

Residents' perceptions about travel to work in Wellington city

Findings from Pōneke / Wellington Transport Survey 2023

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Absolutely Positively Wellington City Council

Me Heke Ki Pōneke

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Table of contents

Executive summary	3
Introduction	5
Methodology overview.....	6
Data analysis	10
Survey sample	10
Results	13
Modes of travel to work.....	13
Preferred mode(s) of transport to work	15
Current and preferred modes of transport based on home to work distance	15
Reasons for the current mode of transport to work	17
Perceptions of traffic safety along the route to work	22
Perceptions of personal safety along the route to work	23
Acceptable commute time by different transport modes	24
Strengths.....	27
Limitations	27
Summary.....	27
Acknowledgements	28

Executive summary

This report presents results from the Pōneke / Wellington Transport Survey 2023 regarding the perceptions of Wellington city residents about their home to work travel. This survey was completed by 2596 adult residents in 2023. The report shows Wellingtonians' current and preferred travel modes; reasons for their current mode of travel to work; perceived traffic and personal safety for walking, biking, and crossing streets along their routes from home to work; and perceived acceptable time for their home to work travel by different modes of transport. Key results are summarised below.

- In the overall sample, approximately one third of respondents usually travelled to work by motor vehicle (28% driving themselves, 4% driven by others, 2% by moped/motorbike), one third used active transport (18% on foot, 7% by e-bike, 5% pedal bike, 1% e-scooter), and one third travelled by public transport (30%). Overall, two out of five respondents expressed preference for using active transport to work such as walking (21%) and riding a bike (21%).
- Both current and preferred transport modes varied by how far residents lived from their work. Among respondents who lived within 2 km from their work, approximately three quarters used and preferred to travel to work by active transport (mostly walking). Among respondents who lived 2 km to 5 km from their work, one third travelled to work by active transport whereas more than half preferred to use active transport modes (approximately even split between walking and biking (pedal or e-bike)). Among those who lived more than 5 km from their work, one fifth of respondents used and one third preferred to use active transport modes (mostly pedal or e-bike).
- In the overall sample, nearly one third of respondents (29%) had no other options for their current mode of travel to work. Among those respondents, modes of transport to work were 42% private vehicle, 32% public transport and 18% active transport.
- Convenience, distance, and travel time were the most frequently reported reasons for using current modes of transport to work in the overall sample (91%, 86%, and 81%, respectively), and by different transport user groups (regular walkers, bike users, public transport users, and private vehicle users). Physical and mental health were commonly reported reasons by people who regularly walked or rode a bike to work. Cost and climate change concerns were frequently reported reasons by regular walkers, bike users, and public transport users. Carrying load was reported as a reason by two thirds of regular private vehicle users and nearly half of regular public transport users. Overall, the reasons for using current mode of transport by respondents who lived within 2 km (walking distance) and 5 km (biking distance) from their workplace

varied considerably compared to respondents who lived beyond these distances.

- Approximately two thirds of respondents perceived that their route from home to work was safe for walking with respect to traffic safety (70%), personal safety (67%), and for crossing streets (61%). Only a small proportion perceived concerns about traffic safety (14%) and personal safety (15%) along their walking route. In contrast, traffic safety was a concern for biking from home to work for one third of respondents (34%). Another 27% of respondents did not report safety concerns, 15% were neutral, and 25% selected the “I don’t know” response.
- Respondents’ perceptions of traffic safety and personal safety on their route from home to work varied based on how far they lived from their work. For example, as the distance from home to work increased, respondents perceived that traffic safety for walking decreased and concerns for biking increased.
- Overall, two thirds of respondents indicated up to 30 minutes was an acceptable time for commuting to work on foot and by public transport, while private vehicle users considered commute times of up to 20 minutes to be reasonable. Among respondents who estimated acceptable travel time by bicycle, 50% indicated up to 30-minute bike rides to work would be acceptable. Acceptable travel time for different transport modes varied based on how far respondents lived from their work. Residents living further away from their work perceived longer commute times to be acceptable for all modes compared to those who lived closer to their work.

These findings present Wellingtonians’ travel to work patterns and preferences, shedding light on their current and preferred modes of transport to work and the underlying reasons for their mode choices. The findings underscore considerable variations in travel preferences and reasons based on how far respondents lived from their work. The findings also highlight respondents’ concerns about traffic and personal safety along their home to work routes, showcasing how these concerns are related to how far respondents lived from their work. Finally, the findings provide insights into respondents’ perceptions about acceptable commute time revealing variations based on the proximity of their home to their workplaces.

These findings emphasise the importance of home to work distance to understand Wellingtonians’ travel patterns, reasons for their mode choice, and safety concerns. Future policies and interventions should consider home to work distance to achieve a more sustainable and commuter-friendly transport system in Wellington city.

Introduction

Transport plays a vital role in supporting the dynamic functionality of cities and enabling people to access their work, shopping, study, and play. Beyond its impact on the environment and public health, transport is intricately woven into the collective efforts of mitigating and responding to the climate and ecological emergency¹. Thus, a high-quality transport system helps not only to make cities more livable but also to improve the wellbeing of the cities' residents.

Wellington city has a compact urban form and a growing population. Accommodating more people in the city and transforming its transport infrastructure are important focus areas for Wellington City Council. One of the Council's six current priorities is providing a safe, resilient, and reliable network of transport infrastructure that supports active and public transport choices, and an efficient, productive, and environmentally sustainable economy.

Wellington city has the highest proportion of people walking and using public transport for their work commute in New Zealand². The city is making significant investments in walking, biking, and public transport as a lead agency through Paneke Pōneke – Bike Network Plan 2021-2031³ and Transport Upgrades Work. Therefore, monitoring and evaluation are essential to assess the effectiveness of the current transport initiatives and inform future transport endeavors in the city.

Distance is one of the strongest determinants of active transport. A walkable distance for transport varies across studies, with the average distance ranging from 0.8 km to 2 km.^{4,5} Some researchers argue that it is feasible for most people to walk up to 15-20 minutes which translates to a distance of 1.6 km.⁴ Therefore, analysis of transport to work data by how far residents live from their work is necessary to provide further insights and inform future transport interventions.

The purpose of this report is to provide insights on perceptions about travel to work in Wellington city among residents who work and commute to their work at least one day per week. This report presents commuters' current and preferred modes of travel to work; reasons for the current modal choices; perceived traffic and personal safety for biking, walking, and crossing streets along the home to work route; and perceived acceptable work commute time for different modes of transport. The data analysed in this report is presented for the total sample and home to work distance categories.

¹ Wellington City Council (2019). [Te Atakura – First to Zero, Wellington's blueprint for a Zero Carbon Capital](#)

² Ministry of Transport (2015). [25 years of New Zealand travel: New Zealand household travel 1989–2014](#)

³ Wellington City Council (2022). [Paneke Pōneke - Bike network plan](#)

⁴ Neves A and Brand C. Assessing the potential for carbon emissions savings from replacing short car trips with walking and cycling using a mixed GPS-travel diary approach. Transportation Research Part A. 2019; 123:130–146. <https://doi.org/10.1016/j.tra.2018.08.022>

⁵ Cole R, Turrell G, Koohsari MJ, Owen N, and Sugiyama T. (2017). Prevalence and correlates of walkable short car trips: A cross-sectional multilevel analysis. Journal of Transport & Health, 4, 73-80. <https://doi.org/10.1016/j.jth.2016.11.007>

Methodology overview

The Pōneke / Wellington Transport Survey is a 10- to 15-minute online survey which has been initiated and managed by Wellington City Council since early 2023. Survey data were collected through a market research company (wave 1), WCC research panel (wave 2), and social media (wave 3) using the online survey software, Voxco. Target participants for this survey were adults (18 years of age or older) who lived in Wellington city. Individuals who did not indicate consent to take part in this research, were younger than 18 years of age, lived outside Wellington city, had duplicate survey responses or incomplete surveys were excluded from data analysis (Figure 1). This research protocol has been reviewed and approved by the Aotearoa Research Ethics Committee (Reference: AREC23_03; April 2023).

