



Horizon Research

Transport Perceptions Survey 2019

For the Greater Wellington Regional Council

August 2019



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EXECUTIVE SUMMARY

This report summarises the results of Greater Wellington Regional Council's 2019 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 an external panel.

1,515 respondents from the Greater Wellington Region answered the survey between 7 and 22 August 2019. 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 incidence of use of each form of transport in the Wellington area is largely unchanged from four years ago, either overall or for travelling to work or study. The most significant change is a 10% increase in "Taxi/Ridesharing" use. This is largely in Wellington City and is not directly aligned to travel to work or study, which remains primarily dominated by private vehicles, bus and train services.

An apparent decline in cycling incidence to 13% of respondents is not statistically significant.

On average, respondents had used 3.9 different forms of transport, a similar result to 2015.

There was also no significant change in transport forms used to travel to work or study, in comparison with 2015. Taken with no real change for overall transport incidence suggests that change to other forms of transport may require a long time.

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 2019 time series demonstrates the continuing fall in the "Good" rating, which is now at its lowest level since 2003.

29% of respondents, a similar result to 2015 (28%), felt that travelling around the region was neither good nor bad. However, there has been a marked deterioration in perceptions, with "Total poor" ratings ("Poor" plus "Very poor") now at 30% (15% in 2015) and "Total good" ratings ("Good" plus "Very good") down to 39% (53% in 2015).

Travelling by train

Respondents' perceptions were that train services had become worse over the past 2 years, particularly if used to travel to work or study. 15% of respondents who travel to work or study use trains.

However, of the three major means of travelling to work or study (train, bus or private vehicle), trains fared best, having a lower "Worse" total percentage and a higher "Improved" total percentage.

Travelling by bus

24% of respondents who travel to work or study said they use buses.

More than half the users of bus services said they had become worse over the past 2 years. Respondents travelling to Wellington City for work or study had the poorest perception (57% worse, 15% improved), but note that around half of the respondents travelling to Kapiti Coast District, Porirua City and Hutt City perceived that the services were worse. Travellers to Hutt City or Porirua City had around 17% perceiving an improvement in bus services, but only 9% travelling to Kapiti Coast perceived an improvement.

Perceptions were slightly better for work or study travellers to Upper Hutt and Wairarapa, with 39% and around 35% respectively perceiving that services had become worse and 15% and around 10% respectively perceiving an improvement.

Travelling by private vehicle

35% of respondents who travel to work or study said they use a private car.

Overall, "worse" perceptions for use of a private motor vehicle were slightly better than those for buses; note that "much worse" is higher for buses than for private motor vehicles. "Improved" perceptions, however, are lower than for buses but "stayed the same" is higher. This leads to a small perceived performance advantage, on average, of private vehicles over buses.

There was a significant drop from 2015 in respondents rating travel around the region by private car as "Very reliable" or "Reliable" (32% from 40% in 2015) and an increase in rating as "Very unreliable" or "Unreliable" (22% from 15% in 2015). There has been no change in the rating as "Sometimes reliable and sometimes unreliable".

Travelling by walking

Walking is perceived as largely staying the same, with perhaps some minor improvement. Note that 9% of respondents said they walk to work or study.

Perceptions of a walking option improving decline with increasing age, while perceptions that walking is worse fluctuate, but tend to trough between 30 and 54 years.

Travelling by bicycle

While 13% of respondents used a bicycle in the past 3 months, only 3% of those who travel to work or study said they mainly cycled.

Two-thirds of these people said the cycling options had improved, while just under half of all cyclists said there was an improvement. This suggests that the benefits of improvement have been perceived more by cyclists riding to work or study than by cyclists in general.

Lowering traffic speeds

As in the past two surveys, 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 less likely than in 2015 to **disagree** with lowering traffic speeds to make drivers feel safer, but the percentage who disagree (40%) remains larger than the percentage who agree (35%).

More respondents agreed than disagreed with lowering traffic speeds to make cyclists feel safer and encourage cycling, but the agreement, at 40%, is less strong than in 2015 or 2012 – down from 54% in 2012 to 43% in 2015. Overall, 28% disagreed.

Agreement with reducing traffic speeds to make pedestrians feel safer increased to 40% from 33% in 2015. Overall, 33% disagreed, down from 37% in 2015.

Good options for trips to or from work or study

48% of respondents, a similar result to 2015, saw a private motor vehicle as a good option for “All” or “Most, but not all” trips to or from work or study but there has been a shift in balance, with 23% of respondents, up from 19% in 2015, now perceiving private motor vehicles as a good option for “All” trips to or from work or study. 27% of respondents, down from 31% in 2015, 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 cost of running a private motor vehicle does not appear to be a significant trigger for change. Those using private vehicles to travel to work or study regarded the cost as cheaper or similar to public transport, suggesting that there are other factors involved rather than a solely economic analysis.

The percentage who saw carpooling as a good option for all or most trips was 19%, a similar result to 2015. By comparison, the percentage who saw ridesharing as a good option for all or most trips was 12%,

4% saw cycling as a good option for all work/study trips; these are fundamentally existing cyclists, although 1% of private car users did say they saw cycling as a good option for all trips to work or study. A further 12% thought that cycling was a good option for most, but not all trips to work or study – down from 17% in 2015.

53% overall – a similar result to 2015 - said that cycling was a good option for none of their work or study trips or for only a few of them.

The percentage who feel that walking is a good option for all trips to work or study is up to 5% from 3% in 2015 while 19% (17% in 2015) feel that that walking is a good option for most, but not all trips to work or study. The total who felt that walking was not a good option for any trips to work or study or for only a few of them was down to 50% from 56%.

Cycling

As noted above, comparison with 2015 indicates that cycling has not increased overall as a means of transport in the region nor as a means of travel to work or study. 13% of respondents said they cycled while only 3% cycled to work or study – marginal declines from 15% and 4% respectively.

The level of service for cyclists has clearly improved since 2015. 27% rate it as good (up from 21% in 2015), 23% as poor (37% in 2015). Despite the apparent improvement, 36% of cyclists overall and 52% of those who used a bicycle to travel to work or study rated the level of service as “poor” or “very poor” (down from 77% in 2015).

Dedicated cycleway

65% of respondents, down from 77% in 2015, 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 Kapiti District and Upper Hutt. 14% overall disagreed – up from 10% in 2015.

Walking

There was a reduction in the overall percentage of respondents who rated the level of service for pedestrians in the Wellington Region as “Good” or “Very good” - down to 55% from 65% in 2015 and 71% in 2012.

However, 65% of those who walk to work or study rate the level of service for pedestrians as good – up from 62% in 2015. 11% rate it as poor, down from 20% in 2015.

Overall, of those who have walked as a form of transport in the Wellington Region in the past 3 months, 51% rate the level of service as good – down from 67% in 2015. 12% rate the level of service as poor: 2% “Very poor” and 10% “poor” – the same as 2015.

24% rated walking as a good option for all or most trips to work or study – up from 20% in 2015 and 2012.

Safety

Perceptions of cycling safety have changed with those perceiving it to be safe lifting to 29% from 21% in 2015 and those perceiving it to be unsafe dropping to 33% from 47%.

Similar results occur for the perceived safety of children cycling to school – 30% feel that it is safe while 34% feel it is unsafe.

59% felt that walking in the region was safe – down from 68% in 2015. 12% saw it as unsafe – up from 8% in 2015.

Results for the safety of children walking to school were lower than for people in the region overall, with 53% perceiving them to be safe (64% in 2015) and 16% perceiving them to be unsafe (10% in 2015).

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 3.9 different forms of transport were used, fundamentally the same as in 2015 (3.8)

The incidence of use of each form of transport in the Wellington area is largely unchanged from four years ago. The most significant change is a 10% increase in Taxi/Uber/Ola use.

The apparent decline in cycling is not statistically significant.

Which of the following forms of transport have you used around the Wellington Region in the past 3 months?	2019	2015	2012
Bus	62%	61%	56%
Train	49%	50%	45%
Ferry	4%	7%	5%
Wellington City cable car	9%	10%	12%
Taxi/Uber/Ola (or similar)	36%	26%	30%
Van	6%	9%	8%
Truck	3%	3%	2%
Private car, as a driver	68%	68%	82%
Private car, as a passenger	62%	63%	73%
Motorcycle or scooter	6%	3%	4%
Bicycle	13%	15%	15%
Walking	68%	67%	75%
I'm not sure	1%	0%	0%
Another form of transport	2%	2%	0%

N (unweighted)	1,515	1,501	1,378
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As in 2015, NZ European/Pakeha and “Other European” respondents, followed closely by Māori, were more likely to use private cars than respondents of other ethnicities. Indian respondents were the least likely to drive and the most likely to use buses.

Private car use as a driver increased with increasing age while private car use as a passenger had a slight decrease with increasing age.

Bus use averaged 56% between 30 and 64 years but was higher among 18-29 year olds and those 65 years or over. Train use showed a similar pattern, but averaged 47% among those aged between 25 and 69 years, with higher levels among 18-24 year olds and those 70 years of age or over.

Walking declined gradually with increasing age. Cycling peaked at 40-44 years and then declined with increasing age.

