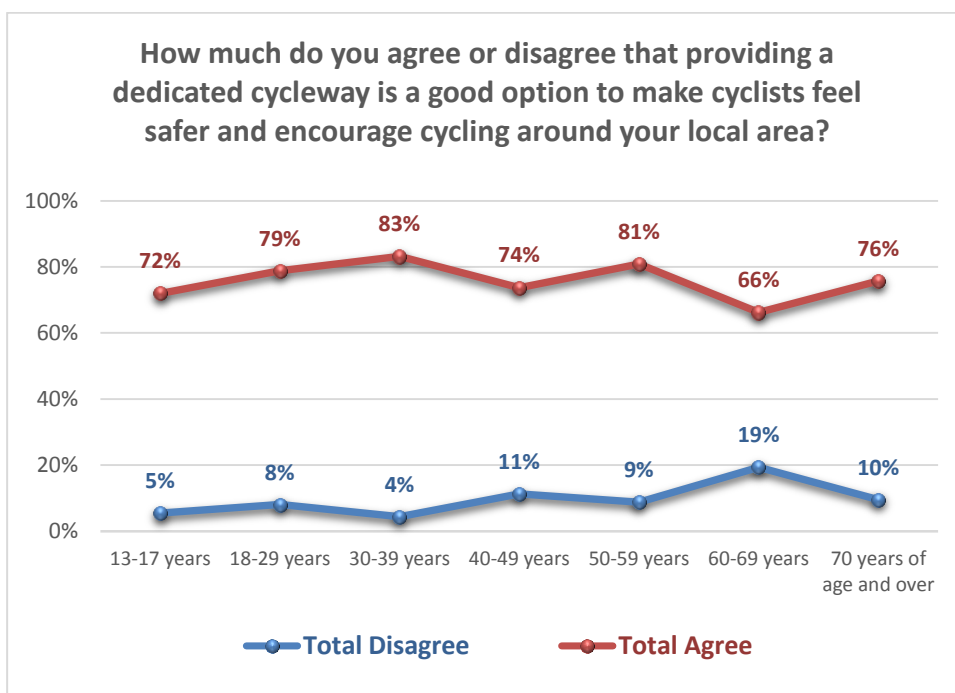


Male respondents were more likely to disagree than female respondents, but similar levels of male and female respondents agreed. Female respondents were more likely than male respondents to select “Neither agree nor disagree”.



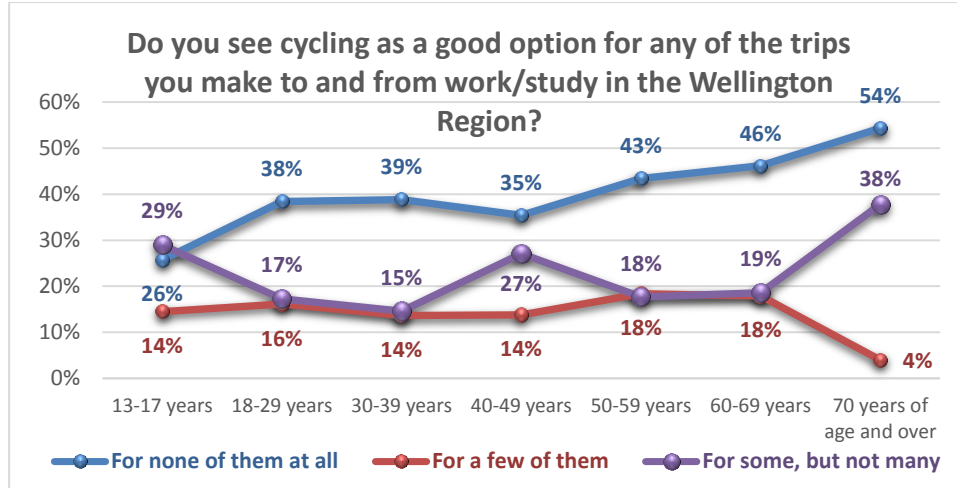
#### **Section 5.4 - Dedicated cycleway**

Agreement with providing a dedicated cycleway is strong across all age groups. There is a small increase in disagreement with increasing age.

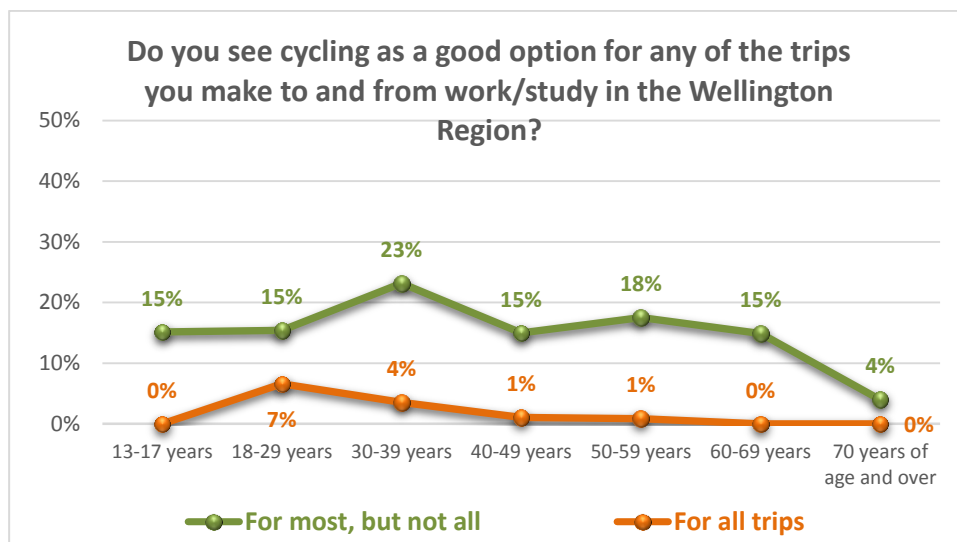


### Section 5.5 - Is cycling a good option for trips to work/study?

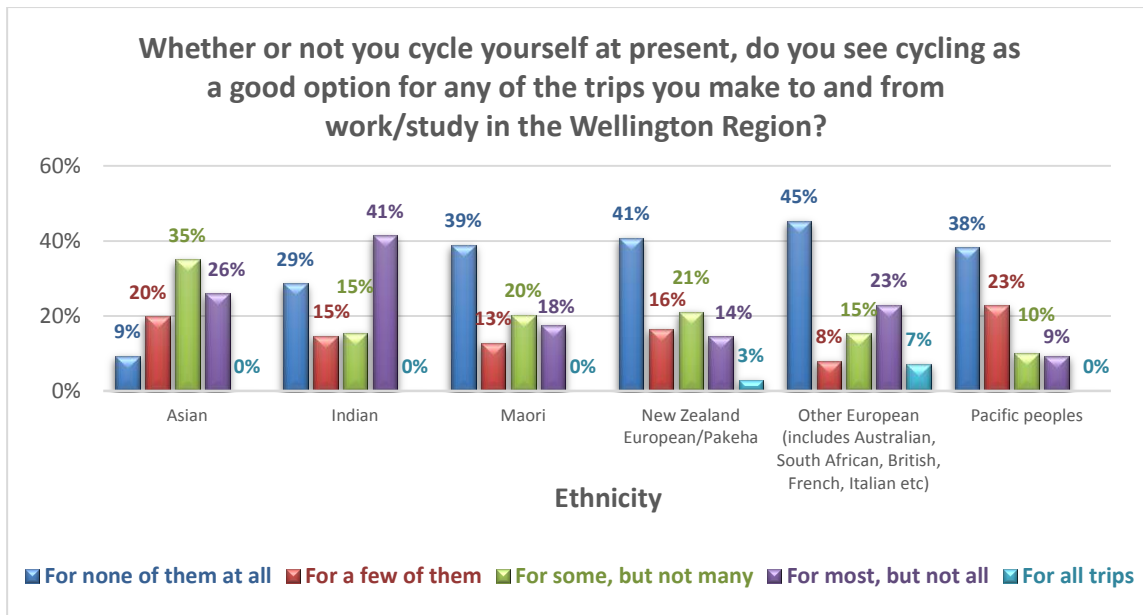
There is some relationship with age, but it appears to be primarily with those who believe that cycling is not a good option for any trips to work or study, the belief increasing with increasing age.