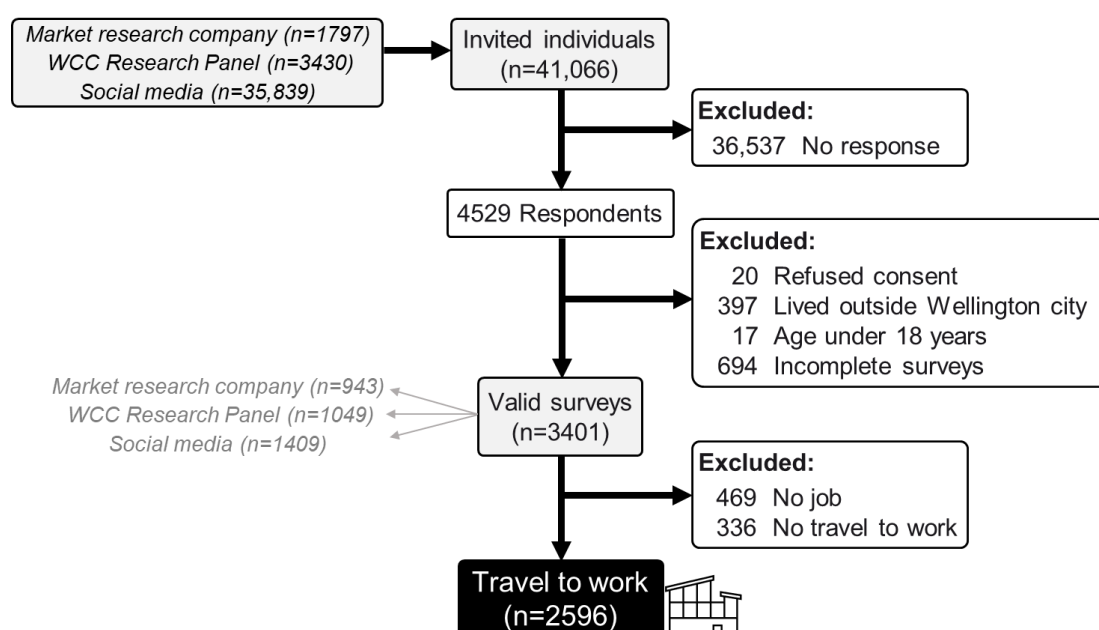


Figure 1. Participants selection flowchart

Among 3401 participants who completed the survey, data from 2596 respondents (76% of the total sample) who had a job and travelled to work at least one day per week were included in this data analysis.

The Travel to Work section of the survey included items related to respondents' perceptions of the following:

- Current and preferred modes of travel from home to work;
- Frequency of using different modes of transport to work;
- Types and ownership of vehicles used for travel to work;
- Reasons for using current modes of transport for work travel;
- Perceived traffic and personal safety along the work travel route for walking, biking, and crossing streets; and
- Perceived acceptable time for travel to work journeys by different transport modes.

Survey questions and original response categories are presented in Table 1 in the order they were presented in the survey.

Respondents' safety perceptions data were collected on a 5-point Likert scale ('very safe' to 'very unsafe') and 'I don't know' category. For some analyses, the safety perceptions data were recoded into 4-category variables ('total safe', 'neutral', 'total unsafe' and 'I don't know'), where 'total safe' includes 'very safe' and 'safe' and 'total unsafe' includes 'very unsafe' and 'unsafe'.

Table 1. Survey questions and original response categories

Survey Questions	Response categories
Q. Do you currently have a paid job or do any unpaid (voluntary) work?	- 'Yes' - 'No'
Q. Do you work full-time or part-time?	- 'Full-time' - 'Part-time' - 'Other. Please specify:'
Q. Are you able to work from home?	- 'Yes' - 'No'
Q. How many days per week do you usually work from home?	- 'None' - 'One' - 'Two' - 'Three' - 'Four' - 'Five or more'
Q. Do you usually travel to work at least one day per week?	- 'Yes' - 'No'
Q. In which suburb do you work? (If you work in more than one suburb, choose the most common suburb.)	[select one of the options from the drop-down list]
Q. What is the name of the street or road that your workplace is on? (optional)	[select one of the options from the drop-down list]
Q. How do you usually travel from home TO work?	- 'On foot (the entire way)' - 'By pedal bike' - 'By e-bike' - 'By e-scooter' - 'By moped or motorbike' - 'By bus (including walking to/from the bus stop)' - 'By train (including walking to/from the train station)' - 'Driving a motor vehicle (car, van, truck, or ute)' - 'Being driven in a motor vehicle (car, van, truck, or ute)' - 'Other modes or combinations'
Q. Do you usually travel from home TO work using a privately owned vehicle or a work vehicle?	- 'Privately-owned vehicle' - 'Work vehicle' - 'Other: Please specify:'

<p>Q. What type of vehicle do you usually use for travelling from home TO work?</p>	<ul style="list-style-type: none"> - 'Petrol powered vehicle' - 'Diesel powered vehicle' - 'Electric vehicle' - 'Hybrid vehicle' - 'Other: Please specify:' - 'Don't know'
<p>Q. When you travel from home TO work by a motor vehicle / bus / train*, how much time do you usually spend walking as part of your journey to work?</p>	<ul style="list-style-type: none"> - 'Less than 5 minutes' - '5 to 10 minutes' - '11 to 20 minutes' - '21 to 30 minutes' - 'More than 30 minutes' - 'I don't know'
<p><i>* Separate questions were asked for each mode: a motor vehicle, bus and train.</i></p>	
<p>Q. On average, how often do you usually use any of the following transport modes as part of your journey from home TO work?</p> <ul style="list-style-type: none"> • Walking • Riding a bike • Riding a scooter • Public transport • Private motor vehicle 	<ul style="list-style-type: none"> - 'Never' - 'Less than once a week' - '1 to 2 days per week' - '3 to 4 days per week' - '5 or more days per week' - 'Don't know'
<p>Q. What are the reasons for your current mode(s) of transport from home TO work?</p> <ul style="list-style-type: none"> • Distance from home to work • Convenience • Travel time • Concerns about safety in traffic • Concerns about my personal safety • Physical health • Mental health • Cost • Concerns about climate change • Destination at the end of my trip • Carrying things (passengers or load) • Journey with multiple destinations • No other transport options available • Other reasons 	<ul style="list-style-type: none"> - 'Yes' - 'No' - 'Don't know'
<p>Q. If you had a choice, how would you prefer to travel from your current home TO your current work?</p>	<ul style="list-style-type: none"> - On foot (the entire way) - By pedal bike - By e-bike - By e-scooter - By moped or motorbike - By bus (including walking to/from the bus stop) - By train (including walking to/from the train station) - Driving a motor vehicle (car, van, truck, or ute) - Being driven in a motor vehicle (car, van, truck, or ute) - Other modes or combinations - Don't know

<p>Q. Thinking about safety in traffic, how safe or unsafe do you consider...?</p> <ul style="list-style-type: none"> • Your route for walking from home to work? • Your route for cycling from home to work? • Crossing streets along your route to work? 	<ul style="list-style-type: none"> - 'Very safe' - 'Safe' - 'Neither safe nor unsafe' - 'Unsafe' - 'Very unsafe' - 'Don't know'
<p>Q. Thinking about personal safety, how safe or unsafe do you consider...?</p> <ul style="list-style-type: none"> • Your route for walking from home to work? • Your route for cycling from home to work? 	<ul style="list-style-type: none"> - 'Very safe' - 'Safe' - 'Neither safe nor unsafe' - 'Unsafe' - 'Very unsafe' - 'Don't know'
<p>Q. How long do you believe is an acceptable time for your journey from home TO work...</p> <ul style="list-style-type: none"> • On foot? • By bicycle? • By e-scooter? • By public transport? • By private vehicle (car, van, truck, or ute)? • The entire journey (by any mode or combination of modes)? 	<ul style="list-style-type: none"> - 'Up to 5 min' - 'Up to 10 min' - 'Up to 15 min' - 'Up to 20 min' - 'Up to 30 min' - 'Up to 45 min' - 'Up to 60 min' - 'More than 60 min' - 'Don't know'

Home to work distance was calculated based on a mid-point of each street indicated by the respondents for their home and work. A mid-point of each street was geocoded in ArcGIS Pro. Street network datasets such as the Wellington City Council Walking Network (August 2023) and Esri ArcGIS Online Route Network (March 2024) were used to calculate the distance between home to work for each respondent.