Male respondents were significantly more likely than female respondents to use a private car (as a driver) or bicycle. Female respondents were significantly more likely than male respondents to use a bus or to be a passenger in a private car. They are less likely to be cyclists.

As noted in the previous two surveys, train use in Kapiti Coast District was significantly higher than the regional average.

As in 2015, bus use was significantly above average in Wellington City. It has also grown in Porirua City, as has train use, which now has the highest incidence in the region. 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.

Train use among Wellington City respondents remains significantly lower than the regional average.

Also note the high percentage of Wellington City respondents who are using Taxi/Ridesharing up from 37% in 2015, which was already the highest in the region.

Which of the following forms of transport have you used around the Wellington Region in the past 3 months?	ALL	LIVING IN (LOCAL GOVERNMENT AREA)					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Bus	62%	46%	57%	79%	56%	49%	33%
Train	49%	60%	66%	37%	57%	60%	43%
Ferry	4%	4%	4%	4%	5%	0%	2%
Wellington City cable car	9%	3%	8%	14%	5%	7%	3%
Taxi/Uber/Ola (or similar)	36%	28%	29%	52%	25%	22%	13%
Van	6%	8%	7%	5%	7%	7%	6%
Truck	3%	6%	2%	1%	3%	6%	8%
Private car, as a driver	68%	83%	70%	62%	72%	67%	74%
Private car, as a passenger	62%	66%	67%	63%	64%	56%	56%
Motorcycle or scooter	6%	9%	1%	5%	8%	6%	4%
Bicycle	13%	13%	7%	17%	13%	13%	7%
Walking	68%	63%	67%	76%	63%	61%	54%
I'm not sure	1%	0%	3%	1%	0%	3%	4%
Another form of transport	2%	0%	2%	4%	2%	1%	0%

Average number of forms of transport used	3.9	3.9	3.9	4.2	3.8	3.5	3.0
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N (unweighted)	1515	150	130	740	284	113	98
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1.2 “Hassle-free”

Respondents were asked to think about travelling around the region. They were asked how hassle-free they thought that was.

29% of respondents, a similar result to 2015 (28%) felt that travelling around the region was neither good nor bad. However, there has been a marked deterioration in perceptions, with “Total poor” ratings (“Poor” plus “Very poor”) now at 30% (15% in 2015) and “Total good” ratings (“Good” plus “Very good”) down to 39% (53% in 2015).

Thinking about travelling around the Wellington region. Overall, how hassle-free would you say it is?	2019	2015	2012	2008	2006	2004	2003
Very poor	7%	4%	2%	2%	1%	2%	3%
Poor	23%	12%	9%	8%	10%	7%	10%
Neither good nor bad	29%	28%	24%	22%	32%	18%	30%
Good	30%	41%	50%	54%	49%	51%	47%
Very good	9%	14%	13%	13%	7%	20%	9%
I'm not sure	2%	2%	1%	1%	1%	1%	1%
Total poor	30%	15%	11%	10%	11%	9%	13%
Total good	39%	55%	63%	67%	56%	71%	56%
N (unweighted)	1,515	1,500	1,378	1,002	1,003	1,006	1,002

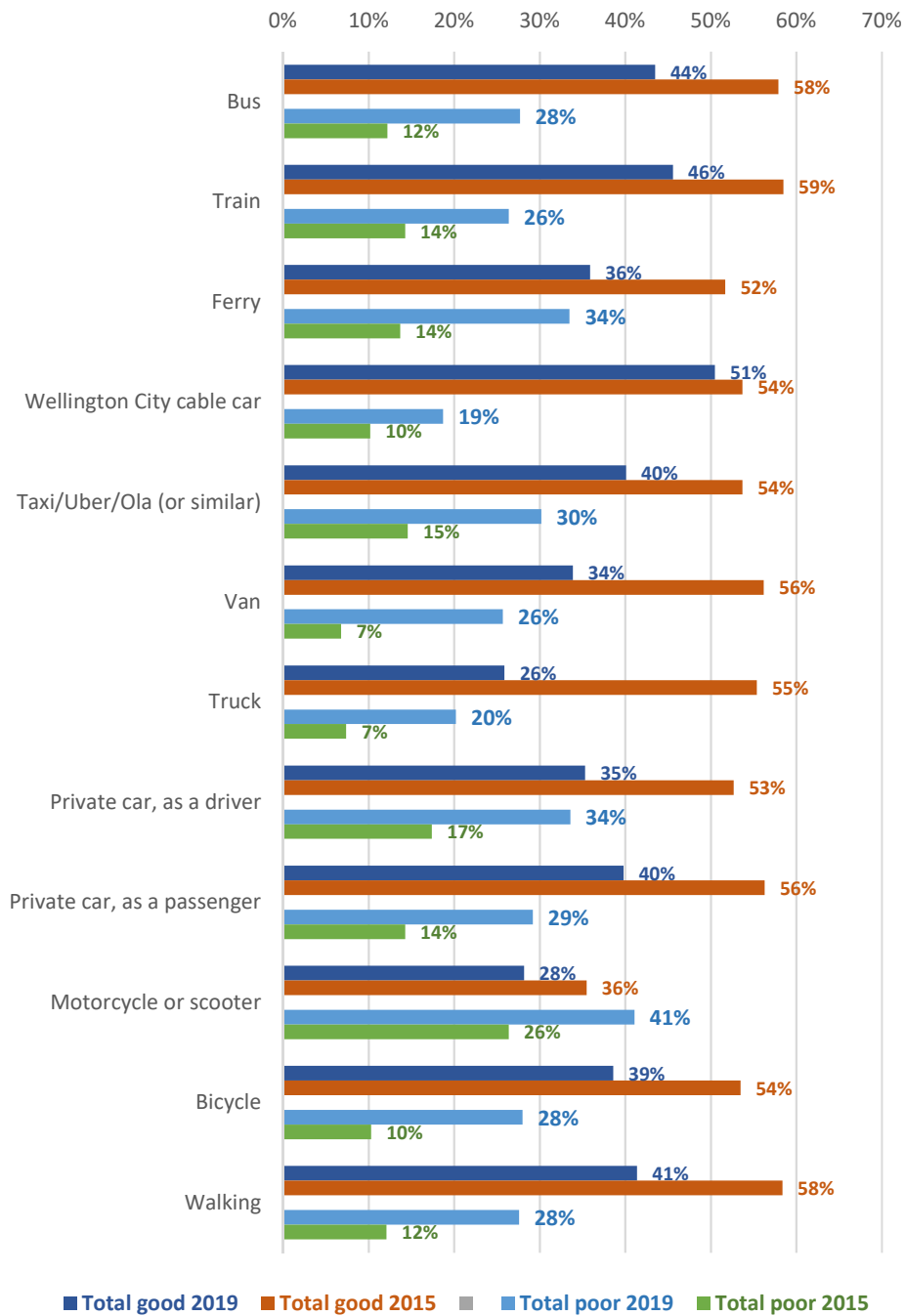
Trending results over the full 2003 to 2019 time series demonstrates the continuing fall in the “Good” rating, which is now at its lowest level since 2003.

In a turnaround from 2015, respondents under 40 years of age are now more positive about getting around the region than those 40 years or over.

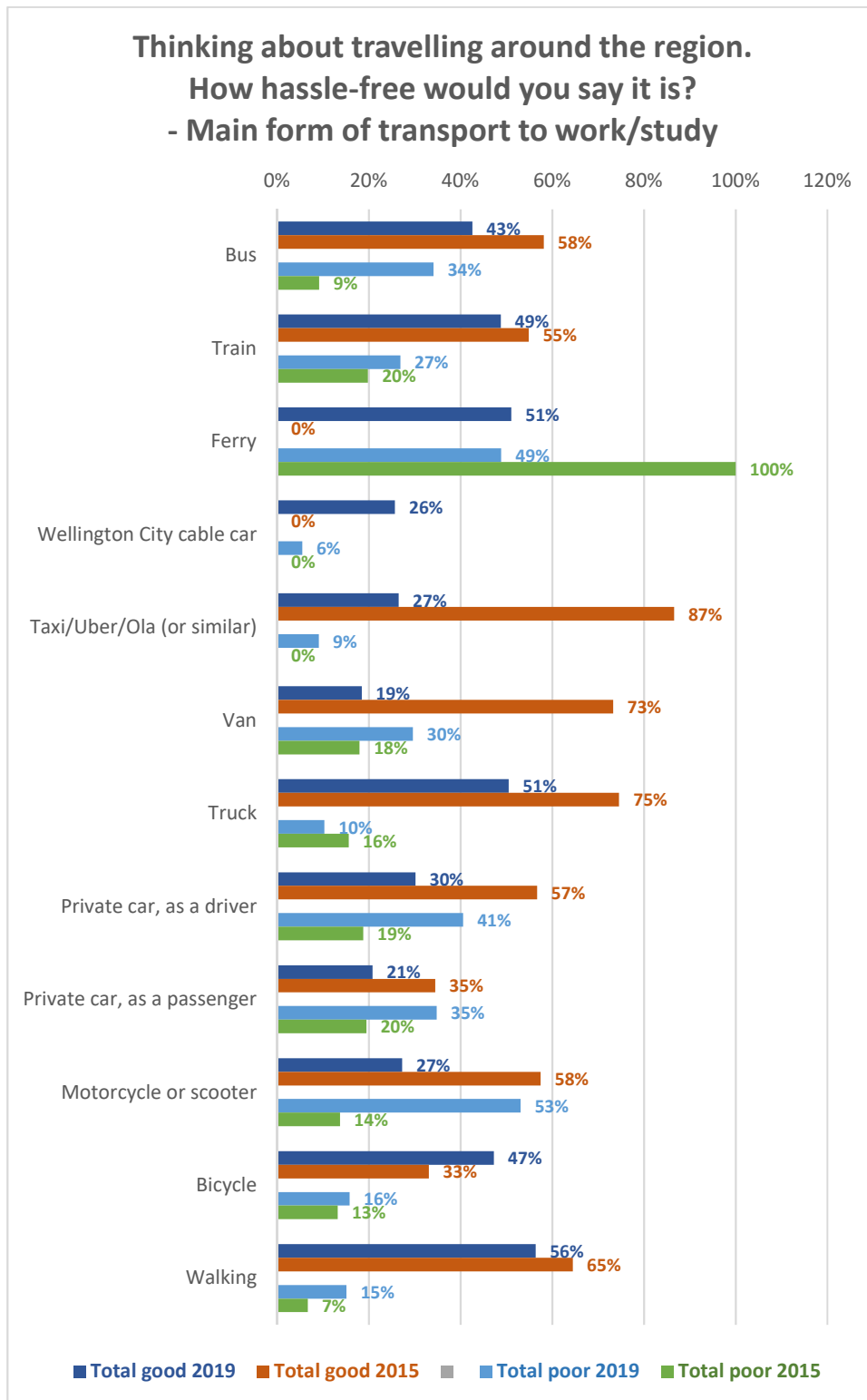
As shown in the chart below, which has “Total Poor” (“Poor” plus “Very poor”) and “Total good” ratings (“Good” plus “Very good”), there has been a significant change in “hassle” perceptions since 2015.

