Waka Kotahi COVID-19 transport impact

Fieldwork waves 1–30 core report

21 June 2023

WAKA KOTAHI
NZ TRANSPORT AGENCY

New Zealand Government

Disclaimer

This presentation is based on research currently being undertaken by Ipsos on behalf of Waka Kotahi NZ Transport Agency. While Waka Kotahi provided investment, the research was undertaken independently, and the resulting findings should not be regarded as being the opinion, responsibility or policy of Waka Kotahi or indeed of any NZ Government agency.

For more information on the COVID-19 weekly tracker contact: NZTAresearch@nzta.govt.nz.

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COVID-19 transport impact

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Section 1 – About this research

Study purpose and importance

Introducing the Waka Kotahi NZ Transport Agency COVID-19 transport impact tracker

The **purpose of the COVID-19 Tracker** research is:

To understand **how travel is changing** and evolving in response to COVID-19 on a regular basis

- such as trip frequency and journey type changes.

To understand **why travel is changing** and evolving in response to COVID-19 on a regular basis

- such as perceptions/attitudes towards COVID-19 and travel options.

To include sufficient respondent numbers to understand how this varies across region and cohorts of interest

The **importance of this research** cannot be understated:

There has been a major disruption to travel habits that will have long-lasting impacts on society:

- Where and how people choose to work, and how they choose to travel will change.
- Where people choose to travel domestically will change.
- How these changes will play out in the medium to long-term is unknown.

The latest wave of research is to help understand some of the enduring changes that have occurred due to the pandemic such as increased working from home and the slow return to public transport.

Overview of research (i)

Research design and outputs

The **design of the tracker** ensures we can undertake analysis at various levels for different purposes, and for different stakeholders.

The study is an online quantitative survey that is a nationally representative sample of New Zealanders 15+ years old, with a sample of ~n=1259 per wave, using quotas and data weighting.

- With sample boosts to ensure sufficient numbers to analyse key cities of interest, such as Tauranga, Dunedin and Hamilton.
- Sample numbers allow longitudinal view on cohorts and regions of interest.
- Sample is sourced from a blend of online panels, including Pure Profile, Ipsos iSay, Dynata and Consumer Link.

Average survey duration of between 12-15 mins

- Outside core measures, flexibility to change questions every week

Fast turnaround of results to allow a weekly* view on how behaviours and attitudes are changing.

- Design will pivot according to alert level changes that may occur at nationwide and regional levels.

*For waves 1–14 fieldwork and reporting was undertaken weekly, for waves 15 and 16 fieldwork and reporting was undertaken bi-weekly, while wave 17 fieldwork and reporting was undertaken three weeks after wave 16 as fieldwork was brought forward from an intended monthly cycle due to an outbreak of COVID-19 community cases. Waves 17, 18, 19, 20 and 21 are weekly. Wave 22 took place 3 weeks after wave 21. Waves 23–30 have occurred on an ad hoc basis.

Overview of research (ii)

Question topics in the survey

Question areas covered in the research:

Level of personal concern of the impact of COVID-19

- to themselves, their families, their work, the country, etc.

Current essential journeys and domestic travel undertaken and changes

- change is measured since February 2020.

Modal shift patterns and perceptual shifts

- including perceptions of public transport among users
- perceptions of various transports modes with regards to safety, hygiene, convenience, etc
- perceptions of potential shifts in work flexibility.

Measuring attitudinal shifts towards COVID-19

- using a Behavioural Science framework to understand current people's current state to facilitate potential interventions.

Questions to classify into a variety of segments of interest

- including journey profile, vulnerability, COVID-19 attitudes, economic, etc.

Ad hoc questions of interest

- including perceptions of future workplace flexibility, domestic tourism intentions, intention to return children to school, m ask ownership, etc.

Report notes (i)

Key information to note for this report

- This report is based on 30 waves of fieldwork (see table on next slide).
- The sample for this report is presented in a number of ways, including as a combined sum of fieldwork for specific alert levels, as well as individual waves where appropriate.
- The focus of this report is tracking trends and changes over time and how New Zealanders have adjusted their use of transport and travel behaviour. As this study was not conducted prior to Level 4 restrictions, respondents were asked to recall their transport and travel behaviour prior to level 4 restrictions based on a *'normal week'* ie, in February 2020.
- At a total population level, significance testing indicated in this wave 30 report is based on a statistically significant shift of results between waves 1 to 30, as well as statistically significant shifts between combined alert levels.
- At a sub-population level, significance testing indicates a statistically significant difference between the sub-population and the base or total population. The total population benchmark is based on the total sample base collected across the first four waves of data.

Report notes (ii)

Key fieldwork dates

Wave	Dates of fieldwork	Alert level
1	**2020**: Friday 3 April to Wednesday 8 April 2020	Alert Level 4
2	Thursday 9 April to Tuesday 14 April	
3	Thursday 16 April to Monday 20 April	
4	Thursday 23 April to Sunday 26 April	
5	Thursday 30 April to Sunday 3 May	Alert Level 3
6	Thursday 7 May to Sunday 10 May	
7	Thursday 14 May to Sunday 17 May	Alert Level 2
8	Thursday 21 May to Sunday 24 May	
9	Thursday 28 May to Monday 1 June	
10	Thursday 4 June to Sunday 7 June	
11	Thursday 11 June to Sunday 14 June	Alert Level 1
12	Thursday 18 June to Sunday 21 June	
13	Thursday 25 June to Sunday 28 June	
14	Thursday 2 July to Sunday 5 July	
15	Thursday 16 July to Sunday 19 July	

Wave	Date of fieldwork	Alert level
16	Thursday 30 July to Sunday 2 August	
17	Thursday 20 August to Sunday 23 August	Alert Level 3 (AKL) / Alert Level 2 (Rest of NZ)
18	Thursday 27 August to Sunday 30 August	
19	Thursday 3 September to Sunday 6 September	Alert Level 2.5 (AKL) / Alert Level 2 (Rest of NZ)
20	Thursday 17 September to Sunday 20 September	
21	Thursday 24 September to Sunday 27 September	Alert Level 2 (AKL) / Alert Level 1 (Rest of NZ)
22	Thursday 15 October to Sunday 18 October	Alert Level 1
23	Thursday 12 November to Sunday 15 November	
24	**2021:** Thursday 4 March to Monday 8 March*	Alert Level 3 (AKL) / Alert Level 2 (Rest of NZ)
25	Thursday 20 May to Monday 24 May	Alert Level 1
26	Thursday 2 September to Monday 6 September**	Alert Level 4 (AKL) / Alert Level 3 (Rest of NZ)
27	**2022**: Thursday 10 March to Monday 14 March	Covid Protection Framework, Red light, phase 2
28	Thursday 26 May to Tuesday 31 May	Covid Protection Framework, Orange
29	Thursday 3 November to Tuesday 8 November	No restrictions on travel, Covid Protection Framework ended
30	**2023**: Thursday 25th May to Tuesday 30th May	Covid Protection Framework ended

*Please note: During the fieldwork period, on 7 March AKL dropped to Alert Level 2 and the rest of New Zealand moved to Alert Level 1.

**Please note: Northland was also under Level 4 for much of the week preceding fieldwork, dropping to Level 3 at midnight on day of launch.

Report notes (iii)

Key transport terms and demographic groupings

There are a number of transport terms used in this report. Below are key terms with definitions:

Public transport (PT): refers to bus, train and ferry and does not include taxi/uber services and private hirer vehicles (these will be treated separately in the analysis).

Private vehicle (PVT): refers to car, van, motorcycle or scooter, and does not include e-bikes.

Active modes: refers to walking (of at least 10 mins) and cycling, including e-bikes.

There are a number of demographic subgroup terms used in this report. Below are key groups with definitions:

Any disability: All respondents indicating that they have a great deal of difficulty or cannot do the following: seeing, even when wearing glasses; hearing, even with a hearing aid; walking or climbing steps; remembering or concentrating; washing or dressing; communicating in their usual language.

COVID-19 vulnerable: All respondents indicating that they personally have a medical condition that makes them acutely vulnerable to COVID-19, such as heart disease, hypertension, chronic respiratory disease or cancer.