While there is a drop after 18-29 years of age in those who believe cycling is a good option for all trips for work/study, the level of those who say cycling is good option for most, but not all of the trips they make to work or study remains quite consistent to 69 years of age, only declining after that.

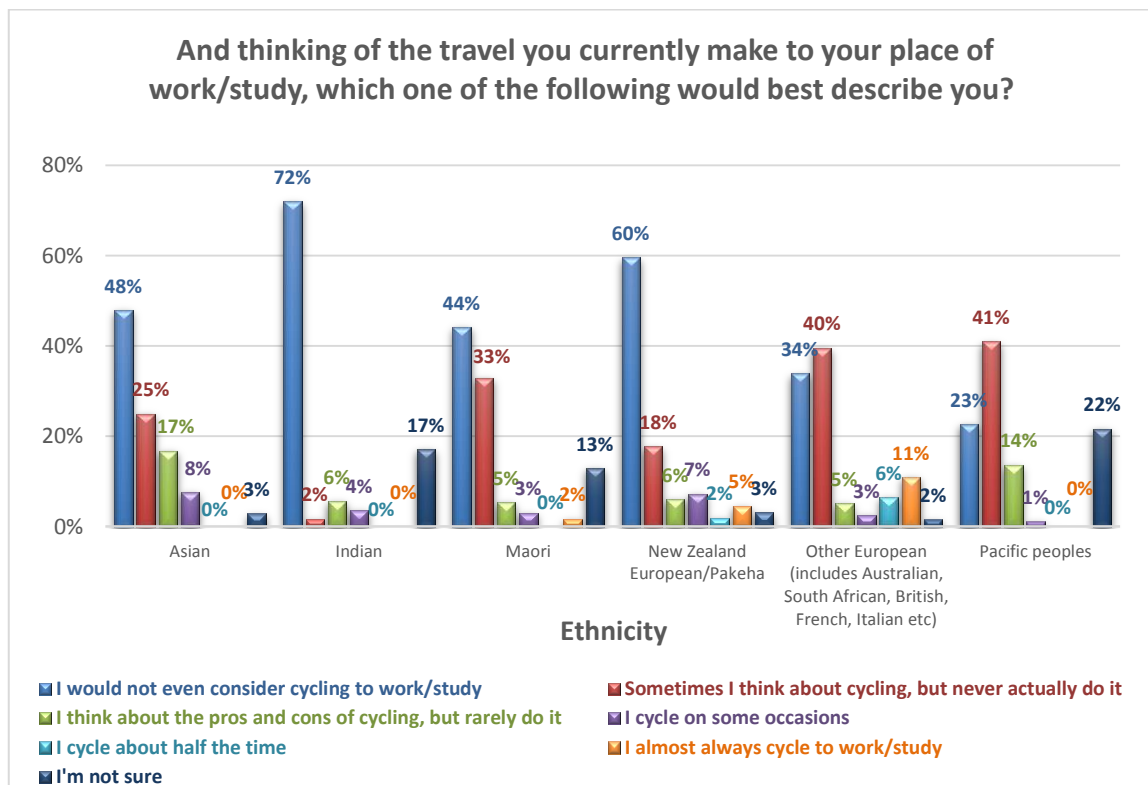


Analysis by ethnicity suggests that Asian, Indian and “Other European” respondents are the most likely to feel that cycling is a good option for most, but not all trips to work or study. “Other European” and NZ European/Pakeha respondents were the most likely to feel that cycling was a good option for all trips to work or study.

