

## **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 Horizon Poll 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.