Sample structure and further definitions

			Region of residence							Disability, Vulnerability and COVID-19**		
			Auckland	Tauranga	Hamilton	Wellington	Christchurch	Dunedin	Rest of NZ	Any Disability	COVID-19 Vulnerable	Aged 70 + years
Wave	Display variable	Total	All in Auckland Region, including city and surrounding rural areas	All living in the city of Tauranga	All living in the city of Hamilton	All in Wellington Region, including city and surrounding rural areas	All living in the city of Christchurch	All living in the city of Dunedin	All living in areas outside of those noted above	See previous page	See previous page	All indicating that they are considered higher risk for COVID-19 as they are aged 70 or over
Waves 1-4	Sample	n= 5,060	n=1,324	n=400	n=400	n=684	n=400	n=398	n=1,454	n=550	n=1,230	n=618
	MoE*	1.38	2.69	4.9	4.9	3.75	4.9	4.91	2.57	4.18	2.79	3.94
Waves 5-6	Sample	n=2,532	n=662	n=200	n=200	n=418	n=200	n=200	n=652	n=297	n=597	n=315
	MoE*	1.95	3.81	6.93	6.93	4.79	6.93	6.93	3.84	5.69	4.01	5.52
Waves 7-10	Sample	n= 5,043	n=1,324	n=400	n=400	n=799	n=400	n=392	n=1,328	n=611	n=1,139	n=627
	MoE*	1.38	2.69	4.9	4.9	3.47	4.9	4.95	2.69	3.96	2.9	3.91
Waves 11-16	Sample	n= 7,561	n=1,964	n=599	n=600	n=1,129	n=601	n=607	n=2,061	n=866	n=1,640	n=830
	MoE*	1.13	2.21	4	4	2.92	4	3.98	2.16	3.33	2.42	3.4
Waves 17-18	Sample	n= 2,455	n=661	n=200	n=200	n=311	n=200	n=200	n=683	n=284	n=584	n=266
	MOE*	1.98	3.81	6.93	6.93	5.56	6.93	6.93	3.75	5.82	4.06	6.01
Waves 19-20	Sample	n= 2,626	n=676	n=197	n=217	n=357	n=200	n=208	n=771	n=323	n=617	n=293
	MOE*	1.91	3.77	6.98	6.65	5.19	6.93	6.79	3.53	5.45	3.95	5.73
Wave 21	Sample	n= 1,253	n=331	n=100	n=100	n=175	n=100	n=87	n=360	n=132	n=317	n=162
	MOE*	2.77	5.39	9.8	9.8	7.41	9.8	10.51	5.16	8.53	5.5	7.7
Wave 22	Sample	n=1,220	n=331	n=97	n=101	n=156	n=100	n=93	n=342	n=130	n=299	n=131
	MOE*	2.81	5.39	9.95	9.75	7.85	9.8	10.16	5.3	8.6	5.67	8.56
Wave 23	Sample	n=1,247	n=331	n=86	n=100	n=165	n=100	n=100	n=365	n=142	n=305	n=141
	MOE*	2.77	5.39	10.57	9.8	7.63	9.8	9.8	5.13	8.22	5.61	8.25
Wave 24	Sample	n=1,232	n=331	n=67	n=100	n=161	n=100	n=100	n=373	n=142	n=297	n=160
	MOE*	2.79	5.39	11.97	9.8	7.72	9.8	9.8	5.07	8.22	5.69	7.75
Wave 25	Sample	n=1,259	n=331	n=100	n=100	n=194	n=100	n=100	n=334	n=187	n=311	n=133
	MOE*	2.76	5.56	9.8	9.8	7.04	9.8	9.8	5.36	7.17	5.56	8.5
Wave 26	Sample	n=1,261	n=331	n=100	n=100	n=164	n=100	n=100	n=336	n=133	n=324	n=159
	MOE*	2.76	5.39	9.8	9.8	7.65	9.8	9.8	9.8	8.5	5.44	7.77
Wave 27	Sample	n=1,181	n=331	n=68	n=95	n=117	n=100	n=95	n=375	n=140	n=299	n=144
	MOE*	2.85	5.39	11.88	10.05	9.06	9.8	10.05	5.06	8.28	5.67	8.17
Wave 28	Sample	n=1,223	n=329	n=83	n=100	n=165	n=101	n=83	n=362	n=164	n=303	n=186
	MOE*	2.80	5.4	10.76	9.8	7.63	9.75	10.76	5.15	7.65	5.63	7.19
Wave 29	Sample	n=1,233	n=311	n=100	n=100	n=177	n=100	n=100	n=345	n=180	n=310	n=169
	MOE*	2.79	5.56	9.8	9.8	7.37	9.8	9.8	5.28	7.3	5.57	7.54
Wave 30	Sample	n=1,231	n=310	n=99	n=100	n=171	n=100	n=100	n=351	n=166	n=264	n=216
	MOE*	2.79	5.57	9.85	9.8	7.49	9.8	9.8	5.23	7.61	6.03	6.67

*Margin of error is calculated at 95% confidence level based upon an estimated population of 4,978,388 as at Thursday 16 April 2020 12:44pm.

**Sub-groups are *not mutually exclusive* as individuals may fit into more than one category (for example, some may be aged over 70 and also have a chronic respiratory condition that makes them more vulnerable to COVID-19) any such respondents within the sample would be counted in *both* applicable groups.

Context: New Zealand COVID-19 timeline - 2020

3 February
Travellers leaving from China denied entry to NZ unless they are NZ citizens or permanent residents

28 February
New Zealand confirms its first COVID-19 case
Travel restrictions introduced for those coming from Iran

14 March
Announcement that all travellers arriving in NZ must self-isolate for 14 days upon arrival

16 March
Public gatherings of more than 500 people banned

19 March
New Zealand bans all non-residents from entering the country
Indoor events of more than 100 people now banned

21 March
PM Jacinda Ardern announces a four level, country-wide alert system
New Zealand at alert level 2

23 March
NZ upgraded to level 3, public notified this would be raised to level 4 at 11:59pm, 25 March.
Non-essential services required to close in 48 hours

24 March All public transport to be free during lockdown period

25 March
New Zealand upgraded to level 4, resulting in a nationwide lockdown

3 April Waka Kotahi COVID-19 impact tracker fieldwork begins

20 April
PM Jacinda Ardern announces NZ will move to level 3 at 11:59pm, 27 April, remaining there for at least two weeks

27 April
New Zealand moved to alert level 3 at 11:59pm

4 May
First day where no new COVID-19 cases are recorded in NZ

11 May
PM Jacinda Arden announces that New Zealand will move to level 2 at 11:59pm, 13 May, with schools to open Monday 18 May and bars Thursday 21 May.

13 May
New Zealand moved to alert level 2 at 11:59pm

18 May & 21 May
All schools open to students on Monday and bars allowed to open Thursday

8 June - New Zealand moved to alert level 1 at 11:59pm

16 June
Two new COVID-19 cases are confirmed after 24 days with no new cases, followed by more new cases.

25 June
12 active COVID-19 cases are confirmed in NZ, with a number of changes implemented to ensure improved border management

6 July – present
Victoria experiences a resurgence of COVID-19 cases and re-enters lockdown conditions. New cases also begin to appear again in NSW and restrictions begin to be re-imposed.
Like New Zealand, Victoria and NSW had previously reached a case load of zero and had seen lockdown restrictions lifted

15 July
PM Jacinda Ardern announces response framework going forward, which will involve localised lockdowns in the event of another community-wide outbreak of COVID-19

27 July
Tertiary institutions re-open for face-to-face lectures, with corresponding increase in traffic and mode used

11 August
New Zealand confirms four new community transmitted cases of COVID-19 in Auckland. PM Jacinda Ardern announces that Auckland will move to level 3 and the rest of New Zealand will move to level 2 at noon, 12 August

12 August Auckland moved to alert level 3 at noon, rest of New Zealand moved to alert level 2

12 August
New Zealand Police set up nine checkpoints at the borders of the Auckland region to monitor who is entering and exiting the city. Aucklanders asked to leave or enter for essential purposes only.

24 August
PM Jacinda Ardern announces that Auckland will remain at level 3 until 11.59pm on 30 August, with the rest of the nation remaining at level 2. Masks will become compulsory on public transport.