Home to work distance data were recoded into a 3-category variable using the distance cut-off values for short leg trips defined by the Ministry of Transport (less than 2 km distance and 2-5 km distance)⁶. Therefore, for the purpose of this data analysis, survey respondents were categorised into one of these three home to work distance categories: 'up to 2.0 km', '2.1 to 5.0 km' and 'more than 5.0 km'.

⁶ Ministry of Transport (2022). [Transport Indicators – May 2022 update](#)

Data analysis

In this report, data were analysed using descriptive statistics and reported for the overall sample of participants who worked and travelled to work at least one day per week. Some subgroup analyses presented results for different transport user groups. Transport user groups were defined as respondents who used a particular mode of transport to work on three or more days per week and reported using all other modes less frequently. Transport user groups included walkers, bike users, public transport users, and private vehicle users. Data were also analysed by home to work distance using the 3-category distance variable described above (categories: 'up to 2.0 km', '2.1 to 5.0 km' and 'more than 5.0 km'). In the body of this report, the category '2.1 to 5.0 km' is referred to as '2 to 5 km' for simplicity. Data were analysed using SPSS Version 29.0 in June 2024.

Survey sample

The results presented in this report are based on the analysis of responses from 2596 respondents (76% of the total sample) who had paid or unpaid work and travelled to work at least one day per week. In this sample, 59% were female; 48% were young adults between 18 to 39 years of age; 71% were New Zealand European; and 8% were Māori (Figure 2).

Overall, 77% of respondents had a full-time job and 64% could work from home (Figure 2). Among those who could work from home, 79% worked from home at least one day per week and 21% never worked from home (Figure 3).

Survey Sample for this report

2596
Respondents

Data collection:

Wave 1: April-May 2023

Wave 2: July-August 2023

Wave 3: September-November 2023

1671 respondents for distance analysis



Age

48% Young adults (18-39 years)
45% Middle-aged adults (40-64 years)
7% Older adults (65+ years)



Gender

59% Female
37% Male
2% Gender diverse
0.5% Self-described



Ethnicity

71% NZ European
8% Māori
2% Pacific
6% Asian
13% Other



77% had full-time and
21% had part-time job



64% had access to
work from home



21% never worked from home
even though they could

Figure 2. Socio-demographic characteristics of the respondents

? How many days per week do you usually work from home?

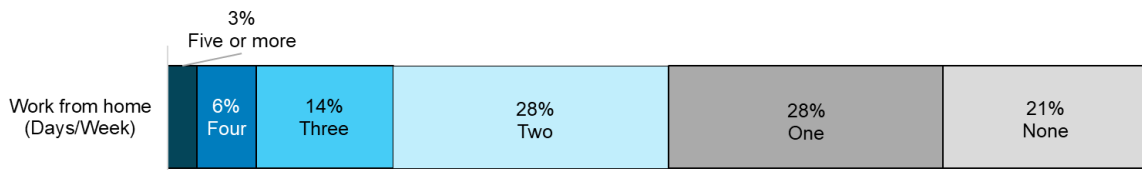


Figure 3. Respondents' work from home days per week

Home location: The proportion of survey respondents was similar by ward: 23% Lambton General Ward, 22% Onslow-Western General Ward, 19% Southern General Ward, 18% Northern General Ward, and 18% Eastern General Ward.

Work location: Most of the respondents worked in the Lambton General Ward (69%). Work locations in other wards were much less common: 8% Southern General Ward, 6% Eastern General Ward, 5% Northern General Ward, and 4% Onslow-Western General Ward. Overall, 7% respondents worked outside Wellington city.



Sample of respondents with home to work distance data

This report presents findings based on how far respondents lived from their work. Among 1671 respondents who provided relevant data for distance analysis, 50% were young adults, 45% were middle-aged adults, 60% were female, 75% identified as New Zealand European and 8% identified as Māori and 79% had full-time employment (Table 2). There were no significant differences between the three home to work distance groups for gender and ethnicity. However, respondents who lived within 2 km from their work had a greater proportion of young adults and lower proportion of individuals in full-time employment compared to those who lived further away from their work (Table 2).

Table 2. Demographic characteristics of respondents who provided relevant data for analysis by home to work distance

		Total sample	Residents living within 2 km from their work	Residents living 2 km to 5 km from their work	Residents living more than 5 km from their work
Number of respondents		n = 1671	n = 299	n = 608	n = 764
Age	Young adults (18-39 years)	50%	64%	52%	42%
	Middle-aged adults (40-64 years)	45%	29%	42%	54%
	Older adults (65+ years)	5%	7%	6%	5%
Gender	Female	60%	63%	60%	59%
	Male	37%	33%	36%	39%
	Gender diverse	2%	3%	3%	1%
	Self-described	0%	0%	1%	0%
	Prefer not to say	1%	1%	1%	1%
Ethnicity	New Zealand European	72%	68%	76%	71%
	Māori	8%	7%	9%	7%
	Pacific	2%	4%	1%	2%
	Asian	5%	5%	4%	5%
	Other	14%	17%	11%	14%
Employment	Full-time	79%	70%	80%	82%
	Part-time	19%	27%	19%	17%
	Other	2%	2%	1%	2%

Results

Modes of travel to work

- In the overall sample, 34% of respondents travelled to work by private motor vehicle (driving themselves: 28%; driven by others: 4%) and 29% used public transport. Nearly one third travelled to work using active transport or micro mobility: 18% on foot, 7% by e-bike, 5% by pedal bike, and 1% by e-scooter (Figure 4).
- Among respondents who travelled to work by public bus, train, or private vehicle, most (75% to 92%) reported walking less than 20 minutes as part of their commute.
- Overall, 92% of respondents who travelled to work by private motor vehicle used personal vehicles and 7% used work vehicles.
- Among respondents who used motor vehicles to travel to work, most travelled to work by petrol powered vehicles (75%) whereas a smaller proportion used hybrid vehicles (10%), diesel powered vehicles (8%), electric vehicles (6%), and other types of vehicles (1%).

? How do you usually travel from home to work?

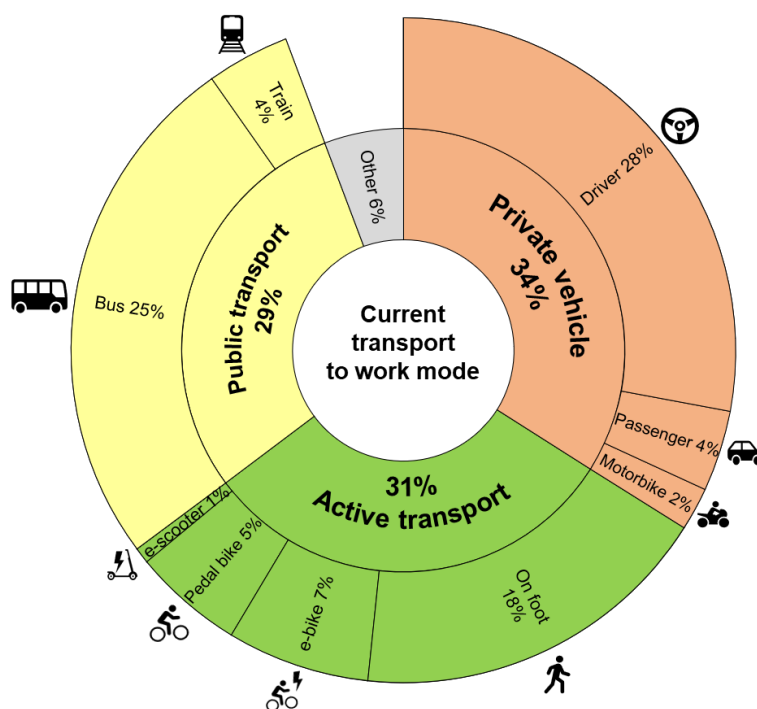


Figure 4. Current modes of transport to work

- According to New Zealand 2018 Census data, approximately half of the population (49%) in Wellington city travelled to work by private vehicle, whereas one quarter travelled to work by active transport (25%) or public transport (23%) (Figure 5). Compared to the 2018 Census, reported modal proportions are different in the PWTS 2023. This should not be considered an indication of mode shift because of the sampling differences. The latest 2023 Census data is expected to be available for comparison in 2025.