Those who had noticed the most change were those using vans, trucks and bicycles.

**Thinking about travelling around the region.
How hassle-free would you say it is?
- Overall transport modes used**



Among those who were working/studying, and except for the 3% commuting by bicycle, all other “hassle” measures had deteriorated, particularly for those using buses, private cars and motorcycles.



In a change from 2015 and 2012, Porirua respondents rated travelling around the region more positively than respondents from other Wellington areas (previously it was the least positive). Wairarapa respondents are now the least positive.

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	7%	7%	8%	7%	7%	9%	10%
Poor	23%	25%	18%	22%	26%	20%	25%
Neither good nor bad	29%	30%	28%	28%	28%	30%	38%
Good	30%	26%	38%	31%	30%	30%	17%
Very good	9%	10%	6%	11%	7%	7%	5%
I'm not sure	2%	2%	3%	1%	3%	4%	4%

Total poor ("Very poor" plus "Poor")	30%	32%	25%	29%	33%	29%	36%
Total good ("Very good" plus "Good")	39%	36%	44%	41%	37%	37%	22%

N (unweighted)	1,515	150	130	740	284	113	98
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1.3 Options for getting around in the Wellington region

All respondents were asked whether, over the past 2 years, the options they had for getting around in the Wellington Region had improved, got worse or stayed the same.

Five separate forms of transport were measured; each is reported separately.

1.3.1 Train

15% of respondents who travel to work or study said they use trains.

Respondents' perceptions were that train services had become worse over the past 2 years, particularly if you used them to travel to work or study.

However, of the three major means of travelling to work or study (train, bus or private vehicle), trains fared best, having a lower "Worse" total percentage and a higher "Improved" total percentage.

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? If you are travelling by train	ALL	Use train...	
		In past 3 months	Travel to work/study
Become much worse	9%	11%	18%
Become a little worse	18%	21%	25%
Stayed the same	33%	37%	33%
Improved a little	13%	17%	12%
Much improved	6%	9%	7%
I'm not sure	15%	4%	1%
No opinion given	6%	2%	4%
Total worse	27%	32%	43%
Total improved	20%	26%	20%
N (unweighted)	1,515	761	161

1.3.2 Bus

24% of respondents who travel to work or study said they use buses.

More than half the users of bus services said they had become worse over the past 2 years. Respondents travelling to Wellington City for work or study had the poorest perception (57% worse, 15% improved), but note that around half of the respondents travelling to Kapiti Coast District, Porirua City and Hutt City perceived that the services were worse. Travellers to Hutt City or Porirua City had around 17% perceiving an improvement in bus services, but only 9% travelling to Kapiti Coast perceived an improvement.

Perceptions were slightly better for work or study travellers to Upper Hutt and Wairarapa, with 39% and around 35% respectively perceiving that services had become worse and 15% and around 10% respectively perceiving an improvement.

Positive and negative perception levels were fairly consistent across all age groups.

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? If you are travelling by bus	ALL	Use buses...	
		In past 3 months	Travel to work/study
Become much worse	24%	25%	33%
Become a little worse	25%	28%	21%
Stayed the same	21%	23%	21%
Improved a little	12%	14%	16%
Much improved	4%	5%	5%
I'm not sure	12%	4%	4%
No opinion given	2%	2%	1%
Total worse	49%	53%	54%
Total improved	16%	19%	21%
N (unweighted)	1,515	974	227

1.3.3 Private motor vehicle

35% of respondents who travel to work or study said they use a private car.

Overall, “worse” perceptions for use of a private motor vehicle were slightly better than those for buses; note that “much worse” is higher for buses than for private motor vehicles. “Improved” perceptions, however, are lower than for buses but “stayed the same” is higher. This leads to a small perceived performance advantage, on average, of private vehicles over buses.

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? If you are travelling by private motor vehicle	ALL	Used private vehicle...	
		In past 3 months	Travel to work/study
Become much worse	13%	14%	18%
Become a little worse	27%	33%	34%
Stayed the same	37%	37%	32%
Improved a little	10%	10%	11%
Much improved	5%	3%	3%
I'm not sure	6%	2%	1%
No opinion given	2%	1%	0%
Total worse	40%	47%	52%
Total improved	15%	13%	14%
N (unweighted)	1,515	1,142	386

Results for private vehicles for those travelling for work or study were relatively consistent across the region. Note that, on average, private vehicles scored better than buses in Wellington City.

1.3.4 Walking

Walking is perceived as largely staying the same, with perhaps some minor improvement. Note that 9% of respondents said they walk to work or study.

Perceptions of a walking option improving decline with increasing age, while perceptions that walking is worse fluctuate, but tend to trough between 30 and 54 years.

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? If you are walking	ALL	Walking...	
		In past 3 months	Travel to work/study
Become much worse	3%	2%	0%
Become a little worse	7%	6%	5%
Stayed the same	61%	68%	68%
Improved a little	14%	14%	15%
Much improved	6%	7%	7%
I'm not sure	8%	3%	5%
No opinion given	3%	1%	0%
Total worse	9%	8%	5%
Total improved	19%	21%	22%
N (unweighted)	1,515	1,095	114

9% of respondents who travel to work or study said they mainly walked.

1.3.5 Cycling

While 13% of respondents used a bicycle in the past 3 months, only 3% of those who travel to work or study said they mainly cycled.

Two-thirds of these people said the cycling options had improved, while just under half of all cyclists said there was an improvement. This suggests that the benefits of improvement have been perceived more by cyclists riding to work or study than by cyclists in general.

Both perceived improvement and perceived deterioration for cycling trended down with increasing age.

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? If you are cycling	ALL	Cycling...	
		In past 3 months	Travel to work/study
Become much worse	3%	1%	0%
Become a little worse	7%	14%	6%
Stayed the same	24%	37%	26%
Improved a little	15%	37%	62%
Much improved	6%	9%	5%
I'm not sure	39%	1%	0%
No opinion given	6%	0%	1%
Total worse	10%	15%	6%
Total improved	21%	46%	67%
N (unweighted)	1,515	241	43

2. Travel to Study or Work

2.1 City/district in which respondents worked or studied

Respondents who travelled to work or study were asked where they mostly went to study or work. Porirua City fell back to near 2012 levels as a work or study destination. Hutt City also experience a decline as a work or study destination, but Wellington City had a significant increase.

In which of the following cities or districts do you mostly work/study?	2019	2015	2012
Wellington City	71%	65%	64%
Porirua City	10%	13%	9%
Hutt City	17%	20%	14%
Upper Hutt City	7%	8%	5%
Kapiti Coast District	7%	7%	7%
Masterton District	7%	7%	5%
Carterton District	4%	2%	1%
South Wairarapa District	3%	3%	2%
Outside the Wellington region	2%	2%	1%
I'd rather not say	1%	0%	0%
N (unweighted) – travel for work or study	1,042	1,108	925

Note that, of those working or studying:

- 94% of Wellington City respondents worked in Wellington City (93% in 2015). Wellington City respondents were the least likely to work or study outside the area in which they lived.
- 59% of Hutt City respondents were working or studying in Hutt City, the same level as 2015.
- 52% of Porirua City respondents were working or studying in Porirua City (53% in 2015).
- 48% of Upper Hutt respondents were working or studying in Upper Hutt, down from 56% in 2015 but still ahead of 2012's 43%.
- 64% of Kapiti Coast District respondents were working or studying in Kapiti Coast District, down from 67% in 2015 and 73% in 2012.