30 August Auckland moved to alert level 2.5 at midnight, rest of New Zealand remains at alert level 2

4 September
PM Jacinda Arden announces alert levels to remain in place for at least 10 more days.

14 September
PM Jacinda Arden announces alert levels to extend one more week and social distancing rules on transport to be relaxed, with mask wearing remaining compulsory

21 September
PM Jacinda Arden announces Auckland will move to level 2 on 23rd & **the rest of New Zealand will move to level 1 at 11:59pm**, with mask wearing no longer compulsory on public transport outside of Auckland

23 September Auckland moved to alert level 2 at 11.59pm

25 September Significant disruption to the Auckland transport network due to damage to the Auckland Harbour Bridge, coupled with disruption issues to the train network.

7 October Auckland moved to alert level 1 at midday to match rest of New Zealand

12 November
Single community transmission case reported in Auckland, with Auckland CBD workers urged to work from home. These conditions are lifted the following day. Reported community outbreak in Wellington as well.

Context: New Zealand COVID-19 timeline - 2021

14 February
3 new cases of COVID-19 are recorded in the community.
Auckland moves to Alert Level 3 at 11:59pm. The rest of New Zealand moves to Alert Level 2.

17 February
2 new cases of COVID-19 are detected in the community, both linked to the Feb 14 cluster.
Auckland moves to Alert Level 2 at 11:59pm. The rest of New Zealand moves to Alert Level 1.

22 February
Auckland moves to Alert Level 1 at 11:59pm. All of New Zealand is now at Level 1.

28 February
There are now 15 cases linked to the Papatoetoe cluster.
Auckland moved into Alert Level 3 at 6am. The rest of New Zealand moves to Alert Level 2.

4 March 0.26% of New Zealanders have received at least one vaccine dose

4 March Waka Kotahi COVID-19 impact tracker fieldwork wave 24 begins

7 March
All new cases are in managed isolation facilities.
Auckland drops to Alert Level 2, the rest of the country drops to Level 1.

12 March
At midday, Auckland moves to Alert Level 1.

22 March
Announcement of New Zealand and Australia travel bubble

6 April
Commencement of New Zealand and Australia travel bubble

3 May
Announcement of New Zealand and Cook Islands travel bubble

17 May
Commencement of New Zealand and Cook Islands travel bubble

22 May 7% of New Zealanders have received at least one vaccine dose, 4% have received two

22 May Waka Kotahi COVID-19 impact tracker fieldwork wave 25 begins

Delta variant transmission in the community

17 August
Ministry of Health announces new community case in Auckland, with history of recent travel in Coromandel region **New Zealand moved to Alert Level 4 at 11.59pm**

31 August **New Zealand South of Auckland moved to Alert Level 3 at 11.59pm**

2 September **Northland moved to Alert Level 3 at 11.59pm, Auckland is the only region remaining at Level 4**

2 Sept 49% of New Zealanders have received at least one vaccine dose, 26% have received two

2 September Waka Kotahi COVID-19 impact tracker fieldwork wave 26 begins

7 September
From 11.59pm., New Zealand moves to Alert Level 2.
Auckland moves remains at Alert level 4.

Cumulative vaccination data sourced from health.govt.nz on 14.09.2021

21 September
From 11.59pm., Auckland and Upper Hauraki move to Alert Level 3.
The rest of New Zealand remain at Alert Level 2.

25 September
From 11.59pm., Upper Hauraki moves to Alert Level 2.
Auckland remains at Alert Level 3. The rest of the country remains at Alert Level 2

3 October
From 11.59pm., additional areas in the Waikato move to Alert Level 3 for 5 days.
Auckland remains at Alert Level 3. The rest of New Zealand remains at Alert Level 2

5 October
From 11.59pm., Auckland eases Alert Level 3 restrictions.
Some areas within the Waikato remain at Alert Level 3.The rest of New Zealand remains at Alert Level 2

7 October
From 11.59 pm., further extension of the Waikato Alert Level 3 boundary
Auckland remains at Alert Level 3 with some restrictions eased. The rest of New Zealand remains at Alert Level 2.

8 October
From 11.59pm., Northland moves to Alert level 3.
Auckland and parts of the Waikato remain in Alert Level 3. The rest of New Zealand remains at Alert Level 2.

15 October
PM Jacinda Ardern announces NZ will soon move to COVID-19 Protection Framework

19 October
From 11.59pm., Northland moves to Alert level 2.
Auckland and parts of Waikato remain at Alert Level 3. The rest of New Zealand remains at Alert Level 2.

27 October
Parts of the Waikato at Alert Level 3 move to Step 1 of Alert Level of Level 3
Auckland remains at step 1 of Alert Level 3. The rest of New Zealand remains at Alert Level 2.

2 November
Upper Northland moves to Alert Level 3. From 11.59 pm., Parts of the Waikato at Alert level 3 move to Alert Level 3 Step 2.
Auckland remains at Step 1 of Alert Level 3. The rest of New Zealand remains at Alert level 2.

9 November
From 11.59 pm., Auckland moves to Alert Level 3 Step 2. Upper Northland remains at Alert Level 3.
Parts of the Waikato remain at Alert Level 3 Step 1. The rest of New Zealand remains Alert Level 2.

11 November
Upper Northland moves to Alert Level 2.
Auckland and parts of the Waikato remain at Alert Level 3, The rest of New Zealand remain at Level 2.

16 November
Parts of the Waikato move to Alert Level 2.
Auckland remains at Alert Level 3 Step 2. The rest New Zealand remains at Level 2.

Context: New Zealand COVID-19 timeline – 2021/22

Delta variant transmission in the community

2 December
From 11.59pm on 2 December 2021, New Zealand moves to the COVID-19 Protection Framework, also known as the traffic light system. **The South Island and parts of the North Island are at orange. Auckland, Northland, and areas from Whanganui and Rangitikei to East Cape in red.**

13 December
From 11.59pm on 30 December, Auckland and most of the other regions currently in red move to orange.
South Island remains orange and Northland remains at red.

16 December
First case of Omicron reported in New Zealand, in managed isolation in Christchurch.

21 December
Government announces that phased border reopening will be delayed until the end of February.

2022

17 January
Over 18's can book a booster vaccine shot four months after their second vaccine. The Pfizer vaccine is available to children aged 5-11 years at 500 vaccination sites

17 January Vaccination rate of eligible people reaches 95% first dose, 93% second dose

Omicron variant transmission in the community

18 January
First case of community transmission of Omicron in New Zealand,

20 January
Covid-19 Protection Framework Level change: From 11.59pm., Northland currently at red joins the rest of New Zealand at orange. **440 cases on Omicron and 32 cases of Delta detected at the border since 1 December 2021**

21 January
Due to the infectiousness of Omicron, case isolation temporarily increased to 14 days from 10 days. **The isolation time for close contacts has been increased to 10 days, from seven.**

22 January Of those eligible, 54% have received a booster shot

23 January
COVID-19 Protection Framework level change: From 11.59pm., All of New Zealand goes to red from orange, due to high risk of undetected community spread of Omicron.

3 February
New date announced for border reopening, which will begin on February 27 with fully vaccinated New Zealanders and other eligible visitors returning from Australia.
From 11.59pm., medical type masks are now mandatory for workers subject to compulsory vaccination and in a public facing role.

4 February
The approved time between the second vaccine and the booster reduced for those who are over 18, from four months to three.

24 February
From the 11.59pm., Phase 3 of the Governments plan comes toeffect. Only household contacts will be considered contacts, RAT-detected cases will self-notify their result to the official register, those who test positive to notify their own contacts, and rapid antigen tests introduced at Auckland general practices and urgent care clinics.

27 February
From the 11.59pm., borders reopen to vaccinated New Zealanders fromm Australia. **MIQ is removed with self-isolation and test on arrival.**

28 February
Most travellers entering New Zealand from 28 February 2022 must provide evidence of a negative COVID-19.
Government announces self-isolation requirements to be relaxed for returning New Zealanders.