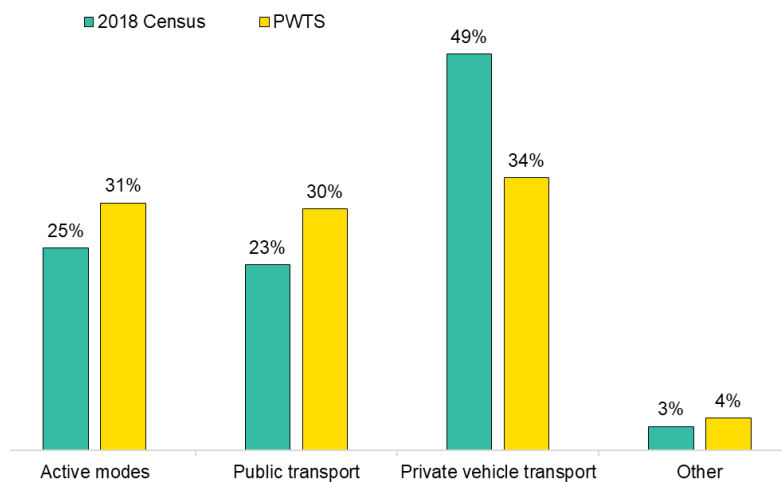


Figure 5. Comparison of Wellingtonians' current modes of transport to work between NZ 2018 Census data and PWTS data

Frequency of using different modes for transport to work

- In the overall sample, 37% of respondents walked, 29% used public transport, and 29% used private vehicles three or more days per week for their travel to work.
- Travelling to work by bike (10%) or scooter (2%) on three or more days per week were less common (Figure 6).

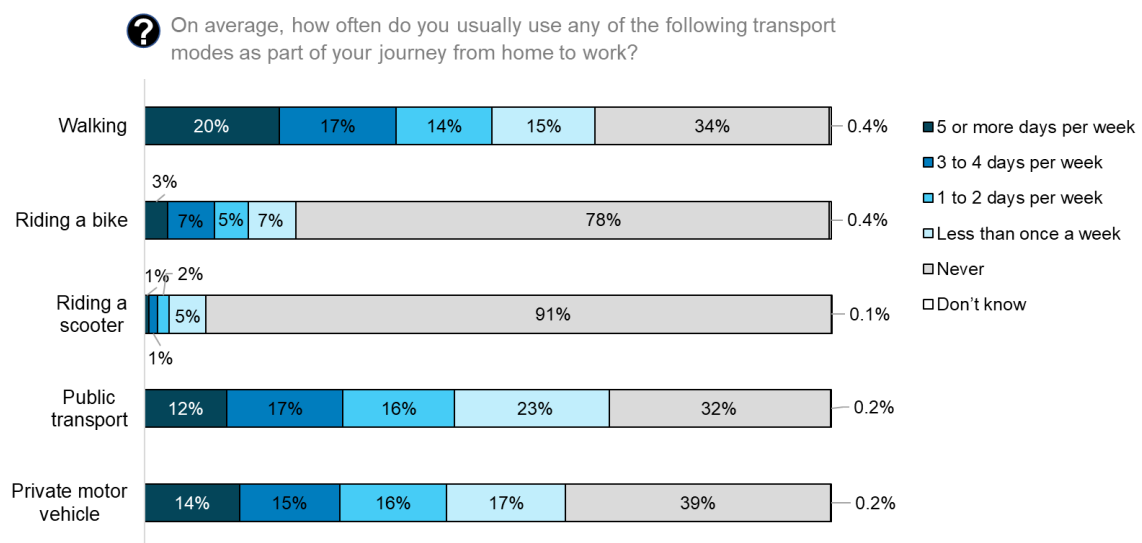


Figure 6. Frequency of using different transport modes to work

Preferred mode(s) of transport to work

- Overall, 43% of respondents expressed preference for using active modes for travelling to work (21% on foot, 12% by e-bike, and 9% by pedal bike) (Figure 7).
- More than one quarter (27%) reported that they would prefer travelling to work by a private vehicle (mostly driving themselves (20%) and less frequently being driven by others (4%)) (Figure 7).

❓ If you had a choice, how would you prefer to travel from your current home to your current work?

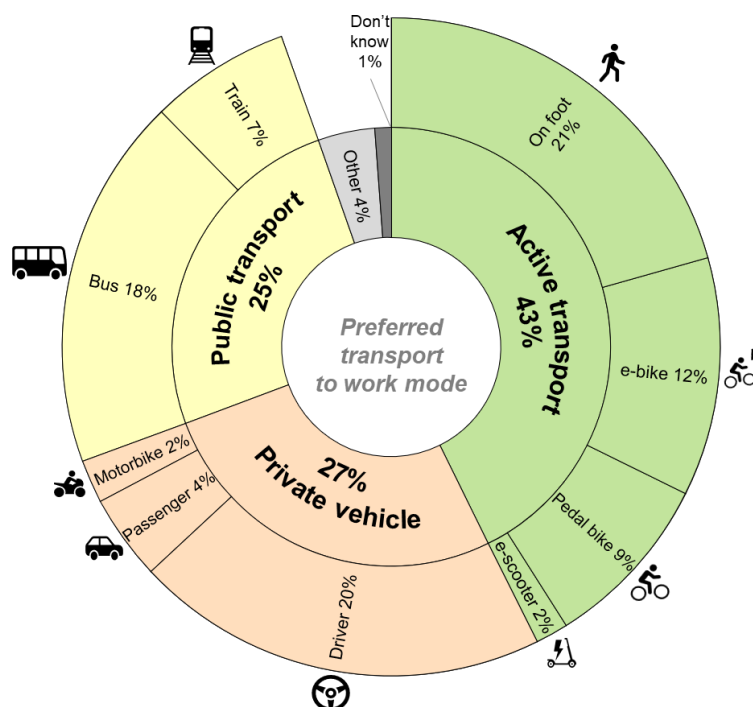
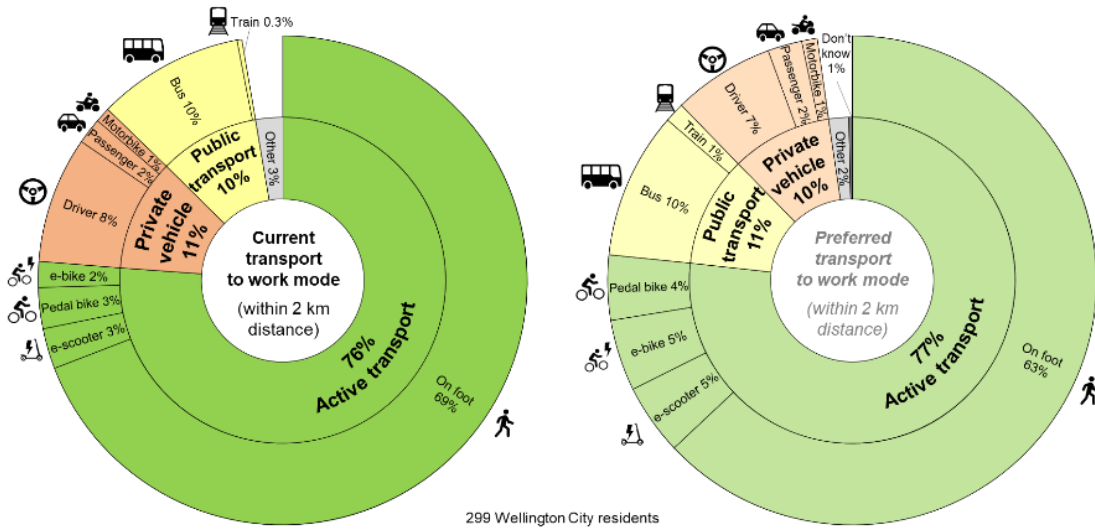