As in 2015, Asian respondents were significantly more likely than average to be working or studying in Wellington City, with Maori the least likely to be working or studying there.

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	71%	39%	74%	94%	54%	65%	14%
Porirua City	10%	18%	52%	3%	4%	13%	5%
Hutt City	17%	8%	9%	6%	52%	23%	15%
Upper Hutt City	7%	5%	3%	2%	9%	48%	8%
Kapiti Coast District	7%	64%	4%	1%	2%	9%	1%
Masterton District	7%	2%	0%	0%	2%	9%	57%
Carterton District	4%	2%	0%	0%	0%	9%	33%
South Wairarapa District	3%	2%	0%	0%	0%	10%	28%
Outside the Wellington region	2%	5%	2%	0%	1%	9%	9%
I'd rather not say	1%	0%	0%	1%	2%	0%	1%

N (unweighted) – travel for work or study	1,064	81	91	564	192	72	64
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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 (i.e. the one they used to go the greatest distance). There was no significant change in comparison with 2015.

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.	2019	2015	2012
Bus	24%	26%	15%
Train	15%	14%	15%
Ferry	0%	0%	0%
Wellington City cable car	1%	0%	0%
Taxi	1%	1%	0%
Van	3%	2%	1%
Truck	1%	0%	0%
Private car, as a driver	35%	35%	50%
Private car, as a passenger	7%	8%	6%
Motorcycle or scooter	1%	1%	1%
Bicycle	3%	4%	2%
Walking	9%	8%	7%
I'm not sure	0%	0%	0%
Another form of transport	2%	2%	0%
N (unweighted)	1,064	1,109	1,088

As in 2015, female respondents were significantly more likely than males to use bus transport or to be a passenger in a private car to get to work or study.

Note that:

- Use of a private car, as a driver, generally increases with increasing age
- Use of buses decreases with increasing age to 64 years and then increase.
- Use of trains is steady to 59 years of age and then decreases with increasing age.

As noted in the past two surveys, train use among Wellington City respondents was significantly lower than for respondents from any other area. This is probably because 94% of workers or students who live in Wellington City work or study in Wellington City,

Bus use and walking remain 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	24%	1%	9%	38%	20%	6%	5%
Train	15%	26%	27%	7%	23%	24%	11%
Ferry	0%	0%	0%	0%	0%	0%	0%
Wellington City cable car	1%	1%	0%	1%	0%	0%	0%
Taxi/Uber/Ola (or similar)	1%	0%	4%	1%	0%	0%	0%
Van	3%	5%	3%	2%	2%	1%	5%
Truck	1%	1%	0%	0%	0%	9%	0%
Private car, as a driver	35%	46%	40%	24%	43%	49%	56%
Private car, as a passenger	7%	8%	10%	6%	7%	4%	14%
Motorcycle or scooter	1%	0%	1%	1%	1%	0%	0%
Bicycle	3%	3%	0%	5%	2%	0%	1%
Walking	9%	6%	2%	14%	2%	4%	8%
I'm not sure	0%	0%	0%	1%	0%	0%	0%
Another form of transport	2%	3%	4%	1%	1%	3%	0%
N (unweighted) - travel to work or study	1,064	81	91	564	192	72	64

3. Getting around the Wellington region by private vehicle

3.1 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.”

Reinforcing that “reliability of the roading network” is probably related to “hassle-free” travel, there was again a significant drop, in comparison with 2015, in respondents rating travel around the region by private car as “Very reliable” or “Reliable” and an increase in rating as “Very unreliable” or “Unreliable”. There has been no change in the rating as “Sometimes reliable and sometimes unreliable”.

In general, how reliable do you think the regional roading network is? Would you say it is...	2019	2015	2012	2008	2006	2004	2003
Very unreliable	7%	3%	1%	2%	2%	4%	2%
Unreliable	16%	13%	5%	6%	9%	8%	5%
Sometimes reliable and sometimes unreliable	43%	43%	29%	24%	25%	26%	26%
Reliable	25%	33%	52%	55%	48%	50%	51%
Very reliable	6%	7%	12%	10%	11%	8%	9%
I'm not sure	3%	2%	1%	4%	4%	4%	7%
Total Unreliable ("Very unreliable" plus "unreliable")	22%	15%	6%	8%	11%	12%	7%
Total Reliable ("Very reliable" plus "Reliable")	32%	40%	64%	65%	59%	58%	60%
N (unweighted)	1,515	1,490	1,378	1,002	1,003	1,006	1,002

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

Perceptions of unreliability peak at 45-49 years (33%), but for both reliability and unreliability the general trend is gradually down as age increases.

Wairarapa respondents were the most polarised, being the most likely to see the roading network as unreliable, while also being the most likely to see it as reliable.

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	7%	10%	2%	5%	8%	7%	9%
Unreliable	16%	21%	20%	13%	16%	10%	25%
Sometimes reliable and sometimes unreliable	43%	49%	51%	44%	42%	43%	27%
Reliable	25%	17%	16%	30%	25%	23%	28%
Very reliable	6%	0%	6%	7%	6%	11%	8%
I'm not sure	3%	2%	5%	2%	3%	6%	2%

Total Unreliable ("Very unreliable" plus "unreliable")	22%	31%	22%	18%	24%	17%	35%
Total Reliable ("Very reliable" plus "Reliable")	32%	18%	23%	36%	31%	34%	36%

N (unweighted)	1,515	150	130	740	284	113	98
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3.2 Lowering traffic speeds

Whether respondents currently drove themselves or not, they were asked 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, disagreement is greater than agreement. Respondents were less likely than in 2015 to **disagree** with lowering traffic speeds, with disagreement falling back to 2012 levels but agreement remaining below the 2012 level.

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?	2019	2015	2012
Strongly disagree	16%	17%	13%
Disagree	23%	28%	27%
Neither agree nor disagree	23%	19%	15%
Agree	23%	22%	33%
Strongly agree	12%	10%	10%
I'm not sure	3%	3%	2%

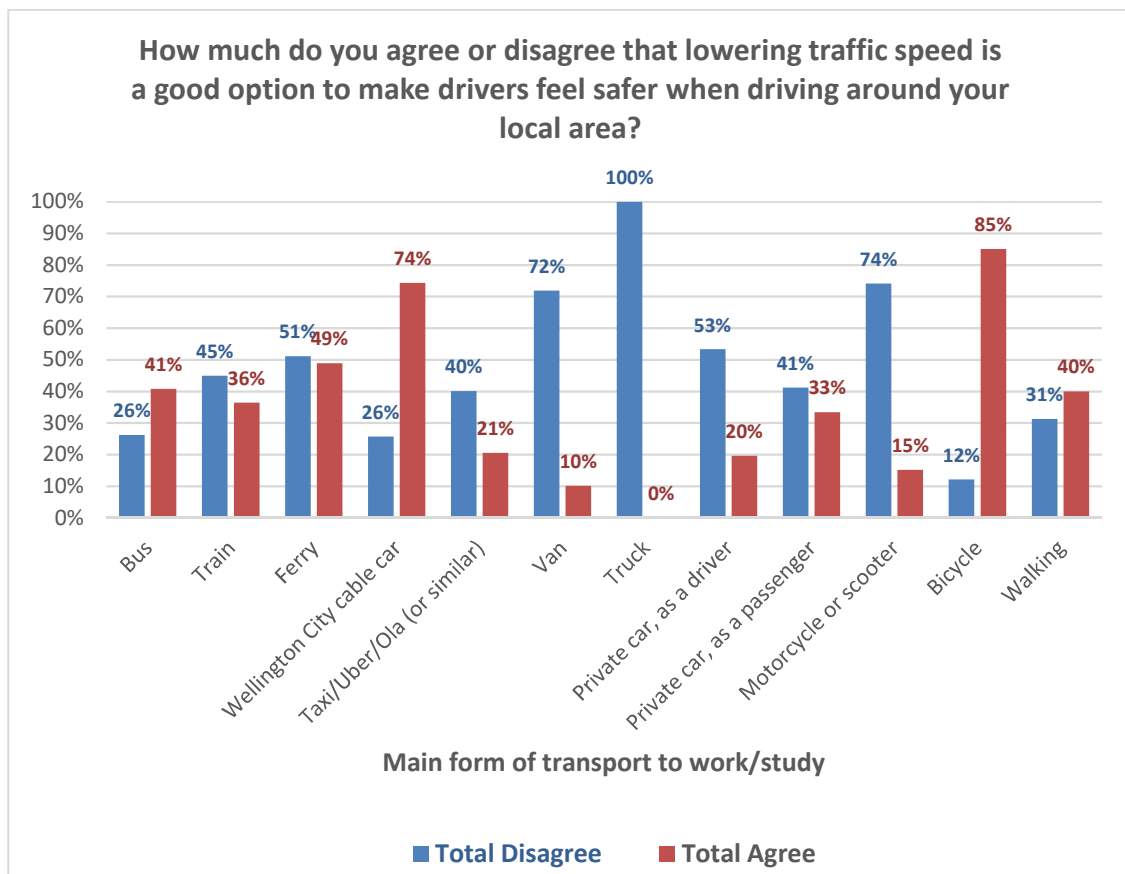
Total Disagree	40%	46%	40%
Total Agree	35%	33%	43%

N (unweighted)	1,515	1,486	1,389
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50% of males disagreed, compared with 30% of females. 39% of female respondents agreed, compared with 30% of males

As in 2015, the strongest agreement comes from cyclists (3% of those who travel to work or study). Respondents who walk, or use the bus or Cable Car agree more than they disagree. Respondents using those modes of transport make up 36% of those who travel for work or study.