1 March Novavax vaccine approved in New Zealand for those 18 and older.

2 March
from 11.59pm, Fully vaccinated New Zealanders and other eligible people entering from Australia are no longer required to isolate. They must return a negative pre-departure test result. They must also return negative RAT results on arrival and on day 5/6; those who are COVID-positive must report the results and self-isolate.

4 March
Borders opened to New Zealanders and other eligible travellers from anywhere in the world and don't have to self-isolate. **51.6% of children aged 5-11 years have had their first dose, 72.2% of people eligible have received a booster.**

9 March
Government announces case and household contact isolation period to reduce to seven days from 10, at 11.59pm on 11 March.

10 March Waka Kotahi COVID-19 impact tracker fieldwork wave 27 begins

11 March
From 11.59pm., case and household contact isolation periods are reduced from 10 to seven days.

18 March
From 11:59pm, unvaccinated NZ citizens and those eligible do not have to enter MIQ or self-isolation.

25 March
Limits on outdoor gatherings are removed, limits on indoor gatherings changed from 100 to 200. QR code scanning and signs are no longer required

Cumulative vaccination data sourced from health.govt.nz on 14.09.2021

Context: New Zealand COVID-19 timeline – 2022/23

Omicron variant transmission in the community

4 April
Vaccine passes are no longer required for venues, and vaccinations are no mandatory in a number of occupations

12 April
From 11:59 fully-vaccinated Australians are able to travel to NZ isolation-free

13 April
New Zealand moves from Red to Orange level at 11:59pm. Indoor capacity limits and seated / separate rule for hospitality venues are removed

23 April
First case of Omicron XE is detected in New Zealand, but is not yet in the community

1 May
First case of Omicron BA.4 variant is detected in New Zealand, but is not yet in the community.
From 11:59pm vaccinated travellers from visa waver countries (UK, US, Japan, Korea, Singapore) will be able to travel to New Zealand isolation-free

5 May
An anti-viral medication for those with COVID 19 becomes available on prescription. Immunocompromised children aged 5-11 can receive a third dose of Pfizer.

24 May
Vaccine passes become available for those aged 12 and older who are up-to-date with their COVID-19 vaccinations

24 May
New Zealand will remain at orange level, with the next review in late June

25 May
First case of Omicron BA.2.12 variant is detected in the community.

26 May Waka Kotahi COVID-19 impact tracker fieldwork wave 28 begins

2 July
Vaccine mandates ended for border and corrections workers

7 July
Vaccine mandates ended for some workers in defence force and emergency services

12 September
New Zealand COVID-19 protection framework ends at 11:59pm. Traffic light system no longer applicable and travel restrictions ended, including mask requirements on public transport

26 September
Vaccine mandates for health and disability workers end at 11:59pm. This means vaccines are no longer mandated for any government workers.

3 November Waka Kotahi COVID-19 impact tracker fieldwork wave 29 begins

2023

5 May
WHO declares COVID-19 is no longer a global health emergency. WHO Director-General Dr Tedros Adhanom Ghebreyesus says in a statement that COVID-19 is now considered an established and ongoing health issue which no longer constitutes a public health emergency of international concern (PHEIC).

25 May Waka Kotahi COVID-19 impact tracker fieldwork wave 30 begins

Number of COVID-19 cases as at fieldwork commencement date of 25 May 2023*:

2,006

(Seven day rolling average)

*https://covid19.health.nz/advice/covid-19-data?_ga=2.58090666.1228266669.1686267647-700430694.1686267647

Section 2 – Waka Kotahi transport key findings summary

Key findings – waves 1–30

Waka Kotahi COVID-19 transport impact tracker

Wave 30 was the second wave of the Waka Kotahi COVID-19 transport impact tracker to take place under no alert-level or protection framework settings, with all travel restrictions now removed within New Zealand.

Almost two thirds of those surveyed report at least one COVID infection during the past few years, with the number of multiple-infections increasing.

- With more New Zealanders having experienced COVID, concerns about infection risks haven't increased or decreased, but economic worries are becoming more prevalent.
- New Zealanders tend to claim they are travelling as pre-COVID, but the decline in those reporting disrupted travel has stopped at a time when there have been multiple weather events, disruptions on PT networks and New Zealand roads.

Rates of self-isolating behaviour remained consistent with November 2022 at around 14%. These are also comparable with May measurements in 2021 and 2022 under Level 1 and orange traffic light restrictions respectively. Most New Zealanders leave the house frequently and travel as they normally would.

Certain journeys, like taking children to school, now occur at levels exceeding those recorded in the pre-COVID benchmark. However, frequent journeys like work and education commutes are not quite as common, despite steady increases since the end of 2021.

- Public transport modes have as many reported weekly users as pre-COVID, but the number of days that these users report is at least half a day less on average than before March 2020. Travellers may have returned to PT networks, but they are still travelling less frequently.

Most New Zealanders have access to a PT service, primarily buses, but of those with access only a minority say each is feasible for the journeys they need to take.

- COVID-19 transmission concerns are now less cited than any other factors as a reason for reduced PT usage. Increasingly prevalent are service crowding and disruption issues, now the joint second largest barrier after reduced need for the services, including reduced or unreliable services.
- With Half-Price Fares due to end shortly, there has been an increase in people saying that this would encourage them to use the service and that they might reduce patronage when they end.

The proportion of people who work mainly or completely from home remains stable at 20%.

- The proportion of workers who work from home is 6-11 percentage-points higher than it would have been pre-COVID. This is highest on Tuesday and Friday.

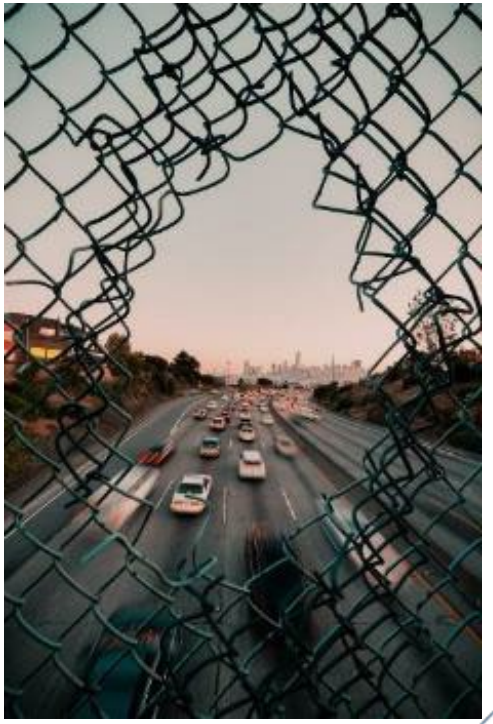
The proportion of people who travel for work or study decreases as the week progresses.

Section 3 – Context

Key findings – context

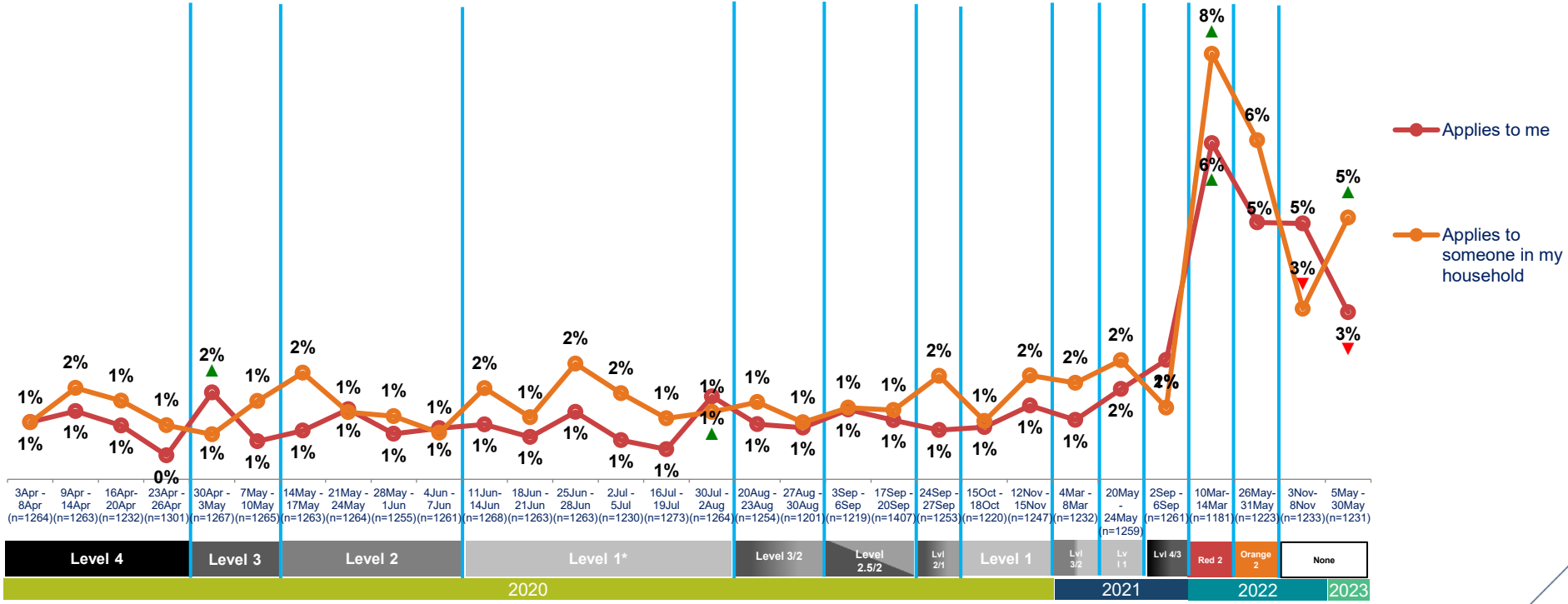
Waka Kotahi objective – how do general attitudes and fears impact transport usage?