Figure 7. Preferred mode(s) of transport to work

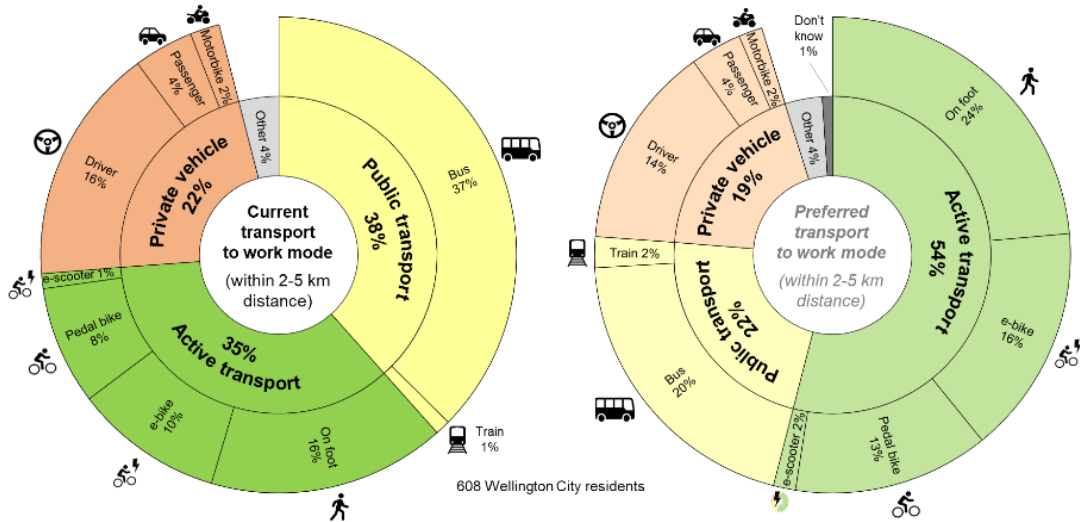
Current and preferred modes of transport based on home to work distance

- For residents living within 2 km from their work, three quarters used and preferred to travel to work by active transport (Figure 8A).
- For residents living between 2-5 km from their work, one third travelled by active transport whereas over half preferred to use active transport (Figure 8B).
- For residents living more than 5 km from their work, one fifth used and one third preferred to use active transport modes (Figure 8C).

(A) Residents living within 2 km from their work



(B) Residents living 2 km to 5 km from their work



(C) Residents living more than 5 km from their work

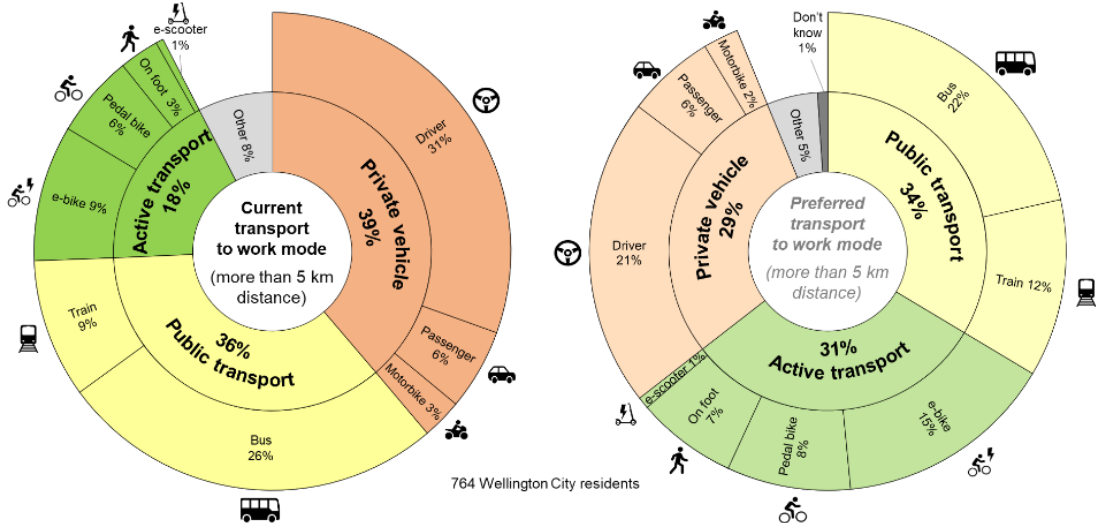


Figure 8. Current and preferred modes of transport to work based on how far residents lived from their work: (A) within 2 km, (B) 2 km to 5 km, and (C) more than 5 km

Reasons for the current mode of transport to work

- Overall, 29% of respondents reported not having other options for their travel to work. Among them, 42% respondents travelled to work by private vehicle, 32% used public transport, and 18% used active transport including micro mobility.
- In the total sample, the most frequently reported reasons for the current mode of transport to work included convenience (91%), distance from home to work (86%), and travel time (81%) (Figure 9).
- Approximately two thirds to nearly half of respondents reported cost (62%), trip destination (59%), mental health (47%), climate change (46%), physical health (45%), and carrying load (42%) as their reasons.
- Less than one third of respondents reported trip chaining (28%), traffic safety concerns (19%), and personal safety concerns (17%) as reasons for their current mode of transport to work.

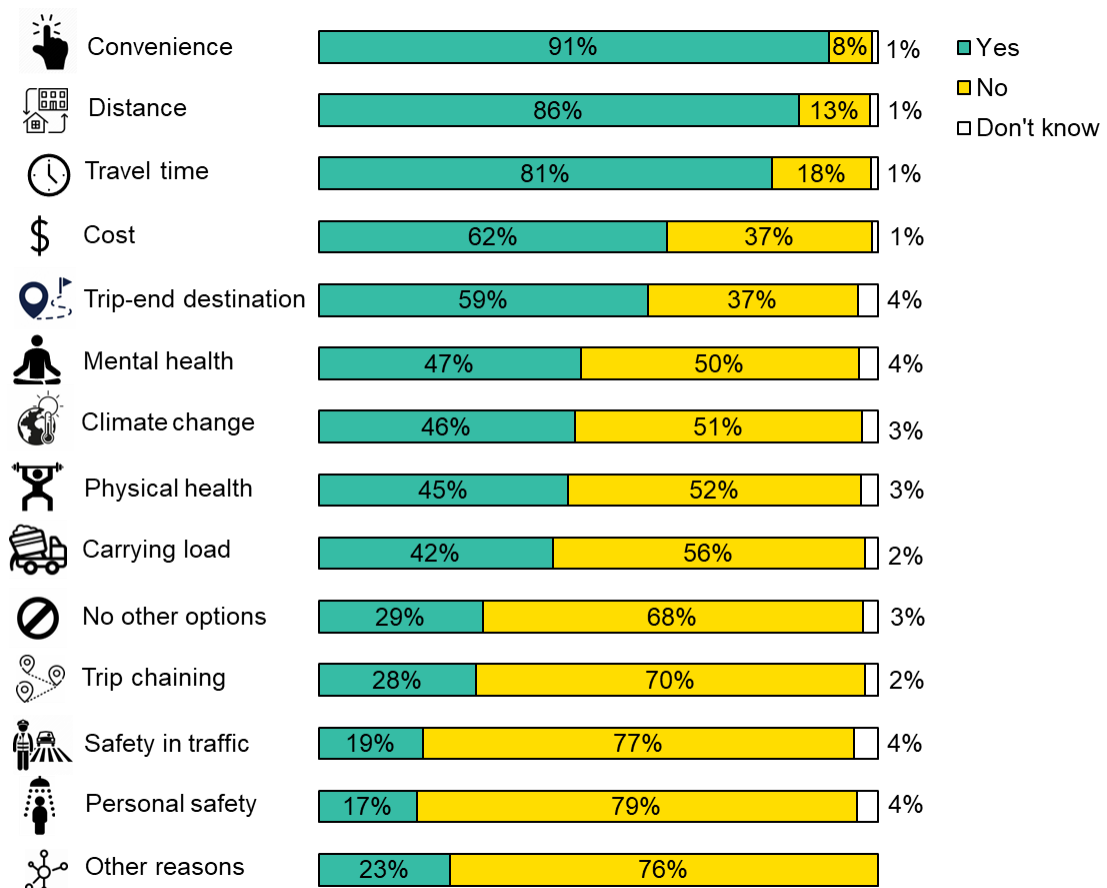
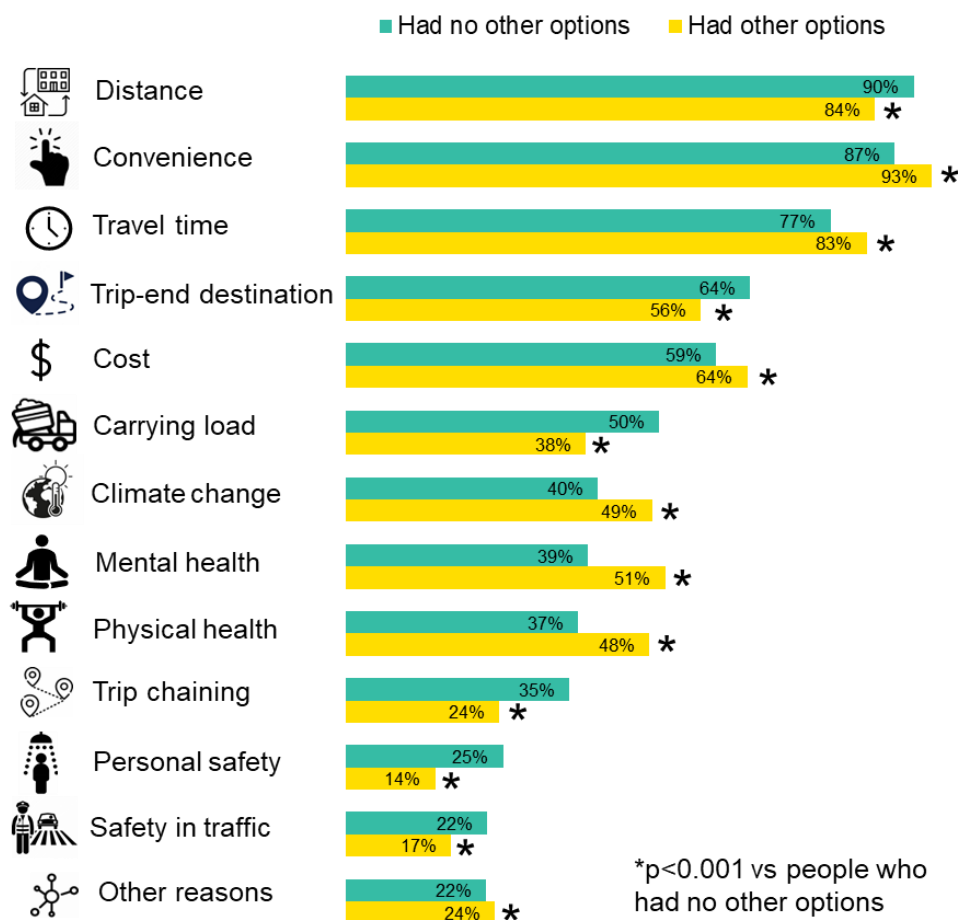