Respondents who drive a car, van or truck, or ride a motorcycle/scooter to get to work or study all have majority disagreement. Respondents who take the train or ferry, a taxi or rideshare, or are passengers in a private car disagree more than they agree. Respondents using those modes of transport make up 62% 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	16%	23%	10%	13%	22%	12%	19%
Disagree	23%	24%	27%	23%	23%	26%	24%
Neither agree nor disagree	23%	21%	25%	23%	23%	23%	18%
Agree	23%	23%	22%	27%	17%	24%	15%
Strongly agree	12%	8%	13%	12%	10%	12%	17%
I'm not sure	3%	1%	3%	2%	5%	2%	7%

Total Disagree	40%	48%	37%	36%	45%	38%	43%
Total Agree	35%	31%	35%	39%	27%	36%	33%

N (unweighted)	1,515	150	130	740	284	113	98
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3.3 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.

The percentage who see a private motor vehicle as a good option for “None” of the trips they make to work or study has dropped back to 2003 to 2012 levels, while the percentage selecting “A few” of the trips has remained at 2015 levels (above 2003 to 2012 levels).

A higher percentage of respondents saw a private vehicle as a good option for all trips (23% v 19% in 2015). This has been driven by Kapiti Coast District, Wellington City (which has risen from 11% to 16%), Hutt City and Upper Hutt 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...	2019	2015	2012	2008	2006	2004	2003
For none of them at all	9%	14%	9%	10%	10%	7%	10%
For a few of them	18%	17%	10%	12%	7%	12%	11%
For some, but not many	23%	18%	21%	19%	17%	16%	15%
For most, but not all	25%	30%	35%	25%	29%	24%	26%
For all trips	23%	19%	26%	34%	35%	39%	39%
I'm not sure	2%	2%	1%	1%	1%	1%	2%

N (unweighted) - travel for work or study	1,064	1,103	1,075	912	822	825	822
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A majority of respondents living in Kapiti District Council, Hutt City, Upper Hutt City and the Wairarapa areas regard a private motor vehicle as good for all or most but not all trips for work/study.

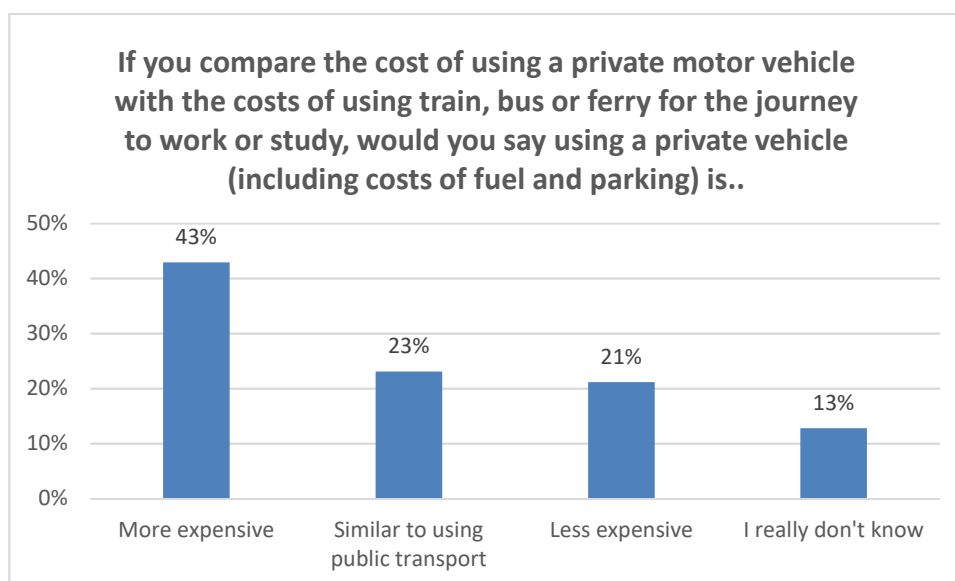
Do you see a private vehicle as a good option for any of the trips you make to and from work/study in the Wellington Region? Would you say a private vehicle is a good option...	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
For none of them at all	9%	12%	9%	12%	5%	6%	1%
For a few of them	18%	12%	9%	23%	19%	17%	10%
For some, but not many	23%	19%	34%	24%	19%	17%	23%
For most, but not all	25%	21%	33%	24%	24%	16%	34%
For all trips	23%	36%	15%	16%	30%	42%	29%
I'm not sure	2%	1%	0%	2%	3%	2%	4%

N (unweighted) - travel for work or study	1,064	81	91	564	192	72	64
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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 increased with increasing age. However, the perception that a private motor vehicle is a good option for no work/study trips or for only a few of them was effectively flat as age increased.

3.4 Cost of private motor vehicle

Respondents travelling to work or study were asked whether they thought using a private motor vehicle was more or less expensive than the cost of public transport.



Note, however, that those using private vehicles to travel to work or study regarded the cost as cheaper or similar to public transport, suggesting that there are other factors involved rather than a solely economic analysis. Factors such as distance, location, start point, end point, availability of transport options, would all need to be involved.

If you compare the cost of using a private motor vehicle with the costs of using train, bus or ferry for the journey to work or study, would you say using a private vehicle (including costs of fuel and parking) is..	All	MAIN TRANSPORT TO WORK/STUDY		
		Bus	Train	Private car, as a driver
More expensive	43%	60%	69%	26%
Similar to using public transport	23%	17%	16%	30%
Less expensive	21%	12%	11%	31%
I really don't know	13%	11%	5%	14%
N (unweighted) - travel for work or study	1,064	227	161	386

4. Carpooling and ridesharing

4.1 Carpooling

17% of respondents, the same result as in 2015, said they had been part of a carpool in the past 3 months for travel around the Wellington region.

In the last 3 months, have you ever been part of a carpool for travel around the Wellington region?	2019	2015	2012
Yes	17%	17%	26%
No	80%	83%	74%
Don't know	3%	1%	0%
N (unweighted)	1,515	1,486	1,378

The percentage of respondents involved in a carpool varied across the region. In comparison with 2015, the largest drops were in Upper Hutt (21% to 4%) and Porirua (17% to 10%). Gains were made in Wellington City and a small gain in the Wairarapa.

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%	14%	10%	25%	16%	4%	9%
No	80%	84%	88%	73%	82%	95%	86%
Don't know	3%	2%	3%	1%	2%	1%	5%
N	1,515	150	130	740	284	113	98

Carpooling peaks under 40 years of age and then declines as age increases.

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 effectively unchanged from 2015.

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...	2019	2015	2012
For none of them at all	32%	32%	31%
For a few of them	20%	21%	14%
For some, but not many	20%	24%	26%
For most, but not all	16%	16%	20%
For all trips	3%	2%	6%
I'm not sure	9%	7%	3%
N (unweighted) - travel for work or study	1,064	1,096	925

As in 2015, carpooling was most likely to be seen as good option for “most, but not all” trips by respondents from Porirua City. It was once again of least interest to respondents from the Wairarapa.

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%	41%	24%	31%	31%	35%	31%
For a few of them	20%	15%	17%	24%	19%	19%	13%
For some, but not many	20%	18%	32%	18%	20%	25%	20%
For most, but not all	16%	15%	20%	14%	20%	14%	12%
For all trips	3%	5%	1%	4%	1%	0%	0%
I'm not sure	9%	8%	4%	9%	9%	6%	17%

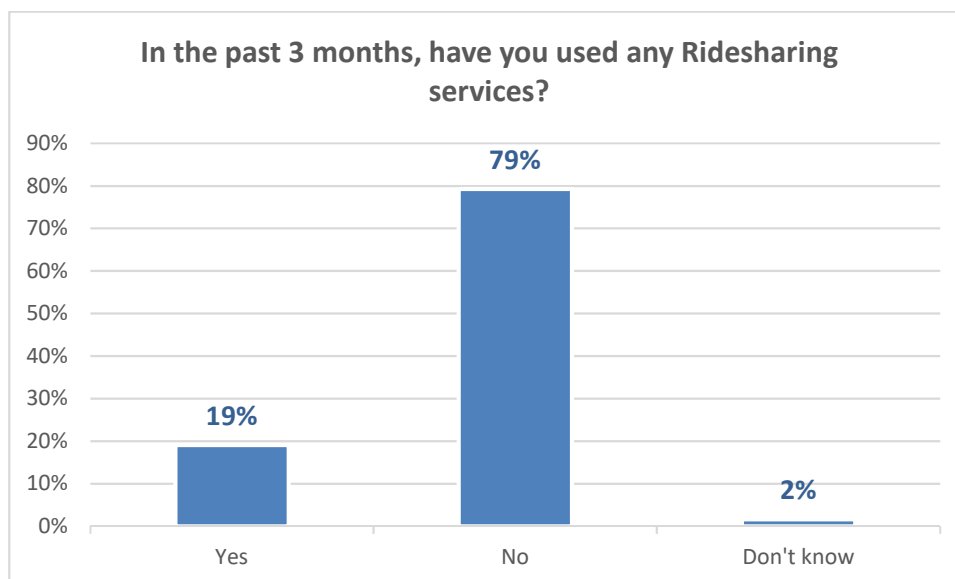
N (unweighted) - travel for work or study	ALL	Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
	1,064	81	32	564	192	72	64

Under 30 year olds and female respondents seemed to be more supportive of carpooling as a good option for getting to work or study.