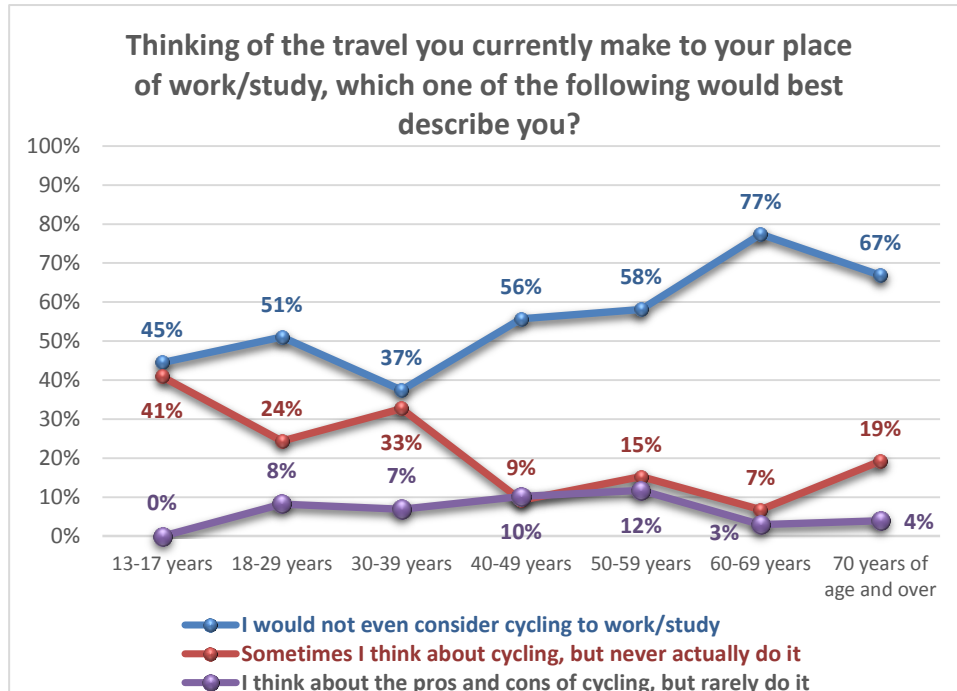


### **Section 5.6 - Considering cycling to work/study**

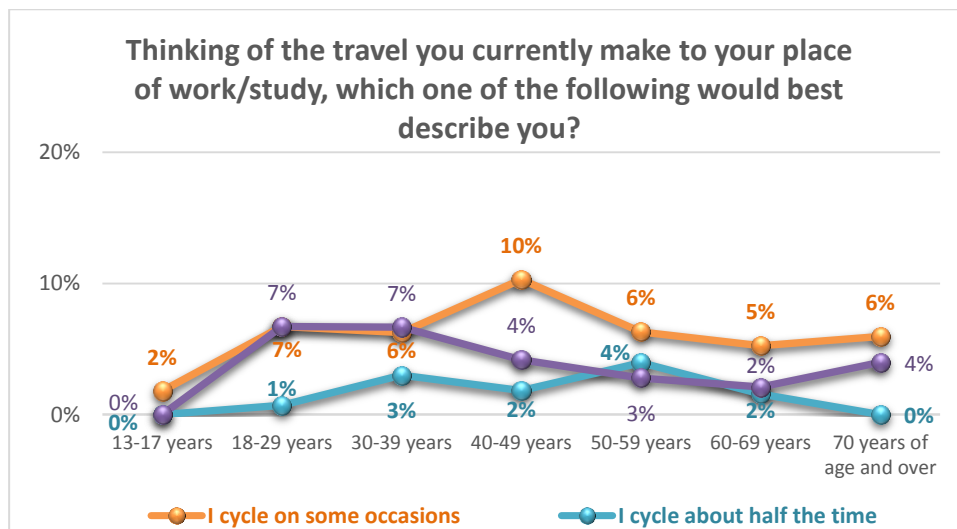
While Asian and Indian respondents were more likely than average to feel that cycling is a good option for most, but not all trips to work or study, it may not, especially in the case of Indian respondents, be translated into action. Analysis by ethnicity suggests that “Other European” respondents, who are also more likely than average to feel that cycling is a good option for most, but not all trips to work or study, are the least likely to say that they would not even consider cycling to work or study.



As age increased, there was a reduction in the percentage of respondents who thought about cycling and a corresponding increase in the percentage who would not consider cycling to work or study.



Frequency of cycling to work or study declined with increasing age.

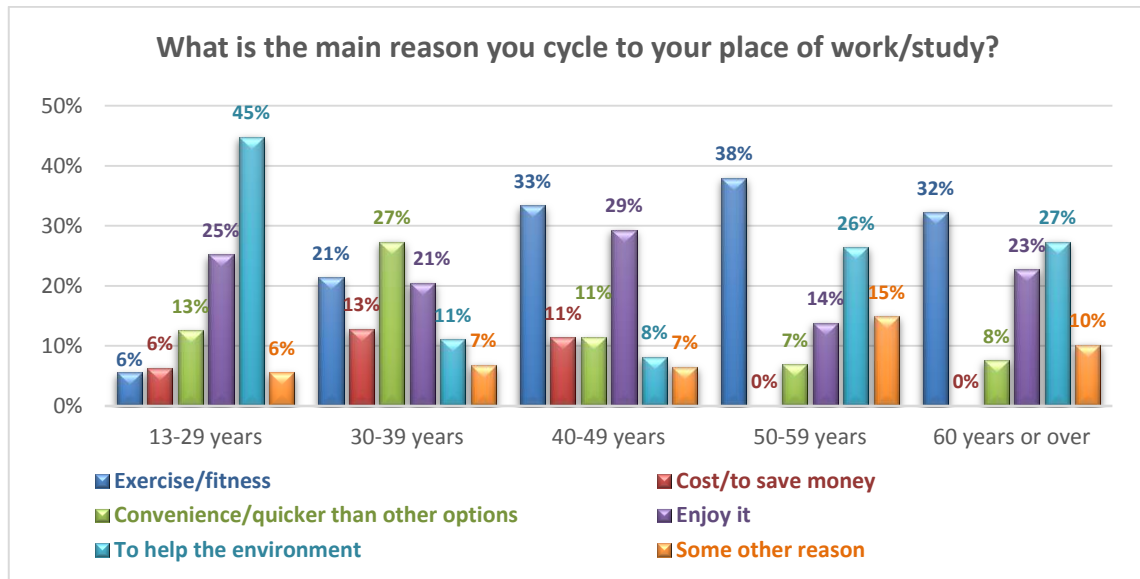


### **Section 5.7 - Main reasons for cycling to work or study**

As demonstrated in the following chart, motivations for cycling change with age. Note that helping the environment is the most important reason for those under 30 years, but does not assume significant importance again until respondents were 50 years of age or over. A higher

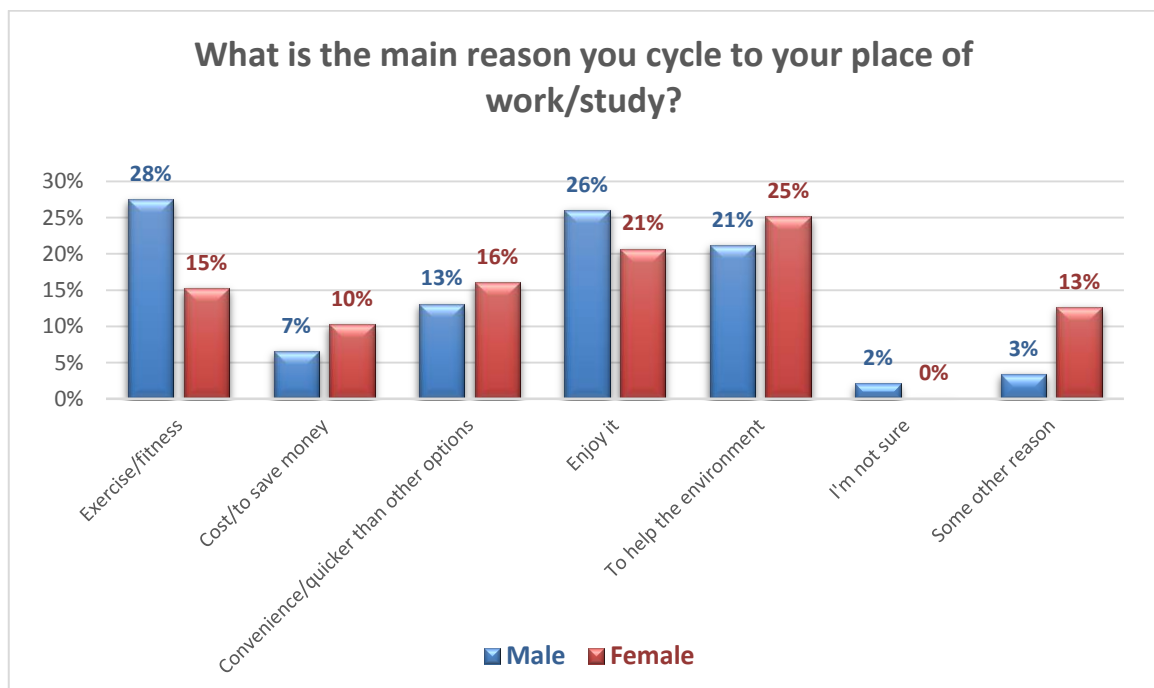
proportion of “Other European” respondents than respondents in other ethnicity groups were cycling to help the environment.

Saving money is more important to those aged 30-49 years than to those in other age ranges. Household income was not a driver of a cost saving motivation, but 54% of those who said they were cycling to work or study because of cost or to save money were in the \$20,001-\$30,000 personal income group. A higher proportion of Maori respondents than respondents in other ethnicity groups were cycling to save money.