Figure 9. Reasons for choosing the mode of transport to work

Comparison of reasons for current transport mode between those with and without other options

- Distance, convenience, and travel time were the most frequently reported reasons by both groups (Figure 10).
- Distance, trip-end destination, carrying load, trip chaining, personal safety, and safety in traffic were more frequently reported reasons by those who did not have other options compared to those who had other options.
- In contrast, convenience, travel time, cost, climate change, mental health, and physical health were less frequently reported reasons by respondents who did not have other options compared to those who had other options.



Note: Only "yes" responses for each reason have been presented here

Figure 10. Reasons for using a particular mode of transport to work by respondents who had and did not have other options for their work commute

Reasons for the current mode of transport to work by different transport user groups

- Convenience, distance, and travel time were most frequently reported reasons by respondents who regularly⁷ walked, rode a bike, used public transport, or relied on private vehicle for their travel to work (Figure 11).
- Physical and mental health were commonly reported reasons by those who regularly walked or rode a bike to work.
- Cost and climate change concerns were frequently reported reasons by those who regularly walked, rode a bike, or used public transport to get to work.
- Carrying load was reported as a reason by more than two thirds of regular private vehicle users.
- Trip chaining was reported as a reason by approximately half of regular private vehicle users.

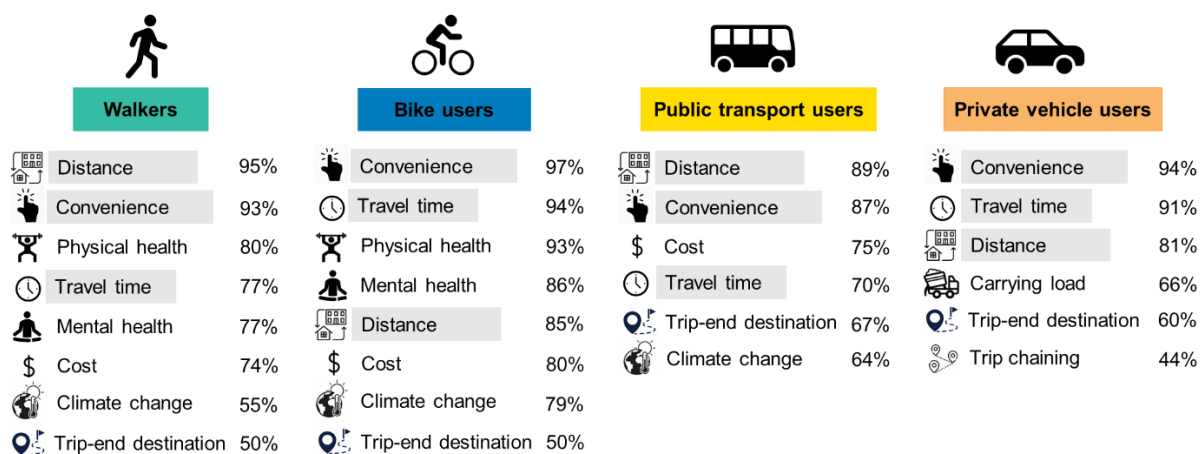


Figure 11. Reasons for the current mode of transport to work by different transport user groups

⁷ Regular transport users refer to respondents who used a particular mode of transport to work on 3 or more days per week and reported using all other modes less frequently.

Reasons for current mode of transport to work by different transport user groups based on home to work distance

- For regular walkers, physical and mental health, cost, and climate change were more frequently reported reasons and travel time was less frequently reported by those who lived within 2 km of their work, compared to respondents who lived beyond 2 km (Figure 12).
- For regular bike users, distance and trip-end destination were more frequently reported reasons by those who lived within 5 km, compared to respondents who lived more than 5 km from their work.
- For regular public transport users, convenience, travel time, and carrying load were more frequently reported reasons and cost was less frequently reported by those who lived within 5 km, compared to respondents who lived more than 5 km from their work.
- For private vehicle users, carrying load was more frequently reported and convenience, distance, cost, and mental health were less frequently reported reasons by those who lived within 5 km, compared to respondents who lived more than 5 km from their work.