- Understanding attitudes around COVID-19 provides the context in which journey and mode changes can be viewed. General fears and attitudes may work as external factors influencing the choices that New Zealanders make.
- The latest wave of fieldwork took place more than seven months after the end of the COVID protection framework, with official restrictions around travel no longer in place.
- 64% of those surveyed say they've tested positive for COVID at least once since March 2020, a 14 percentage- point increase from November. Of these cases, a significant increase of 11 percentage-points from November are subsequent COVID infections.
- Those travelling by PT are no more likely to report previous COVID infections than active mode or private vehicle travellers.
- Despite more of the sample having experienced COVID, concerns about infection risks remained the same at 46%. Concern about transmitting COVID to others increased by 2% and there is now a bigger difference between concern about self and others than ever recorded.
- Concern about wider COVID impacts continues to fall, but economic concerns are on the rise.
- The proportion agreeing that their daily travel routines were disrupted has stopped decreasing and increased by 3 percentage-points to 11%, and the proportion agreeing they were travelling as normal was up from the previous wave in November by 4 points to 48%.
- New Zealanders claim to place much higher importance on efficiency and cost than other considerations when it comes to travel. Almost three in ten say avoiding COVID transmission isn't at all important to them.
- With recent weather and public transport network disruptions potentially playing a role in these disrupted journeys, COVID may have a diminished impact on how people travel.



The proportion of New Zealanders who say they've tested positive in the past week significantly decreased, while close contact significantly increased from November.

Past week rates of COVID-19 in households

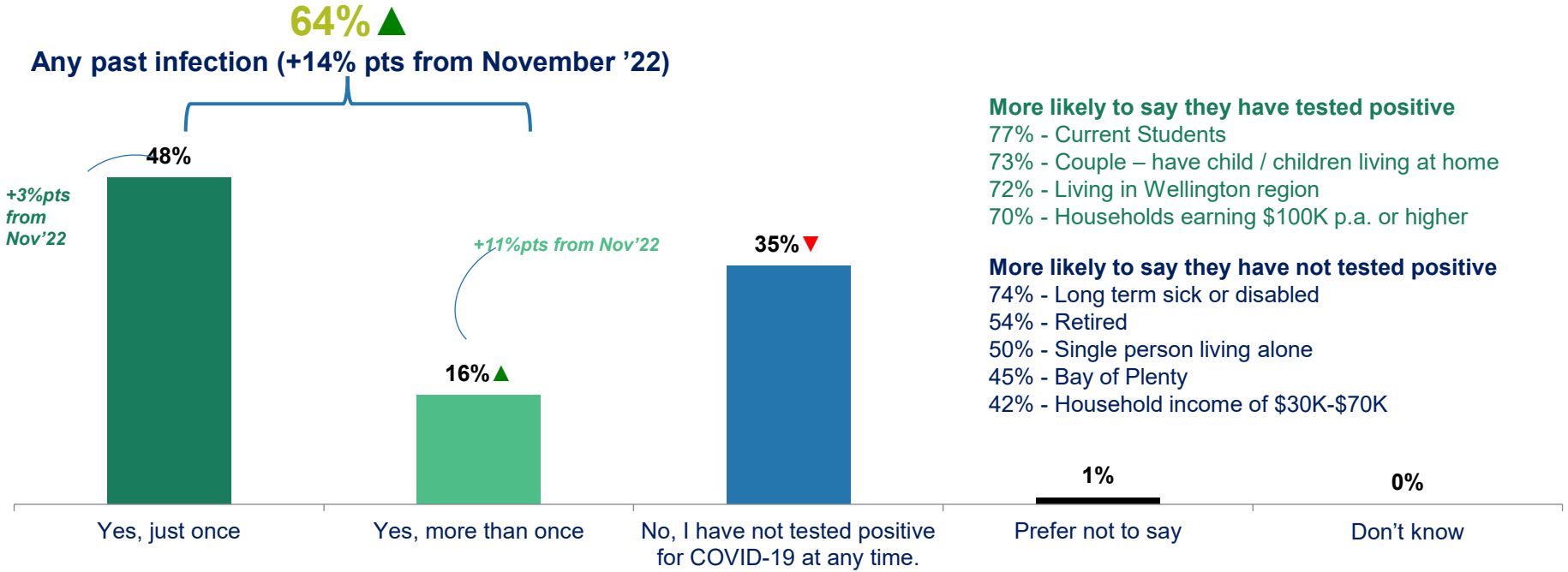


QVULN. Which, if any of the following best describes the health of people in your household last week? - Sick with diagnosed COVID-19 or suspected COVID-19

Base: all adults 15+ in New Zealand

Almost two-thirds report that they have tested positive for COVID-19 at least once. Compared to November, more people are reporting multiple infections.

Total reported past COVID-19 infection in population



More likely to say they have tested positive

77% - Current Students
73% - Couple – have child / children living at home
72% - Living in Wellington region
70% - Households earning $100K p.a. or higher

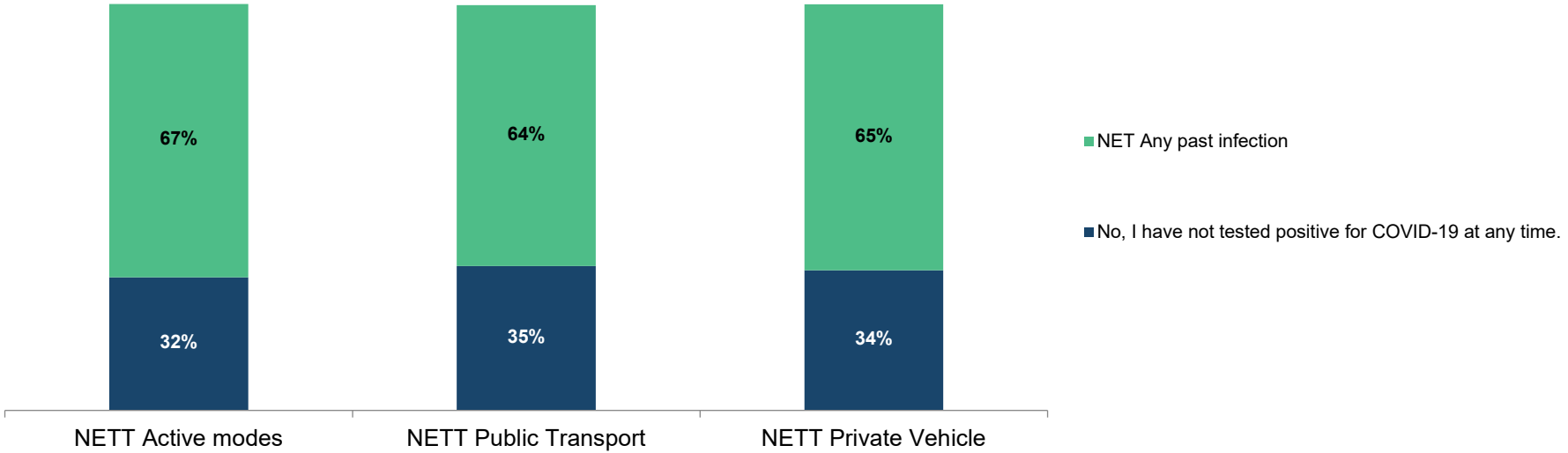
More likely to say they have not tested positive

74% - Long term sick or disabled
54% - Retired
50% - Single person living alone
45% - Bay of Plenty
42% - Household income of $30K-$70K

QCOVID. And have you personally tested positive for COVID-19 at any time since March 2020?
Base: all adults 15+ in New Zealand – May 25 to May 30 2022 (n=1231)

There is no difference in reported past COVID-19 infections by mode usage. The likelihood in COVID-19 infection remains similar across transport modes.