*Note: Age ranges have been combined where there were low numbers of respondents cycling to work or study.*

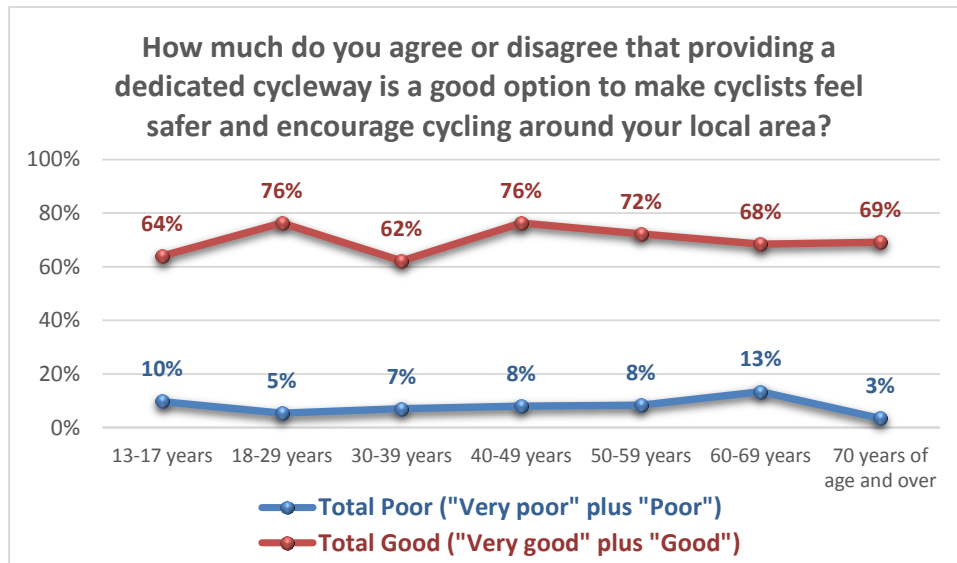
Note the different motivations by gender:





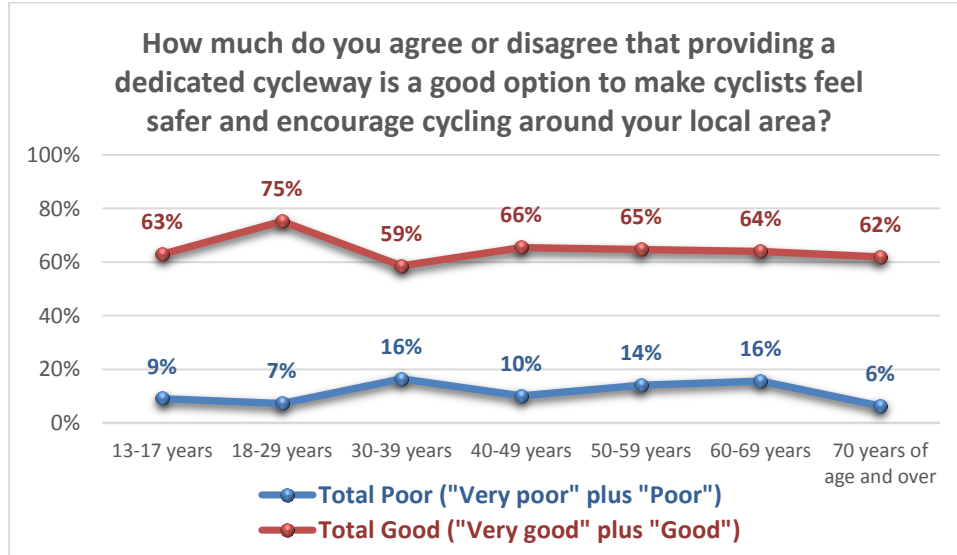
### Section 6.1 - Is walking around the region "hassle-free"?

All age groups had approximately the same view of how hassle-free walking around the region was.

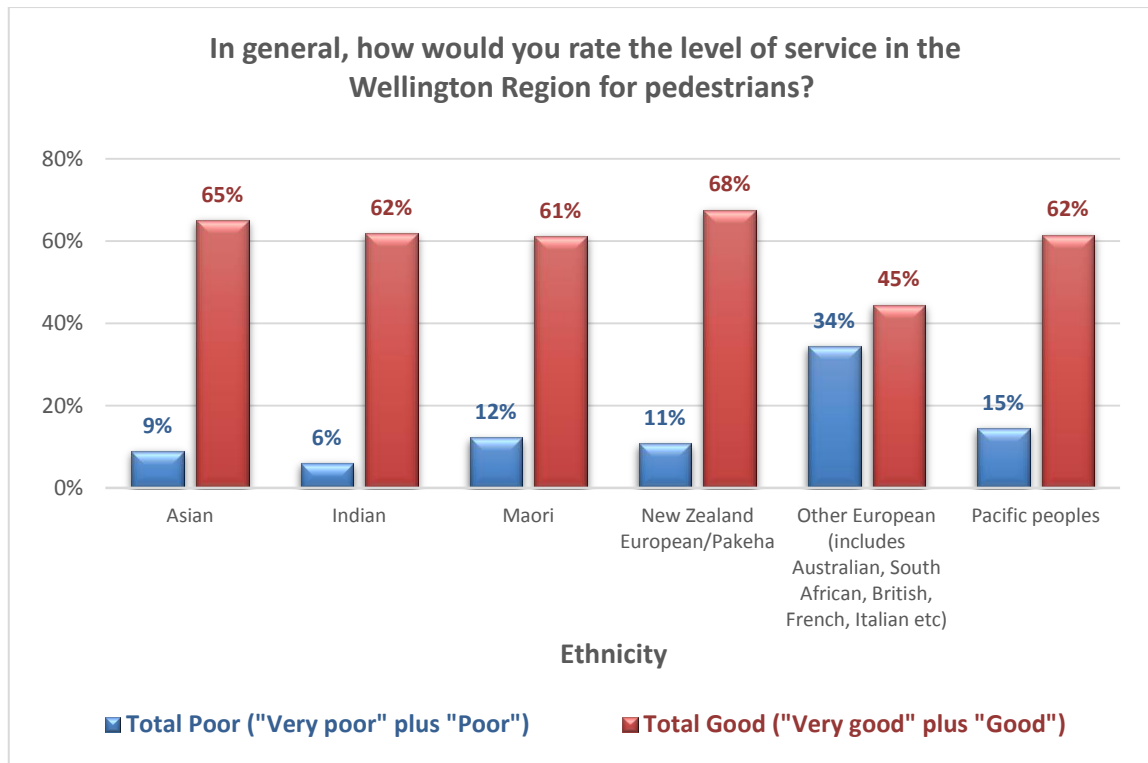


### Section 6.2 - Level of service for pedestrians

There is virtually no change in opinion across gender or age groups.