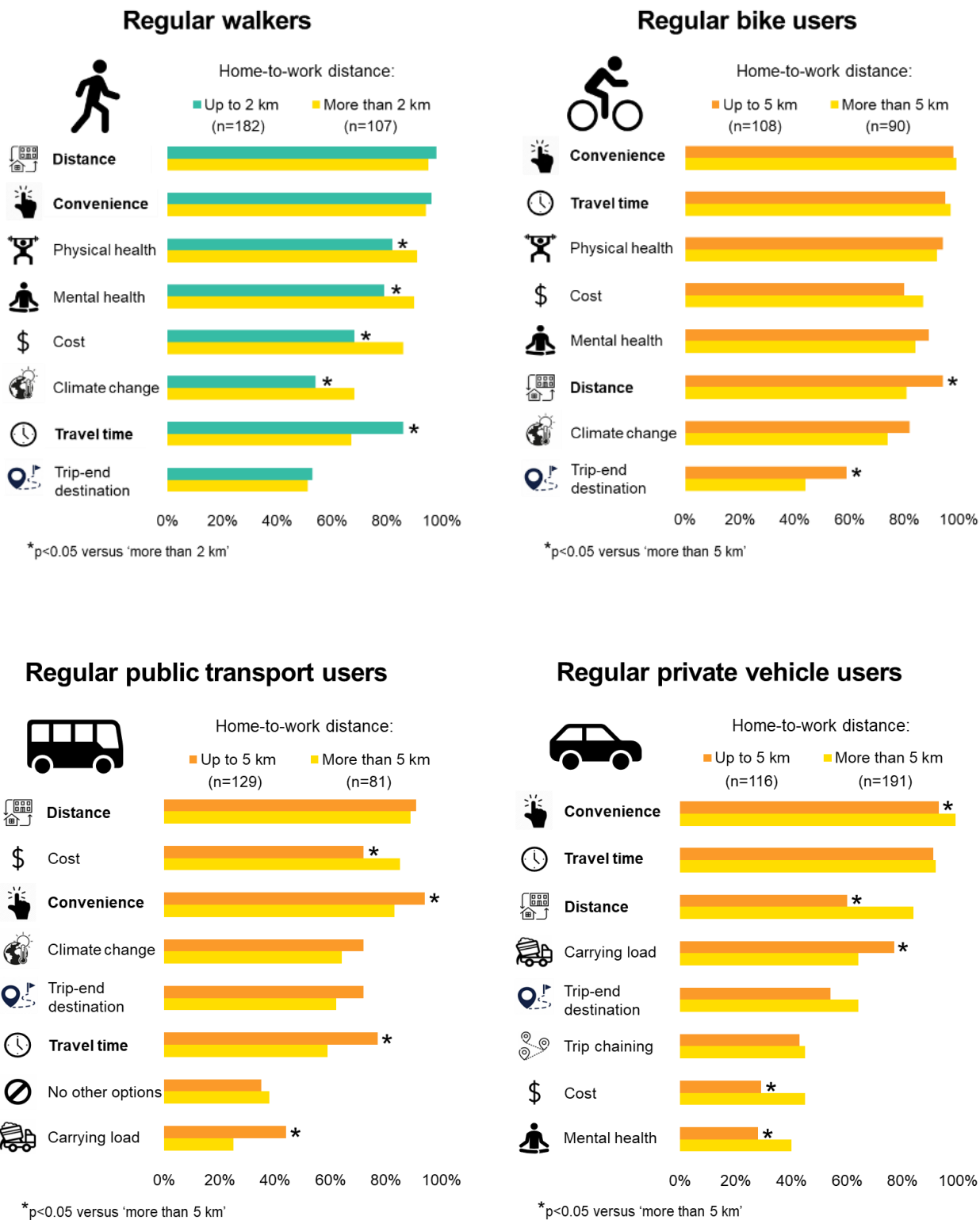


Figure 12. Most common reasons for using a particular mode of transport by different user groups based on home to work distance

Perceptions of traffic safety along the route to work

- In the overall sample, approximately two thirds of respondents perceived their home to work route to be safe for walking (70%) and crossing streets (61%) with respect to traffic safety (Figure 13).
- For riding a bicycle, 34% of respondents had concerns with respect to safety in traffic along their route to work, 27% expressed no or minimal concerns, and 25% selected the 'I don't know' category.
- Traffic safety concerns for riding a bicycle to work (34%) were higher compared to walking (14%).

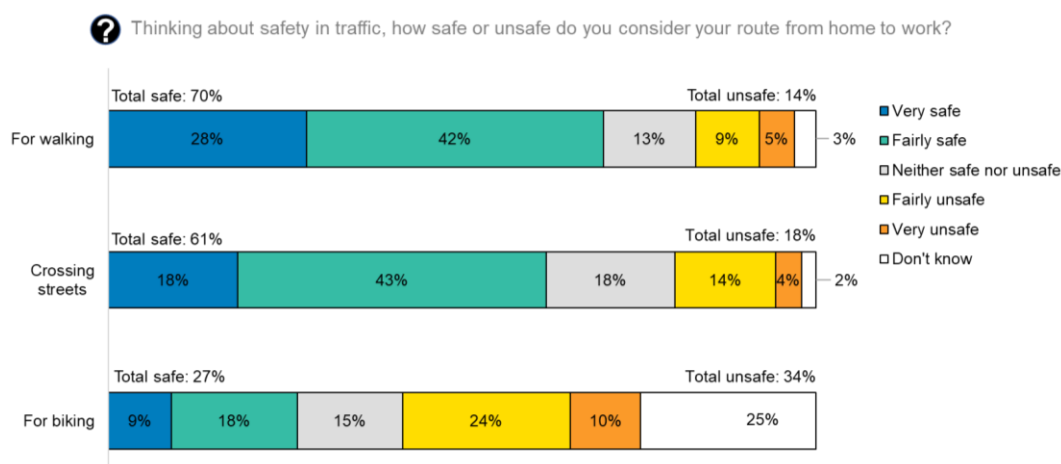


Figure 13. Perceptions of safety in traffic for walking, biking, and crossing streets along the route to work

- Respondents' perceptions of traffic safety for walking on the route decreased when the distance from home to work increased (Figure 14A).
- In contrast, perceptions of traffic safety for biking remained low across the distance categories. The proportion of respondents who had traffic safety concerns for biking on the route between home and work increased as the distance increased (Figure 14B).

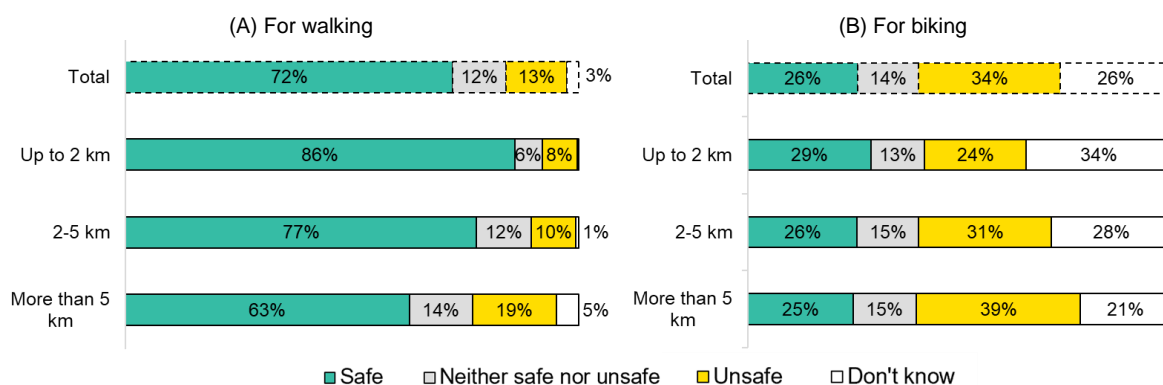


Figure 14. Perceptions of safety in traffic along the route based on how far residents lived from their work: within 2 km, 2 km to 5 km, and more than 5 km

Perceptions of personal safety along the route to work

- Overall, 67% of respondents perceived their home to work route to be safe for walking with respect to personal safety (Figure 15).
- In contrast, only 34% of respondents perceived their route to work to be safe for biking with respect to personal safety.
- Nearly one quarter of respondents (24%) could not rate personal safety for biking from home to their work.

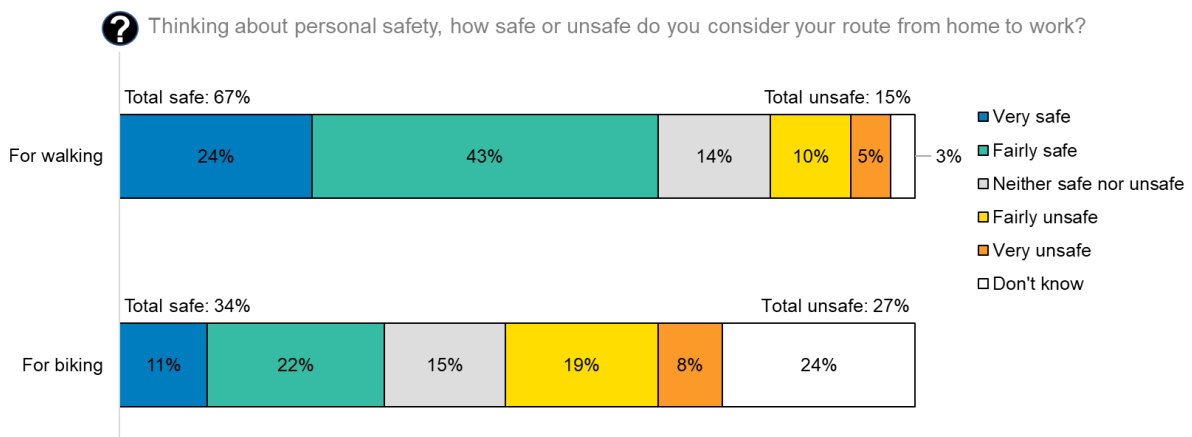


Figure 15. Respondents' perceptions of personal safety along the route to work

- Respondents' perceptions of personal safety for walking on the route decreased when the distance from home to work increased (Figure 16A).
- In contrast, perceptions of personal safety for biking remained low across the distance categories. The proportion of respondents who perceived personal safety concerns for biking on the route between home and work increased as the distance increased (Figure 16B).