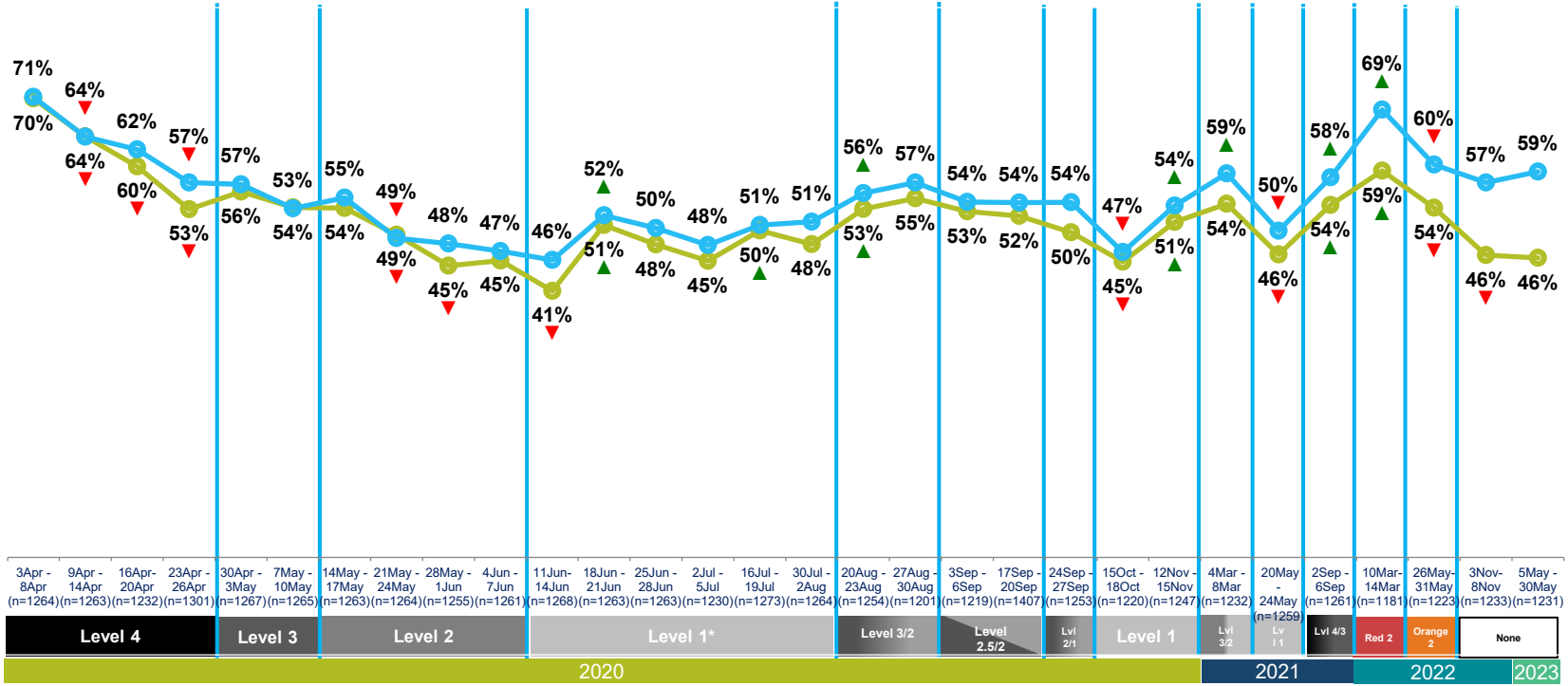
Total reported past COVID-19 infection by past week mode use



QCOVID. And have you personally tested positive for COVID-19 at any time since March 2020?
Base: past week users of each mode 15+ in New Zealand – May 25 to May 30 2023.
NETT is the count of the proportions of people responding in each way, but only counting the person once e.g. they might have used many modes of public transport, we do not count them for all the different modes, but only once as a public transport user.

Compared to November, the gap between concern about COVID infection and transmission risk has increased 2 percentage points, from 11 to 13 percentage points.

COVID-19 concerns (NETT all concerned)



QPTUSE3. How personally concerned are you about each of the following?

*Base: all adults 15+ in New Zealand *fieldwork frequency decreased from weekly during Level 1*

WAKA KOTAHI NZ TRANSPORT AGENCY

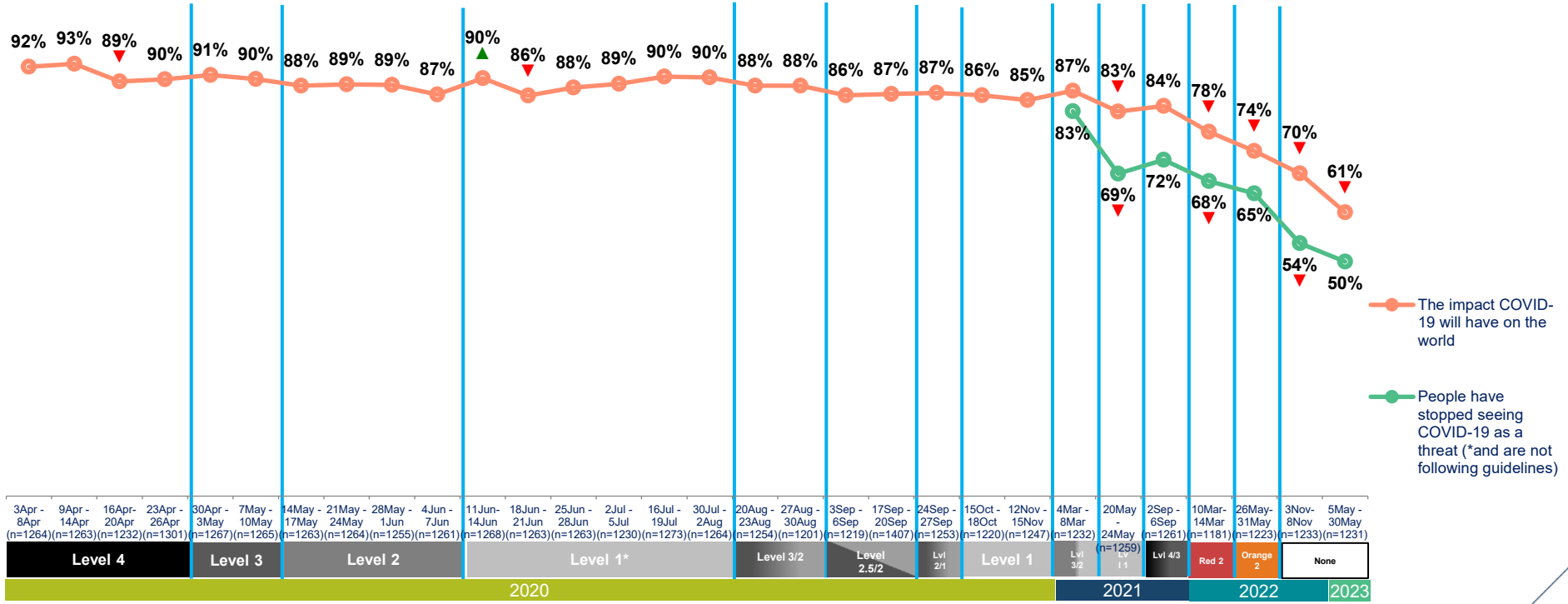
▲ Indicates a statistically significant increase from previous time period

▼ Indicates a statistically significant decrease from previous time period

New Zealand Government

There continues to be significantly less concern about the wider global impact of COVID-19, as well as a decline in concern for complacency in others.