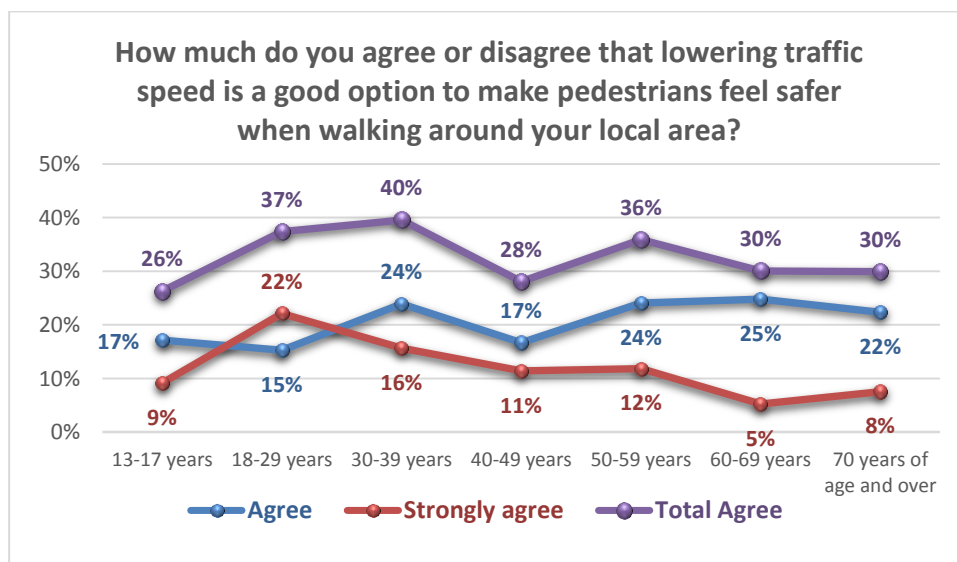


Note that respondents of "Other European" ethnicity rate the level of service significantly lower than other respondents.

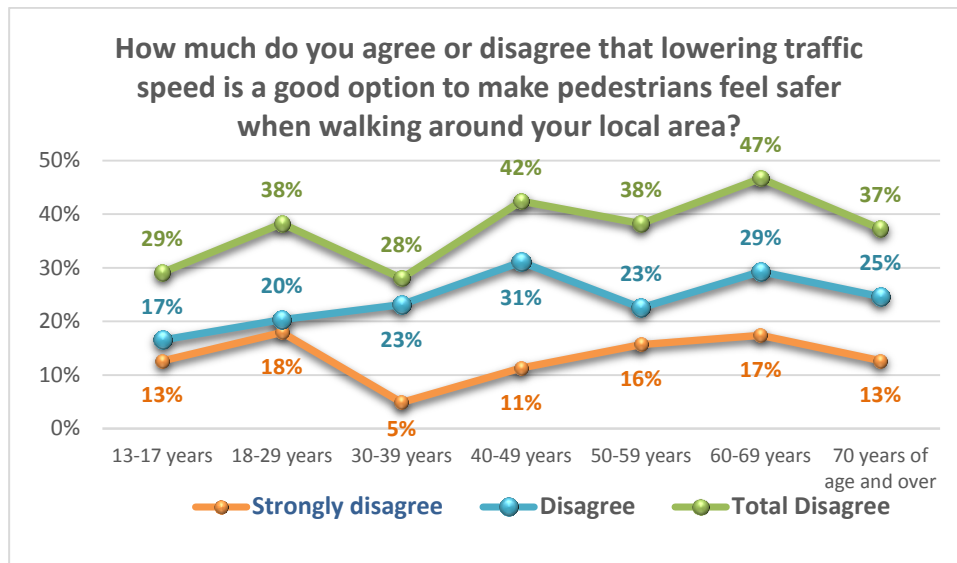


### **Section 6.3 - Lowering traffic speeds to make pedestrians feel safer**

As age increased "Neither agree nor disagree" increased. As a result, agreement declined slightly with increasing age. As shown in the following chart, which compares the total agreement with "Strongly agree" and "Agree", strong agreement peaked in the 18-29 year old age groups and then declined. The percentage who selected "Agree" increased at a slightly lower rate than strong agreement declined.

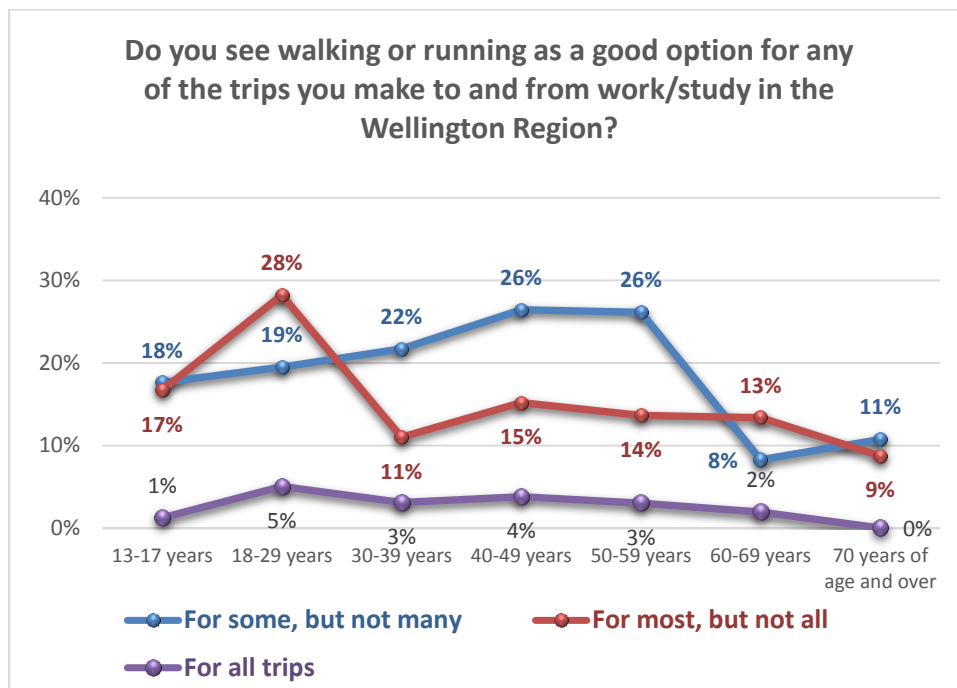


However, at all ages, disagreement was greater than agreement. The chart below compares total disagreement with “Strongly disagree” and “Disagree” and demonstrates the change as age increased.

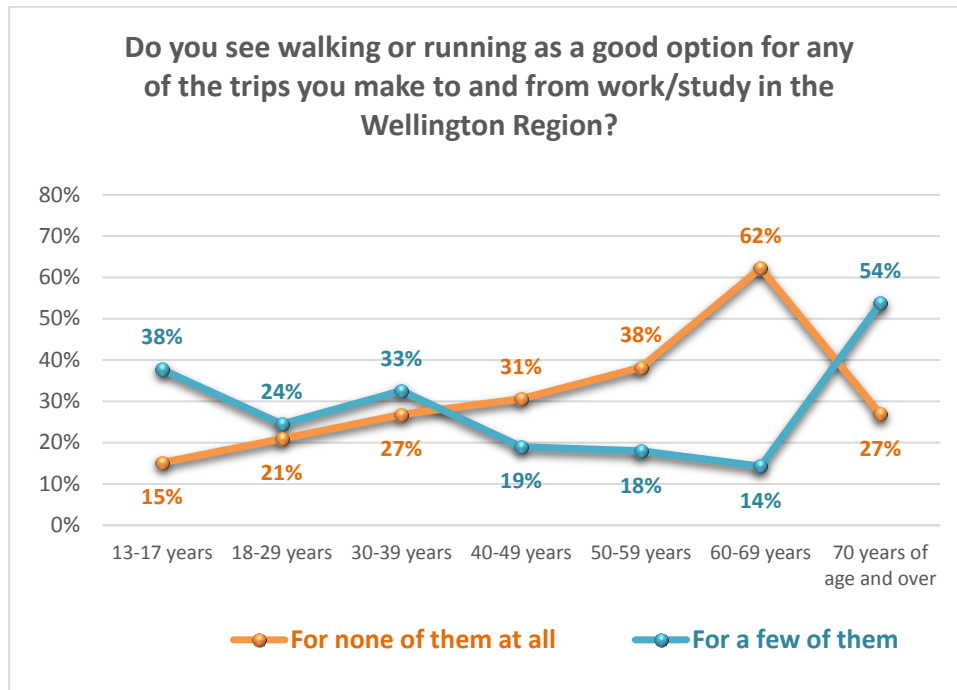


#### **Section 6.4 - Is walking a good option for trips to work/study?**

Walking as a good option for travel to work or study is highest among 13 to 29 year olds and then drops to a consistent level across the other age groups.