4.2 Ridesharing

19% of respondents said they had used ridesharing in the past 3 months for travel around the Wellington region. Ridesharing had highest use among Wellington City respondents, at 25%.

It tended to decline in use as age increased, and was most prevalent for personal income over \$100,000 and household income over \$150,000.



Despite Wellington City respondents having the highest rate of use, ridesharing was not seen as a particularly viable option for Wellington City respondents to travel to work or study.

Do you see ridesharing as a good option for any of the trips you make to and from work/study in the Wellington Region? Would you say ridesharing 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	29%	40%	26%	26%	31%	34%	40%
For a few of them	24%	10%	23%	28%	15%	23%	11%
For some, but not many	23%	16%	28%	26%	23%	17%	16%
For most, but not all	10%	11%	13%	9%	14%	10%	15%
For all trips	2%	2%	1%	2%	1%	0%	4%
I'm not sure	12%	22%	9%	9%	16%	15%	14%

N (unweighted) - travel for work or study	1,064	81	32	564	192	72	64
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5. Cycling

5.1 Level of service for cyclists

All 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 has clearly improved since 2015.

In general, how would you rate the level of service in the Wellington Region for cyclists? Would you rate it as...	2019	2015	2012	2008	2006	2004	2003
Very poor	6%	11%	9%	7%	5%	6%	6%
Poor	17%	26%	29%	30%	26%	24%	26%
Neither good nor bad	25%	22%	30%	23%	24%	24%	23%
Good	20%	15%	18%	26%	26%	24%	26%
Very good	7%	6%	2%	3%	3%	1%	2%
I'm not sure	26%	19%	12%	12%	16%	21%	18%

Total Poor ("Very poor" plus "Poor")	23%	37%	38%	37%	31%	30%	32%
Total Good ("Very good" plus "Good")	27%	21%	20%	29%	29%	25%	28%

N (unweighted)	1,515	1,473	1,378	1,002	1,003	1,006	1,002
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Despite the apparent improvement, 36% of cyclists overall and 52% of those who used a bicycle to travel to work or study rated the level of service as “poor” or “very poor”.

Wellington City respondents were again the most likely to rate the level of service for cyclists as “good”.

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	6%	2%	1%	7%	9%	2%	7%
Poor	17%	10%	16%	20%	15%	11%	19%
Neither good nor bad	25%	22%	26%	22%	31%	28%	27%
Good	20%	26%	16%	23%	19%	19%	10%
Very good	7%	4%	7%	8%	5%	9%	8%
I'm not sure	26%	36%	34%	21%	21%	32%	30%
Total Poor ("Very poor" plus "poor")	23%	12%	17%	27%	24%	12%	26%
Total Good ("Very Good" plus "Good")	27%	30%	23%	30%	25%	28%	18%
N (unweighted)	1,515	150	130	740	284	113	98

5.2 Lowering traffic speeds

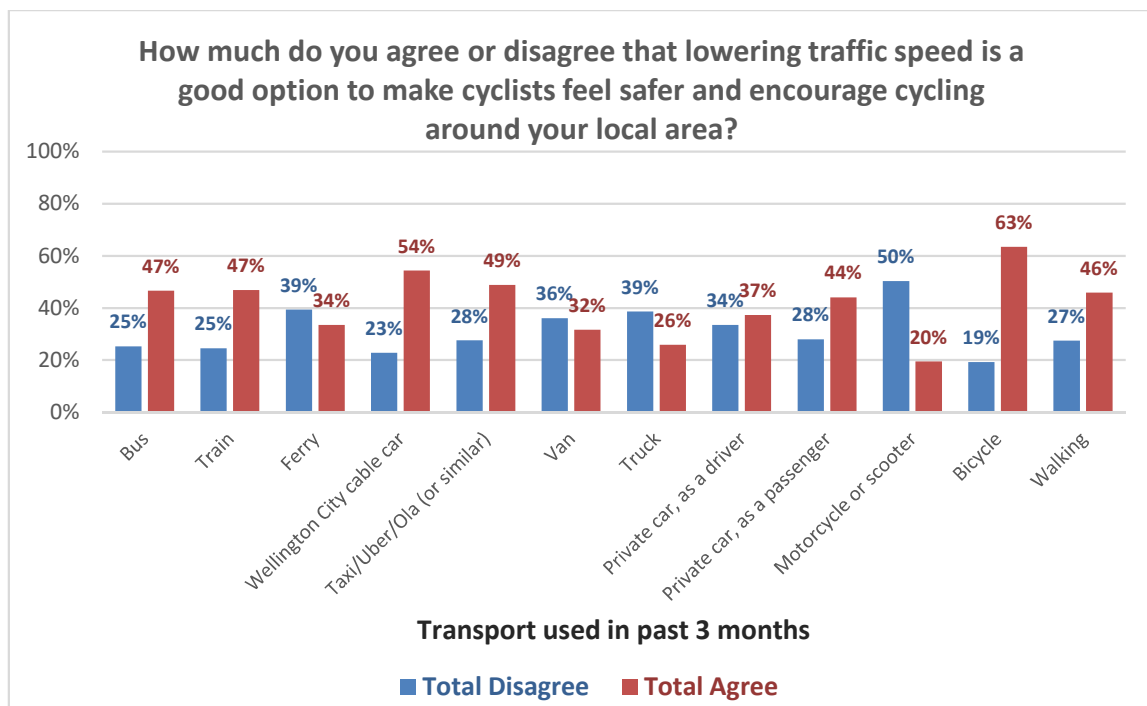
All respondents were asked (whether or not they currently cycled themselves) how much they agreed or disagreed that lowering traffic speed was a good option to make cyclists feel safer and encourage cycling around their local area.

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?	2019	2015	2012
Strongly disagree	12%	11%	7%
Disagree	16%	21%	23%
Neither agree nor disagree	20%	19%	12%
Agree	27%	27%	36%
Strongly agree	13%	15%	18%
I'm not sure	12%	6%	4%
Total Disagree	28%	32%	30%
Total Agree	40%	43%	54%
N (unweighted)	1,515	1,473	1,378

In 2015, disagreement tended to increase with increasing age, while agreement, after rising to the 30-39 years age group, declined with further increasing age. That is no longer the case; trend lines through the data are effectively flat.

As in 2015, 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; users of virtually all transport forms agree with that.



Wairarapa respondents were the least likely to agree, while Wellington City respondents were the most likely to agree, as shown in the following table.

Male respondents were significantly more likely to disagree than female respondents, while more female respondents agreed. As in 2015, female respondents were more likely than male respondents to select “Neither agree nor disagree”.

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	12%	14%	14%	12%	12%	12%	14%
Disagree	16%	17%	13%	18%	13%	10%	17%
Neither agree nor disagree	20%	23%	24%	15%	25%	21%	25%
Agree	27%	23%	29%	30%	25%	31%	20%
Strongly agree	13%	13%	8%	17%	13%	7%	8%
I'm not sure	12%	10%	12%	9%	12%	19%	17%

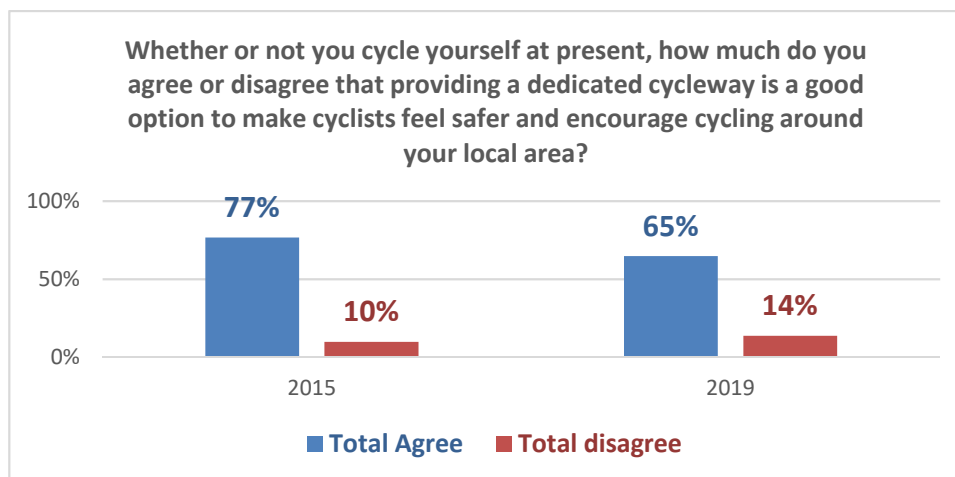
Total Disagree	28%	31%	27%	30%	25%	22%	31%
Total Agree	41%	36%	37%	47%	38%	38%	28%