COVID-19 concerns (NETT all concerned)

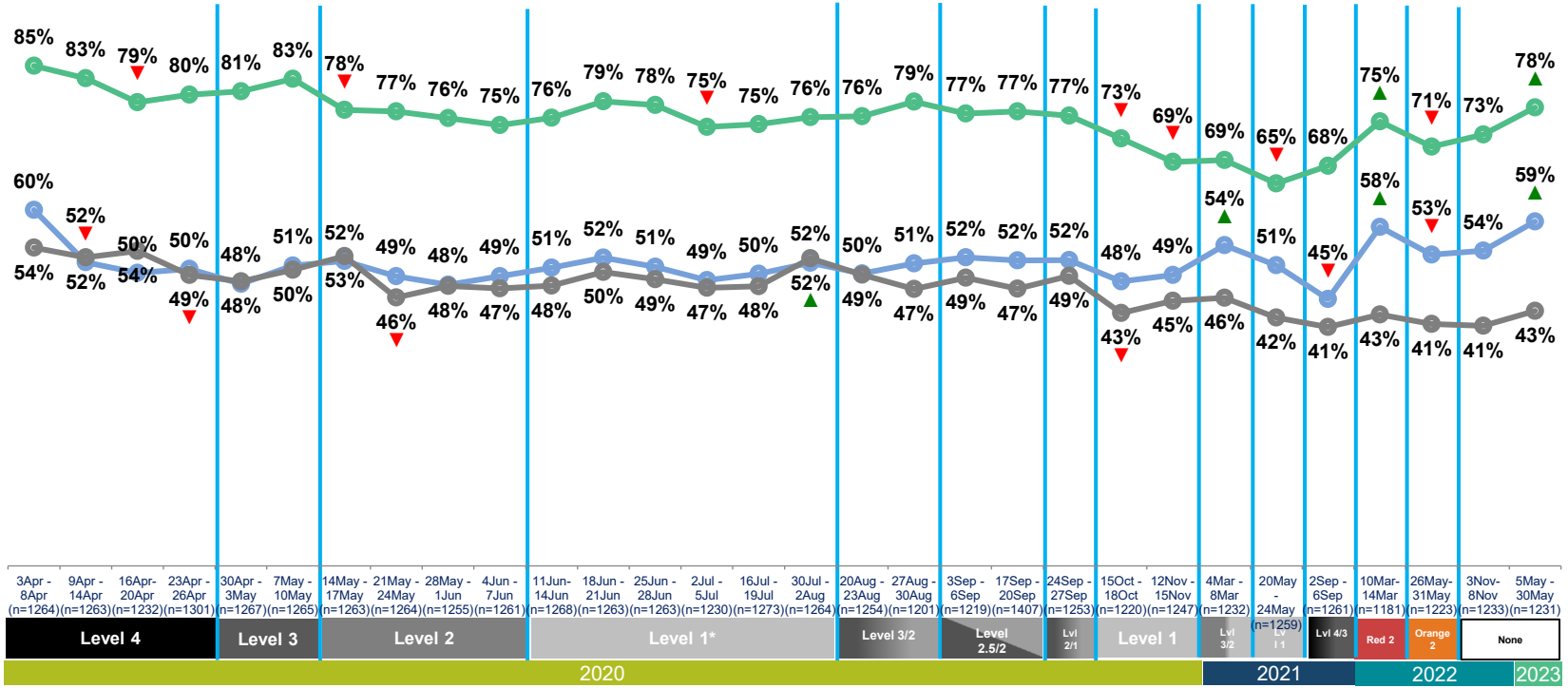


QPTUSE3. How personally concerned are you about each of the following? * "and are not following guidelines" phrasing removed in w29 (Nov 2022)

*Base: all adults 15+ in New Zealand *fieldwork frequency decreased from weekly during Level 1*

Economic concerns have significantly increased since November.

Economic concerns (NETT all concerned)

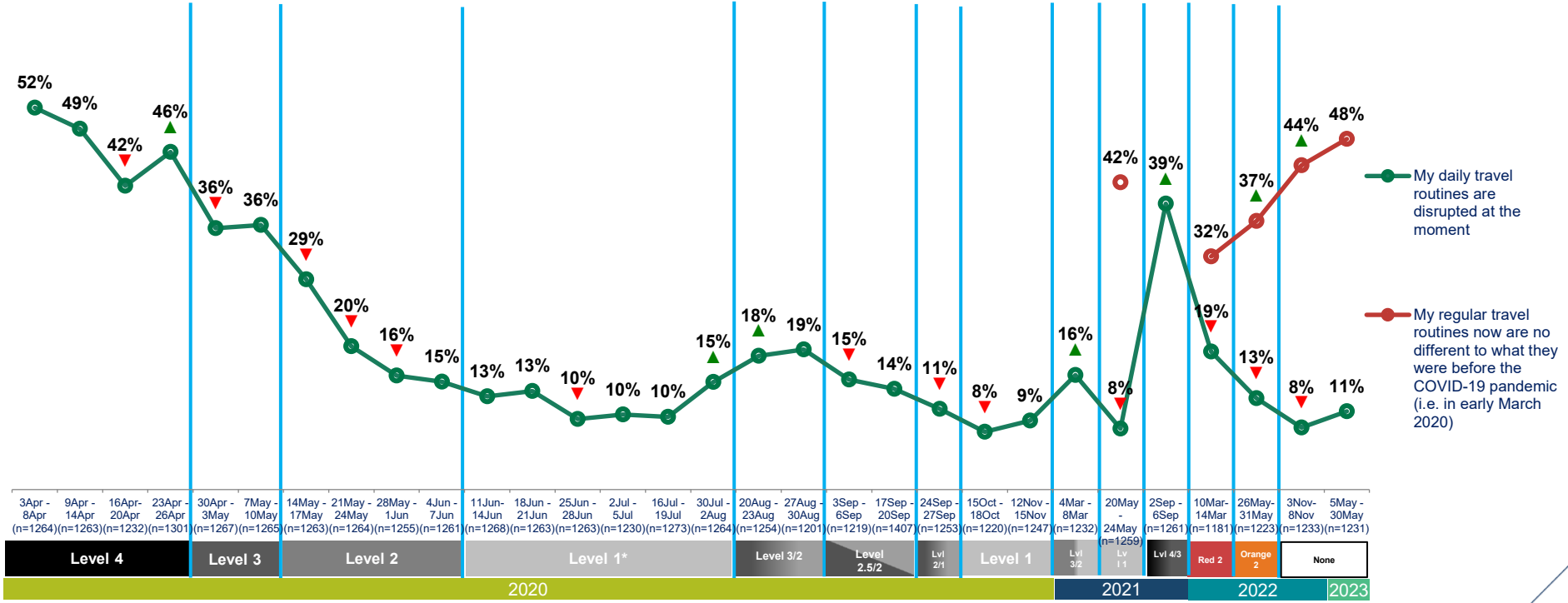


QPTUSE3. How personally concerned are you about each of the following?

*Base: all adults 15+ in New Zealand *fieldwork frequency decreased from weekly during Level 1*

The proportion with travel routines similar to pre-COVID continues to increase while those that say their travel routines are disrupted has stopped decreasing.