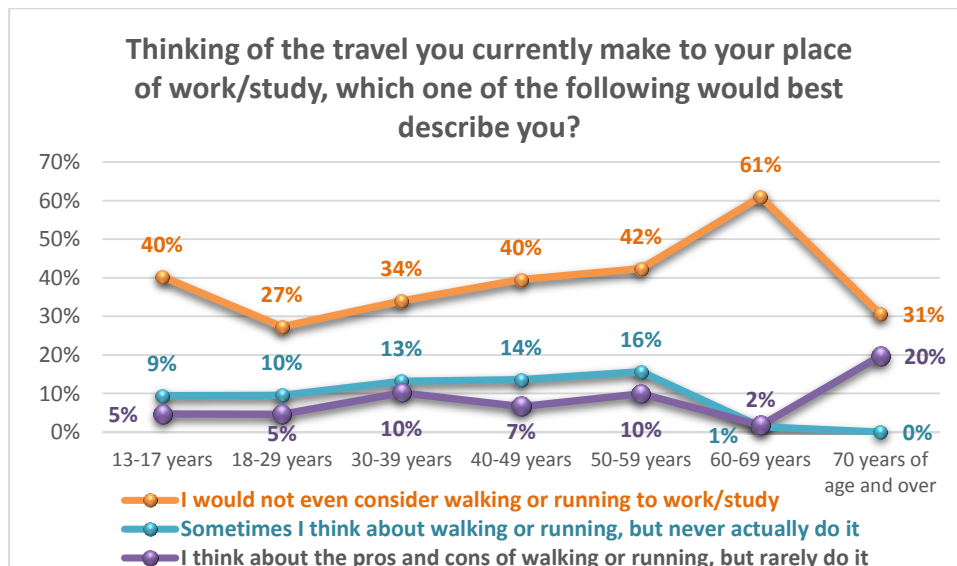


Walking as a good option for none of the work or study trips made by respondents increases as age increases.

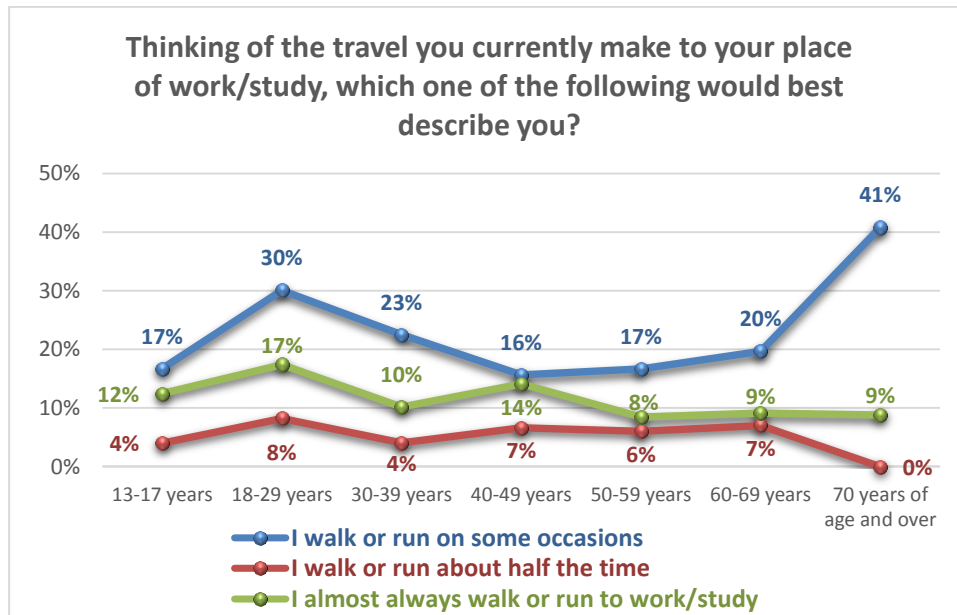


### **Section 6.5 - Considering cycling to work/study**

There is little variation by age, although the percentage who would not consider walking or running to work or study generally increases with increasing age.



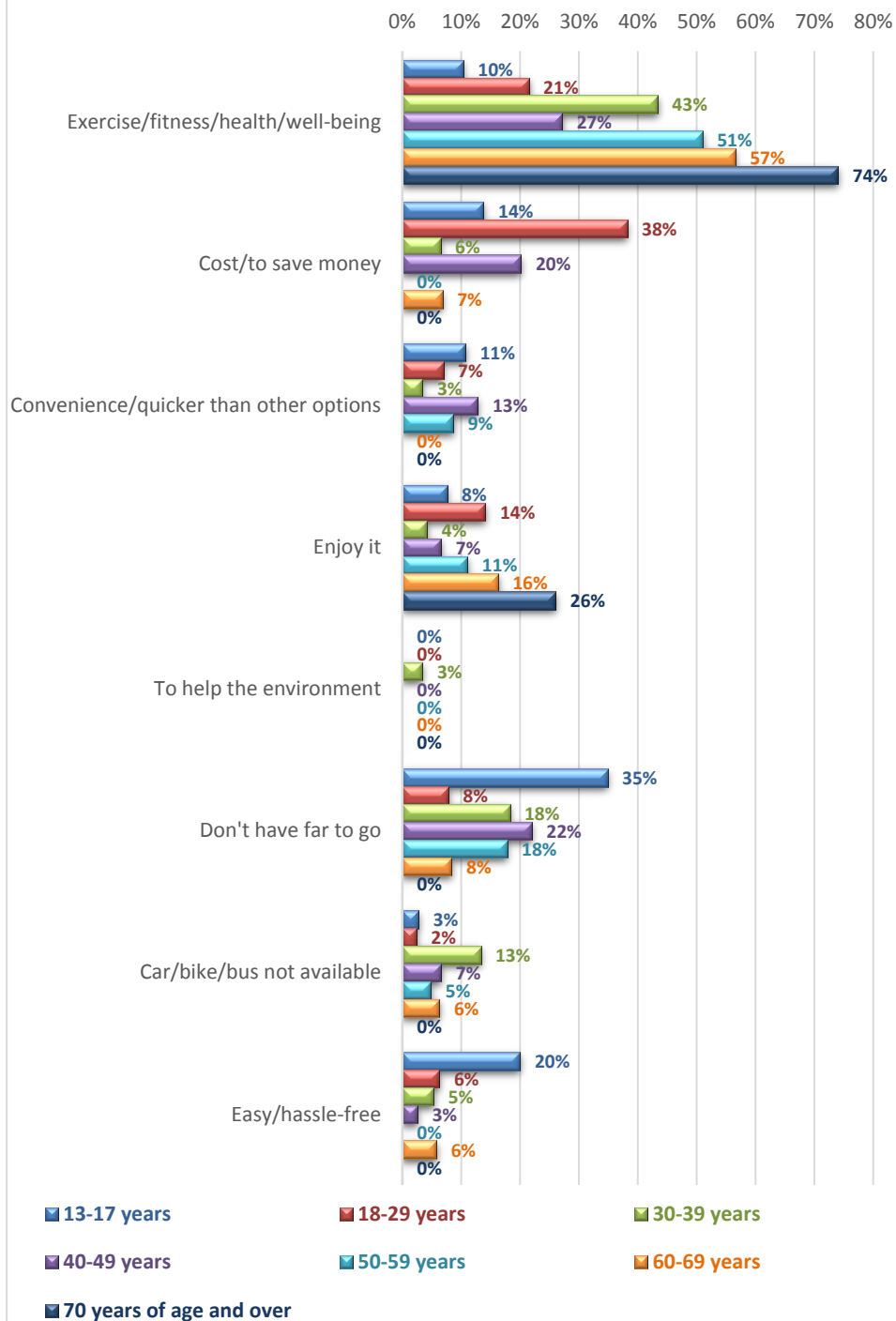
Walking or running on some occasions is higher among 18 to 39 year olds but more regular walking or running is relatively consistent across age groups.