N (unweighted)	1,515	150	130	740	284	113	98
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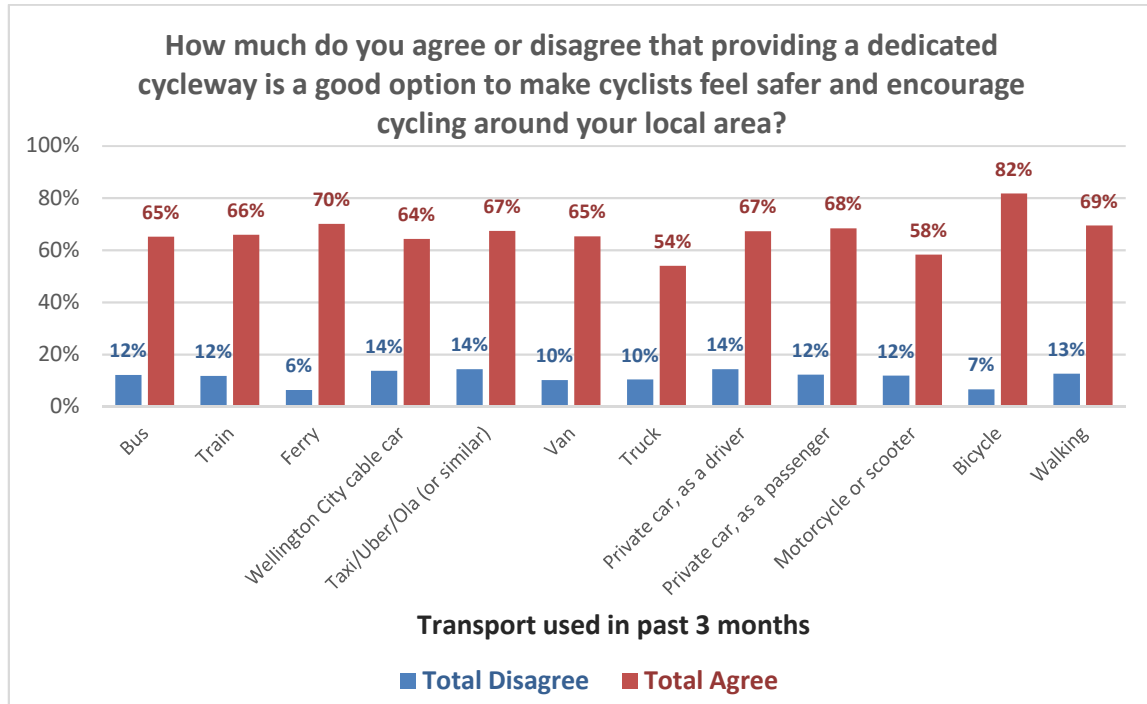
5.3 Dedicated cycleway

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

As in 2015, 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.



Note that there is majority agreement across users of all transport forms but the level of agreement is less than in 2015 and level of disagreement slightly higher.



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	7%	6%	7%	8%	4%	5%	5%
Disagree	7%	8%	5%	8%	4%	5%	10%
Neither agree nor disagree	14%	5%	17%	12%	19%	5%	29%
Agree	33%	42%	32%	32%	33%	43%	25%
Strongly agree	32%	33%	31%	33%	33%	30%	22%
I'm not sure	8%	6%	8%	7%	7%	12%	10%
Total Disagree	14%	15%	13%	16%	8%	10%	14%
Total Agree	65%	74%	63%	65%	66%	73%	47%
N (unweighted) – travel to work or study	1,064	81	91	564	192	72	64

5.4 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.

Results have reverted to the 2012 levels. 4% saw it as a good option for all work/study trips; these are fundamentally existing cyclists, although 1% of private car users did say they saw cycling as a good option for all trips to 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...	2019	2015	2012	2008	2006	2004	2003
For none of them at all	37%	39%	47%	57%	55%	57%	56%
For a few of them	16%	16%	17%	13%	16%	11%	12%
For some, but not many	21%	21%	19%	14%	15%	10%	10%
For most, but not all	12%	17%	12%	7%	4%	6%	5%
For all trips	4%	2%	5%	2%	2%	2%	4%
I'm not sure	11%	6%	3%	8%	10%	13%	16%

N (unweighted) - travel for work or study	1,064	1,086	1,075	912	822	825	822
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The percentage of those who think that cycling is **not** a good option for any trips to work or study increases with increasing age. Conversely, those who think that cycling **is** a good option decreases with increasing age.

As in 2015, 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	37%	53%	40%	34%	31%	48%	37%
For a few of them	16%	12%	16%	16%	21%	16%	9%
For some, but not many	21%	24%	27%	17%	24%	15%	29%
For most, but not all	12%	4%	8%	17%	10%	9%	6%
For all trips	4%	4%	0%	7%	3%	0%	0%
I'm not sure	11%	3%	9%	10%	11%	13%	20%
N (unweighted)	1,064	81	91	564	192	72	64

6. Walking

6.1 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.”

Note that 14% of respondents preferred not to answer this question. The level of service results have therefore been scaled to eliminate the non-responses for the purposes of comparison with previous years.

Despite the scaling, the perception was slightly lower than in previous years, with more rating it as “Neither good nor bad” and lower levels rating walking level of service as “Good” or “Very good”.

In general, how would you rate the level of service in the Wellington Region for pedestrians? Would you rate it as...	2019	2015	2012	2008	2006	2004	2003
Very poor	3%	2%	2%	1%	1%	1%	1%
Poor	11%	10%	7%	8%	8%	9%	8%
Neither good nor bad	27%	20%	19%	21%	20%	21%	20%
Good	43%	49%	54%	57%	59%	58%	56%
Very good	12%	16%	17%	10%	10%	7%	11%
I'm not sure	4%	3%	1%	3%	3%	4%	2%

Total Poor ("Very poor" plus "Poor")	14%	12%	9%	9%	9%	10%	9%
Total good ("Very good" plus "Good")	55%	65%	71%	67%	69%	65%	67%

N (unweighted)	1,289	1,472	1,378	1,002	1,003	1,006	1,002
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11% of those who walk to work or study rate the level of service for pedestrians as poor, down from 20% in 2015. 65% rate it as good – up from 62% in 2015.

Of those who have walked as a form of transport in the Wellington Region in the past 3 months, 51% rate the level of service as good – down from 67% rate in 2015. 12% rate the level of service as poor: 2% “Very poor” and 10% “poor” – the same as 2015.

Wellington City had the highest good rating; Upper Hutt and Wairarapa the lowest.

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	3%	3%	2%	2%	3%	3%	5%
Poor	9%	7%	8%	11%	9%	11%	8%
Neither good nor bad	24%	25%	29%	20%	23%	27%	31%
Good	37%	32%	35%	44%	35%	28%	29%
Very good	10%	10%	10%	10%	11%	11%	11%
I'm not sure	3%	5%	2%	1%	2%	11%	4%
No opinion given	14%	19%	14%	12%	18%	10%	13%
Total Poor ("Very poor" plus "Poor")	12%	9%	10%	13%	12%	14%	13%
Total Good ("Very good" plus "Good")	47%	42%	44%	54%	46%	38%	39%
N (unweighted)	1,515	150	130	740	284	113	98

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.

Disagreement was at a lower level than in 2015.

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?	2019	2015	2012
Strongly disagree	12%	13%	10%
Disagree	21%	24%	30%
Neither agree nor disagree	23%	24%	14%
Agree	26%	21%	32%
Strongly agree	14%	13%	14%
I'm not sure	4%	5%	1%
Total Disagree ("Strongly disagree" plus "Disagree")	33%	37%	40%
Total Agree ("Strongly agree" plus "Agree")	40%	33%	46%

Respondents in Kapiti Coast and the Wairarapa were the least likely to agree that lowering traffic speed was a good option to make pedestrians feel safer. These were the only two areas where disagreement was greater than agreement.

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	12%	18%	7%	10%	15%	10%	16%
Disagree	21%	30%	18%	21%	17%	25%	23%
Neither agree nor disagree	23%	22%	34%	20%	25%	19%	24%
Agree	26%	20%	26%	30%	24%	30%	21%
Strongly agree	14%	8%	12%	15%	16%	12%	14%
I'm not sure	4%	2%	3%	4%	5%	4%	3%

Total Disagree	33%	48%	25%	31%	31%	35%	39%
Total Agree	40%	27%	38%	45%	39%	42%	34%

N (unweighted)	1,515	150	130	740	284	113	98
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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.

Following the trend of 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.

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...	2019	2015	2012	2008	2006	2004	2003
For none of them at all	28%	31%	42%	43%	35%	33%	39%
For a few of them	22%	25%	12%	18%	22%	23%	18%
For some, but not many	22%	21%	24%	22%	21%	23%	21%
For most, but not all	19%	17%	14%	11%	12%	11%	1%
For all trips	5%	3%	6%	4%	5%	7%	7%
I'm not sure	4%	4%	3%	3%	2%	4%	2%

N (unweighted)	1,064	1,084	1,075	912	822	835	822
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Those already walking to work or study are the most likely to regard walking as a good option.

Upper Hutt respondents were the least likely, overall, to consider walking to work or study a good option.