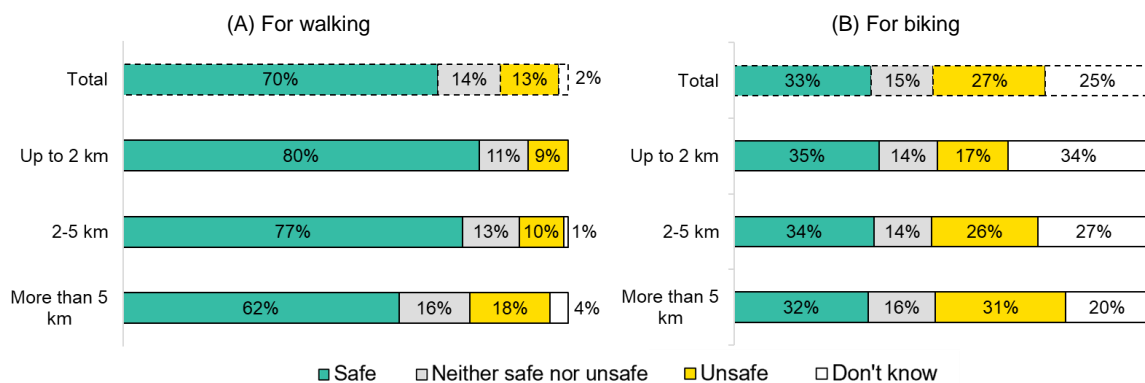


Figure 16. Perceptions of personal safety along the route based on how far residents lived from their work: within 2 km, 2 km to 5 km, and more than 5 km

Acceptable commute time by different transport modes

Data presented in this section come from 1089 survey respondents (42% of the respondents included in the analysis of travel to work) who had valid home to work distance data and provided acceptable travel time estimates for walking, riding a bike, using public transport, and private vehicle for travelling to work. Respondents with “I don’t know” responses to acceptable commute time to one or more of those modes were excluded from the analysis.

In this sample, over three quarters of respondents considered that home to work travel of up to 15 minutes was reasonable for any individual transport mode (Figure 17).

- Three quarters or more of respondents considered that travel times of up to 20 minutes was reasonable for travel to work journeys on foot, by bike, and by public transport.
- Two thirds of respondents considered travel times of up to 20 minutes to be reasonable for private vehicle travel.
- Two thirds of respondents considered journeys of up to 30 minutes to be reasonable for travel to work on foot and by public transport.
- Half of respondents who provided travel time estimates for riding a bike to work considered a bike journey to work of up to 30 minutes to be reasonable.

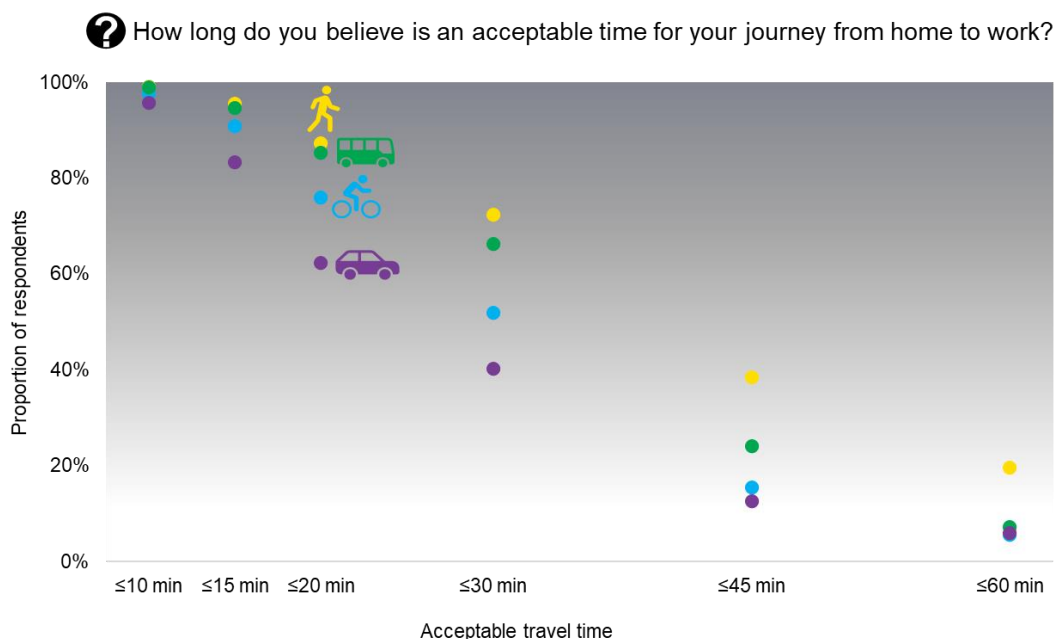


Figure 17. Respondents’ acceptable travel time for the journey from home to work

Acceptable commute time based on home to work distance

Acceptable travel times across all transport modes varied based on how far respondents lived from their workplaces. People who lived further away from their work perceived longer commute times to be acceptable compared to those who lived closer to their work.

- Among respondents who lived within 2 km from their workplace, the majority considered that travel time of up to 15 minutes was reasonable for journeys on foot, by public transport, by bike, and by private vehicle (Figure 18A).
- Among respondents who lived between 2 km and 5 km from their workplace, more than three quarters considered up to 30 minutes of commuting on foot and more than half considered up to 30 minutes of commuting by public transport to be reasonable for travelling to work. In contrast, approximately three quarters of respondents considered up to 20 minutes of travel time to be reasonable by biking and half perceived similar travel time to be reasonable for commuting to work by private vehicle (Figure 18B).
- Among respondents who lived more than 5 km from their workplace, the majority reported up to 30 minutes of travel time to be reasonable for journeys by public transport, on foot, by biking, and by private vehicle (Figure 18C).





Figure 18. Acceptable commute times based on how far residents lived from their work: (A) within 2 km, (B) 2 km to 5 km, and (C) more than 5 km

Strengths

Strengths of this work include recently collected data from a large and diverse adult population living in Wellington city. Furthermore, by incorporating home to work distance into the analyses and conducting subgroup analyses based on different transport user groups, this report provides further insights into residents' travel to work patterns, preferences, reasons for their transport choices, perceptions of safety, and reasonable trip duration for commute to work.

Limitations

Limitations of this research and findings presented in this report need to be acknowledged. The main limitations include the potential risk of bias due to participants' self-selection to complete this survey based on their interests, potential non-participation of residents who were not native English speakers due to a language barrier, and inability of people with visual and hearing impairments to contribute their views to this survey.

Summary

This report presented results on residents' perceptions about travel to work in Wellington city from respondents who completed the Pōneke / Wellington Transport Survey in 2023. Findings showed that in the overall sample, most respondents travelled to work by motorised transport including private vehicles and public transport, and less than one quarter used active transport. Nearly one third of respondents (29%) had no other options for their travel to work. Overall, two out of five respondents expressed preference for using active transport modes to work such as walking and biking. However, distance between home and work has a great influence on choices for both current and preferred modes of transport to work.

Distance, convenience, and travel time were most frequently reported reasons for using current modes of transport in the overall sample and different transport user groups. Walkers and bike users reported physical and mental health, costs, and climate change as common reasons for using their current mode of transport. Public transport users indicated cost and climate change as common reasons. Trip-end destination was a common reason for both public transport and private vehicle users, while carrying people and goods was also commonly reported by private vehicle users. Overall, the reasons for using current modes of transport by respondents who lived up to 2 km and 2-5 km from their work varies considerably compared to respondents who lived beyond these distances.

Approximately two thirds of respondents perceived that their route from home to work was safe for walking with respect to traffic safety, personal safety, and for crossing streets. Perceived safety in traffic for riding a bike was much lower than for walking, with one third of respondents perceiving their route to work to be unsafe for riding a bicycle. However, perceived traffic and personal safety for both walking and biking varied based on how far respondents lived from their work.

Most respondents considered travel-to-work journeys of up to 20 or 30 minutes to be reasonable for different transport modes. Nevertheless, acceptable travel times for different transport modes varied based on distance to work. Residents living further away from their work perceived longer commute times to be acceptable for all modes compared to those who lived closer to their work.

These findings emphasise the importance of home to work distance to understand Wellingtonians' travel patterns, reasons for their mode choice, and safety concerns. Future policies and interventions should consider home to work distance to achieve a more sustainable and commuter-friendly transport system in Wellington city.

Acknowledgements

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Absolutely Positively Wellington City Council

Me Heke Ki Pōneke

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