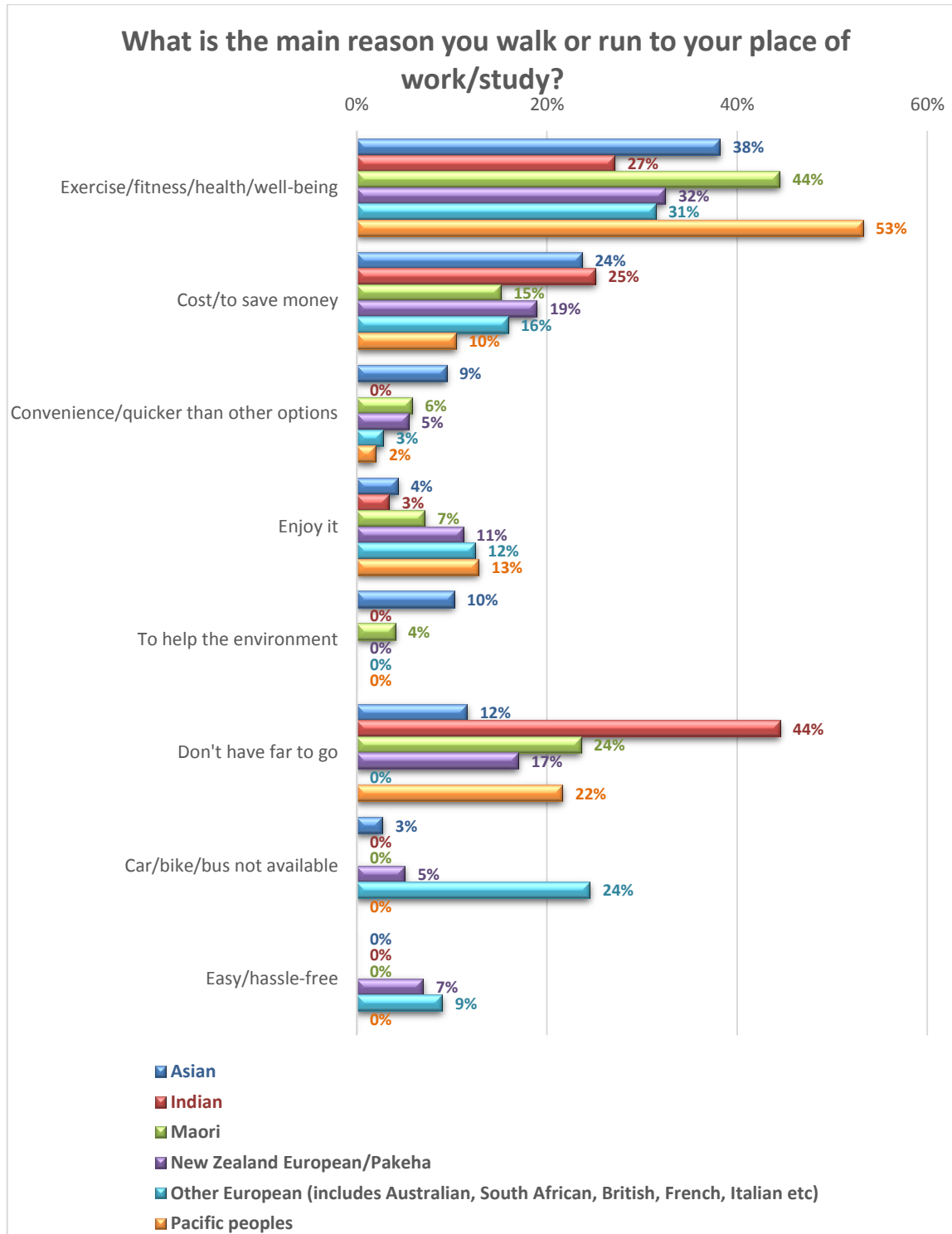
### **Section 6.6 - Main reasons for walking or running to work or study**

18-29 year olds were the most likely to walk or run to save money and 13-17 years olds were the most likely to walk or run because it was easy or hassle-free and they didn't have far to go.

## What is the main reason you walk or run to your place of work/study?

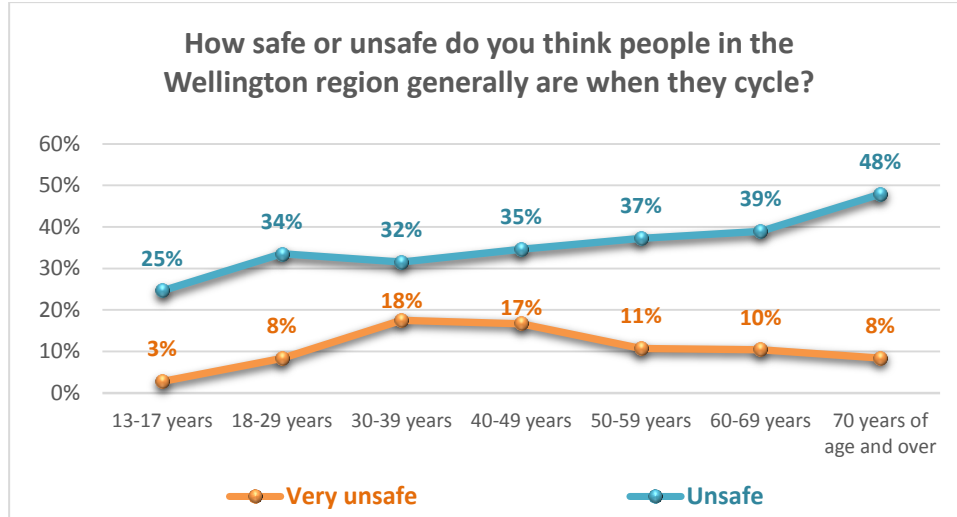


On a percentage basis, Asian, Maori and Pacific respondents were the most likely to walk or run to work or study for exercise/fitness/health/well-being. Saving money was of greatest interest to Asian and Indian respondents, while “other Europeans” were the most likely to say a car, bike or bus was not available.