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	28%	52%	34%	20%	28%	42%	35%
For a few of them	22%	13%	21%	24%	21%	20%	21%
For some, but not many	22%	16%	21%	22%	23%	24%	28%
For most, but not all	19%	11%	16%	24%	19%	6%	11%
For all trips	5%	7%	6%	7%	3%	2%	1%
I'm not sure	4%	1%	1%	3%	6%	7%	5%
N (unweighted)	1,064	81	91	564	192	72	64

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.

While “Very safe” has effectively remained unchanged since 2003, the level of “Safe” grew in the 2019 survey while the percentage of respondents who felt cycling was unsafe fell.

While more respondents continue to feel cycling is unsafe in the Wellington Region than feel it is safe, the gap is closing.

How safe or unsafe do you think people in the Wellington region generally are when they cycle? Would you say they are...	2019	2015	2012	2008	2006	2004	2003
Very unsafe	8%	11%	11%	7%	6%	7%	7%
Unsafe	25%	35%	38%	34%	35%	33%	35%
Neither safe, nor unsafe	28%	26%	24%	27%	26%	26%	22%
Safe	26%	19%	20%	25%	25%	21%	27%
Very safe	3%	2%	2%	2%	1%	2%	2%
I'm not sure	10%	7%	4%	5%	6%	11%	7%

Total Unsafe ("Very unsafe" plus "Unsafe")	33%	47%	49%	41%	41%	40%	42%
Total Safe ("Very safe" plus "Safe")	29%	21%	22%	27%	26%	23%	29%

N (unweighted)	1,515	1,465	1,378	1,002	1,003	1,006	1,002
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As reported in 2015, 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 35 and 49 years, declines with increasing age. Perceptions of cycling in the Wellington Region as safe remain relatively even across the age groups.

In a major shift, Kapiti Coast District and Hutt City respondents perceive cycling to be more safe than unsafe.

How safe or unsafe do you think people in the Wellington region generally are when they cycle to work or study?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Very unsafe	8%	11%	5%	9%	6%	10%	8%
Unsafe	25%	17%	21%	28%	23%	28%	27%
Neither safe, nor unsafe	28%	29%	35%	27%	26%	20%	35%
Safe	26%	28%	23%	25%	29%	25%	21%
Very safe	3%	4%	2%	3%	6%	1%	6%
I'm not sure	10%	11%	14%	8%	11%	17%	4%

Total Unsafe ("Very unsafe" plus "Unsafe")	33%	28%	26%	37%	28%	38%	34%
Total Safe ("Very safe" plus "Safe")	29%	33%	25%	28%	35%	25%	27%

N (unweighted)	1,515	150	130	740	284	113	98
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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.

The percentage of respondents saying they thought children were “Safe” while cycling to school is consistent with 2015, but the percentage who thought they were “unsafe” dropped back to the 2012 level.

There was another increase in the percentage choosing “Neither safe, nor unsafe”, to 24% from 21% in 2015 and 15% in 2012.

How safe or unsafe are children in your local area if they cycle to school?	2019	2015	2012
Very unsafe	9%	12%	8%
Unsafe	25%	28%	26%
Neither safe, nor unsafe	24%	21%	15%
Safe	27%	27%	40%
Very safe	3%	4%	4%
I'm not sure	12%	8%	6%
Total Unsafe ("Very unsafe" plus "Unsafe")	34%	40%	34%
Total Safe ("Very safe" plus "Safe")	30%	31%	44%
N (unweighted)	1,515	1,467	1,378

Among Kapiti Coast respondents, perception has moved from “Safe” to “Neither safe nor unsafe”.

Among Porirua City respondents there was a significant decrease in comparison with 2015 in the perception that children would be “unsafe” cycling to school.

In Wellington City the perception that children are safe cycling to school has improved, but has not overtaken the perception that they are unsafe. Only Porirua City and Hutt City have more respondents feeling children are “safe” when cycling to school than “unsafe”.

How safe or unsafe do you think children in your local area are when they cycle to school?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Very unsafe	9%	8%	7%	10%	8%	8%	9%
Unsafe	25%	20%	21%	29%	22%	28%	24%
Neither safe, nor unsafe	24%	32%	24%	22%	20%	24%	35%
Safe	27%	29%	34%	23%	34%	23%	20%
Very safe	3%	3%	4%	3%	6%	1%	3%
I'm not sure	12%	9%	10%	14%	10%	16%	9%
Total Unsafe ("Very unsafe" plus "Unsafe")	34%	28%	28%	39%	31%	36%	34%
Total Safe ("Very safe" plus "Safe")	30%	31%	38%	26%	40%	24%	23%
N (unweighted)	1,515	150	130	740	284	113	98

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...	2019	2015	2012	2008	2006	2004	2003
Very unsafe	3%	2%	2%	0%	1%	0%	1%
Unsafe	9%	5%	8%	6%	7%	7%	8%
Neither safe, nor unsafe	22%	21%	18%	21%	15%	19%	19%
Safe	44%	54%	59%	62%	67%	64%	61%
Very safe	15%	14%	13%	9%	9%	7%	9%
I'm not sure	8%	4%	1%	2%	2%	3%	2%
Total Unsafe ("Very unsafe" plus "Unsafe")	12%	8%	10%	6%	8%	7%	9%
Total Safe ("Very safe" plus "Safe")	59%	68%	72%	71%	76%	71%	70%
N (unweighted)	1,515	1,462	1,378	1,002	1,003	1,006	1,002

Male respondents (19%) were more likely than female respondents (11%) to feel that people walking in the Wellington Region were very safe.

Perceptions of feeling safe when walking have dropped across the region, except in Hutt City. After being more likely than respondents in other areas to report feeling unsafe when walking, Porirua City respondents are not feeling any safer than in 2015, but are no longer the least safe in the region (now Upper Hutt).

How safe or unsafe do you think people in the Wellington region generally are when they walk to work or study?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Very unsafe	3%	6%	2%	2%	3%	4%	1%
Unsafe	9%	6%	7%	9%	9%	14%	17%
Neither safe, nor unsafe	22%	26%	26%	20%	20%	24%	22%
Safe	44%	40%	45%	46%	49%	37%	42%
Very safe	15%	12%	10%	18%	13%	8%	16%
I'm not sure	8%	10%	10%	6%	6%	13%	3%
Total Unsafe ("Very unsafe" plus "Unsafe")	12%	13%	10%	10%	12%	19%	18%
Total Safe ("Very safe" plus "Safe")	59%	52%	55%	64%	62%	45%	57%
N (unweighted)	1,515	150	130	740	284	113	98

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.

The percentage of respondents who felt that children were unsafe walking to school has increased, and the percentage who felt they were safe has dropped significantly: from 64% to 53%. Note that respondents were much more likely to think children were safe walking to school than to think they were safe cycling to school.

How safe or unsafe are children in your local area if they walk to school?	2019	2015	2012
Very unsafe	3%	2%	2%
Unsafe	13%	8%	9%
Neither safe, nor unsafe	21%	21%	10%
Safe	43%	49%	61%
Very safe	10%	15%	15%
I'm not sure	9%	6%	4%
Total Unsafe ("Very unsafe" plus "Unsafe")	16%	10%	11%
Total Safe ("Very safe" plus "Safe")	53%	64%	76%
N (unweighted)	1,515	1,458	1,378

All areas in the region are showing an increase in perceptions that children are unsafe when they walk to school, particularly Upper Hutt City (now 23% “unsafe” from 6% in 2015).

How safe or unsafe do you think children in your local area are when they walk to school?	ALL	LOCAL GOVERNMENT AREA					
		Kapiti Coast District	Porirua City	Wellington City	Hutt City	Upper Hutt City	Wairarapa
Very unsafe	3%	7%	5%	2%	3%	5%	2%
Unsafe	13%	11%	8%	12%	13%	18%	18%
Neither safe, nor unsafe	21%	21%	25%	21%	21%	20%	24%
Safe	43%	45%	45%	43%	46%	34%	39%
Very safe	10%	7%	10%	12%	9%	9%	10%
I'm not sure	9%	8%	7%	10%	8%	14%	7%
Total Unsafe ("Very unsafe" plus "Unsafe")	16%	19%	13%	14%	16%	23%	20%
Total Safe ("Very safe" plus "Safe")	53%	52%	55%	55%	55%	43%	50%
N (unweighted)	1,515	150	130	740	284	113	98

8. Safety

Respondent comments on transport in the Wellington region were captured at the end of the survey. The balance of these comments was largely negative with many relating to public transport, in particular, the bus services.

It is recommended that Greater Wellington Regional Council staff review these comments, which are available from the Horizon Research results system, sorting them by local authority, age, etc., to help identify themes related to the overall results. Horizon Research is able to help with this by providing a spreadsheet with comments related to key demographics (but not identifying any individuals) if this is useful to the Regional Council.

APPENDIX 1 – SAMPLE

1,515 respondents from the Greater Wellington Region answered the survey between 7 and 22 August 2019.

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 an external panel.

Invitations to participate were emailed to members of the Greater Say panel and to a selection of Horizon and external panel members based on Local Government area.

The sample was weighted by age, gender, education, local authority population 18+ in the region and ratepayer 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.

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.

APPENDIX 2 –TABLES

See attached spreadsheet.