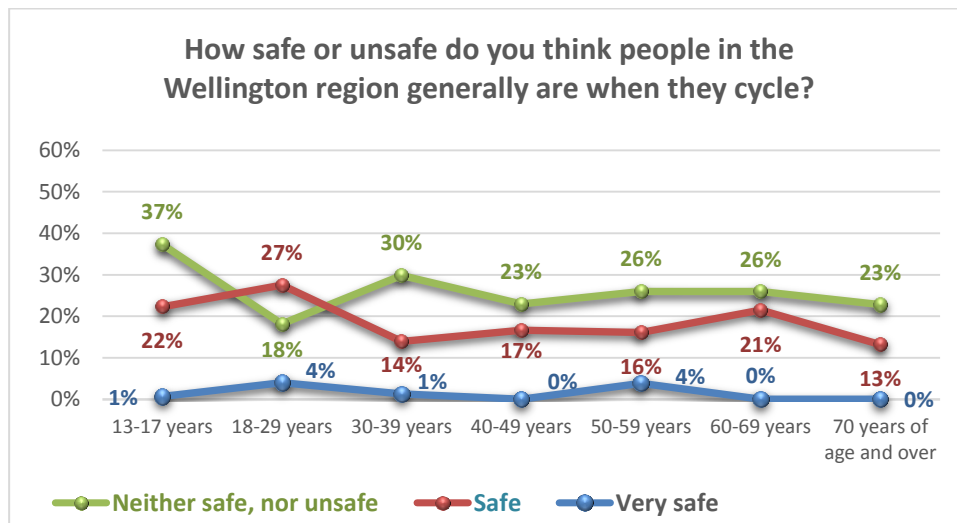


## Section 7.1 - Safety while cycling

The perception of cycling in the Wellington Region as “Unsafe” increases with increasing age although the perception of it being “Very unsafe”, after peaking between 30 and 49 years, declines with increasing age.

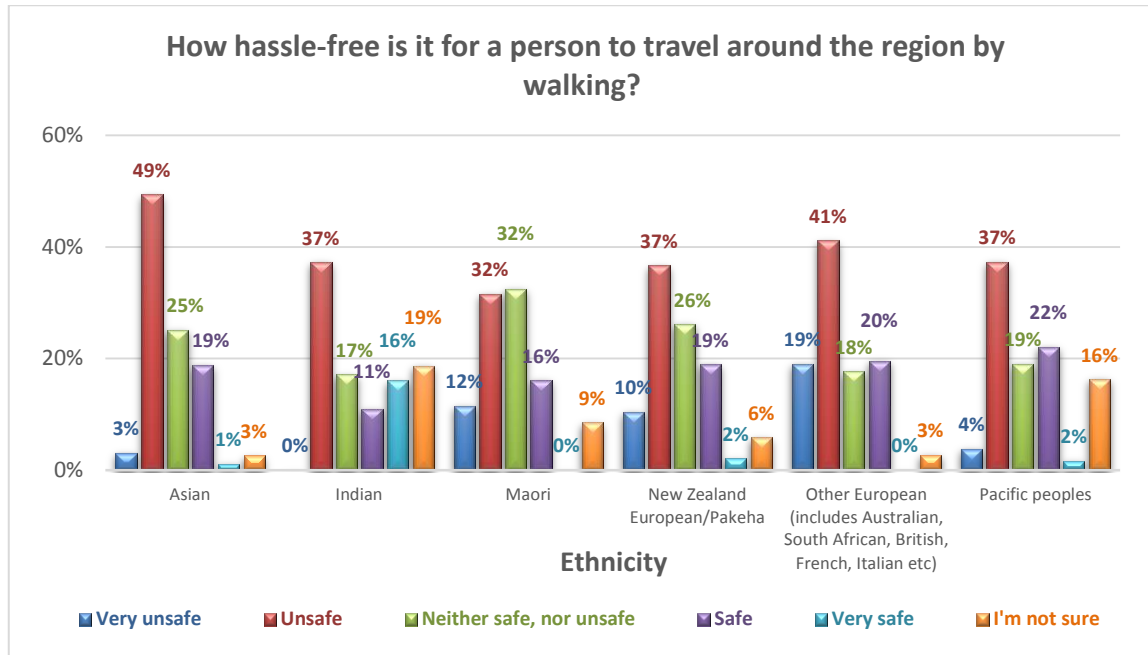


In contrast, perceptions of cycling in the Wellington Region as safe are relatively even across the age groups.



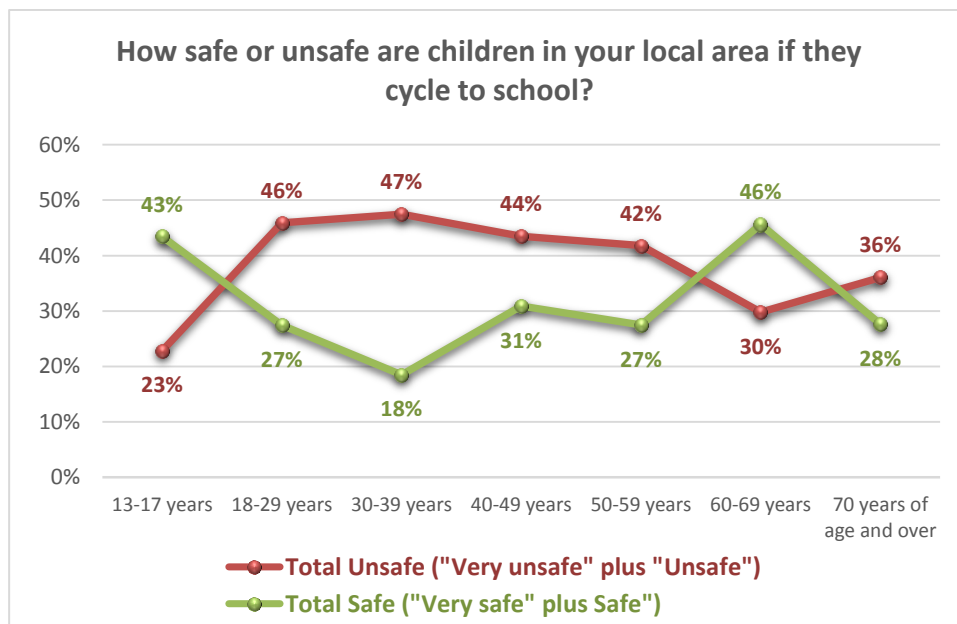
Respondents of Asian and “Other European” ethnicity generally feel cyclists are less safe than respondents of other ethnicities.





### **Section 7.2 - Child safety while cycling to school**

13-17 year olds are significantly more likely than 18 to 59 year olds to think children are safe cycling to school in their local area.



### **Section 7.4 - Child safety while walking to school**

30 to 49 year old respondents are significantly more likely to think children are unsafe walking to school in their local area than other age groups, but are still more inclined to think children were safe than unsafe.