COVID-19 disruption (all strongly/mostly agree)

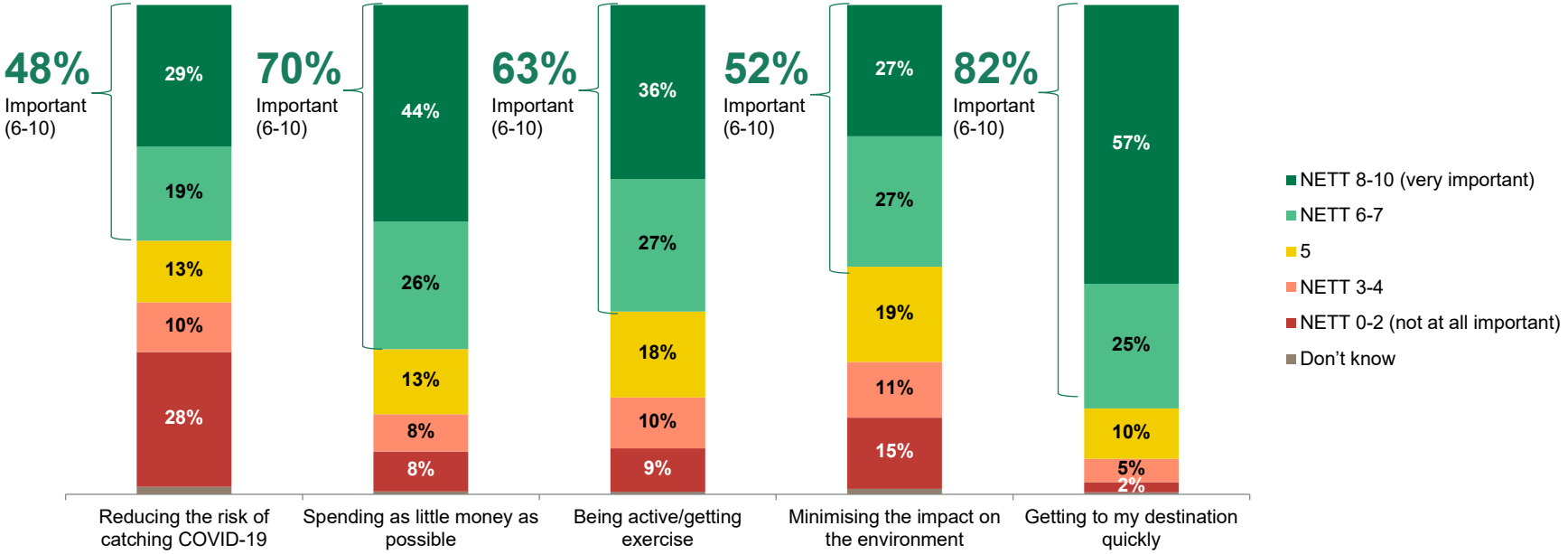


QATT. Next, we'd like you to think about your experience of travel and your experience of COVID-19 in general. To what extent to you agree or disagree with the following statements?

*Base: all adults 15+ in New Zealand *fieldwork frequency decreased from weekly during Level 1*

The risk of catching COVID-19 does not have as much of an influence on how people want to travel as much as other factors like length of time and cost of travel.

Mode choice consideration

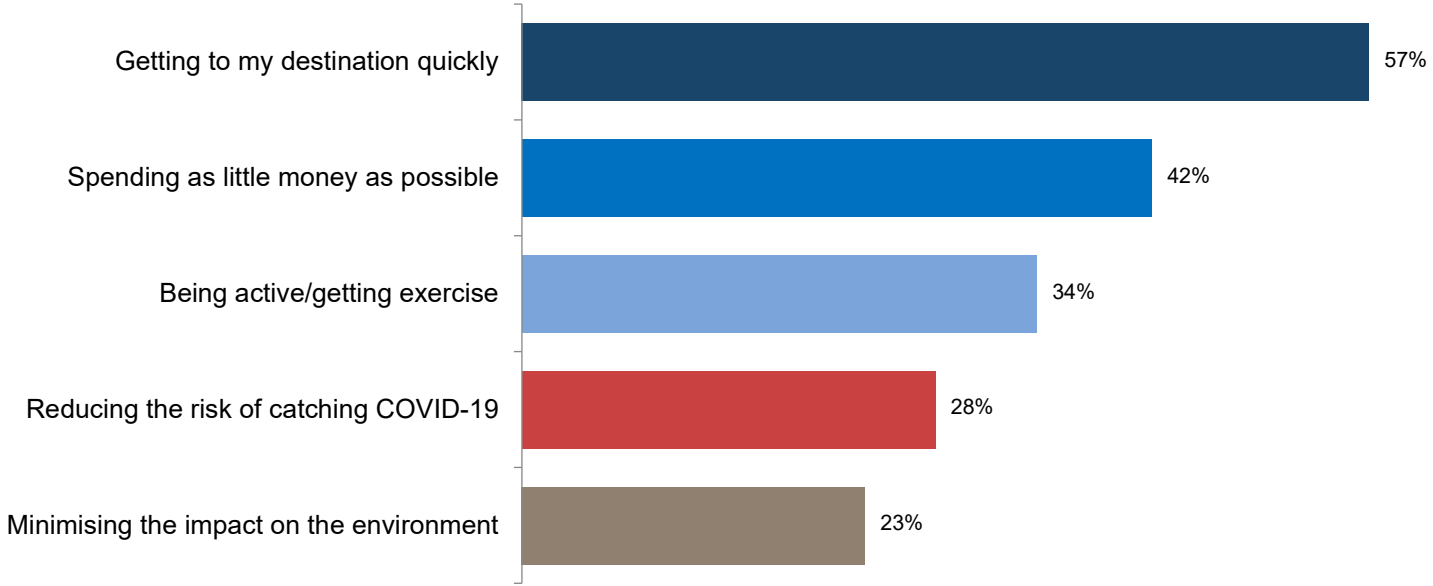


QCHOICE. How important to you, if at all, are each of the following considerations when choosing how to make a journey

Base: all adults 15+ in New Zealand – May 25 to May 30 2022 (n=1231)

Length of time and the price of travel are more important considerations for people when choosing how to make a journey than reducing the risk of catching COVID-19.

Most important factor (derived)



QCHOICE. How important to you, if at all, are each of the following considerations when choosing how to make a journey

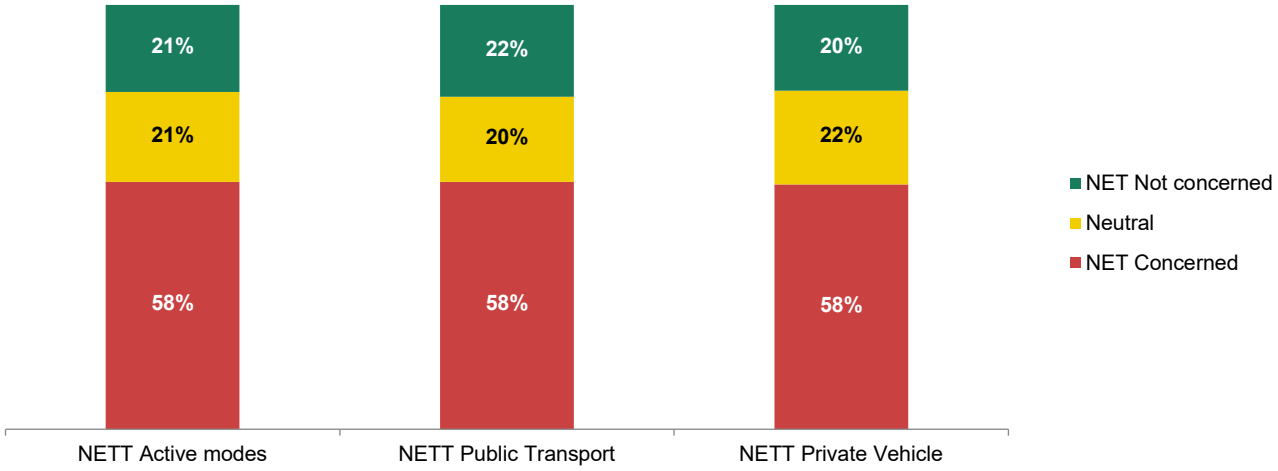
Base: all adults 15+ in New Zealand – May 25 to May 30 2022 (n=1228). Derived from respondents highest rated factor, multiple response from equally high factors.

Regardless of travel mode, the majority of New Zealanders are concerned about weather damage to roads.

Infrastructure concern (NETT all concerned)

57%

are concerned about recent weather damage to roads in areas where they need to travel



QPTUSE3. How personally concerned are you about each of the following?
Base: all adults 15+ in New Zealand

Section 4 – Behaviours

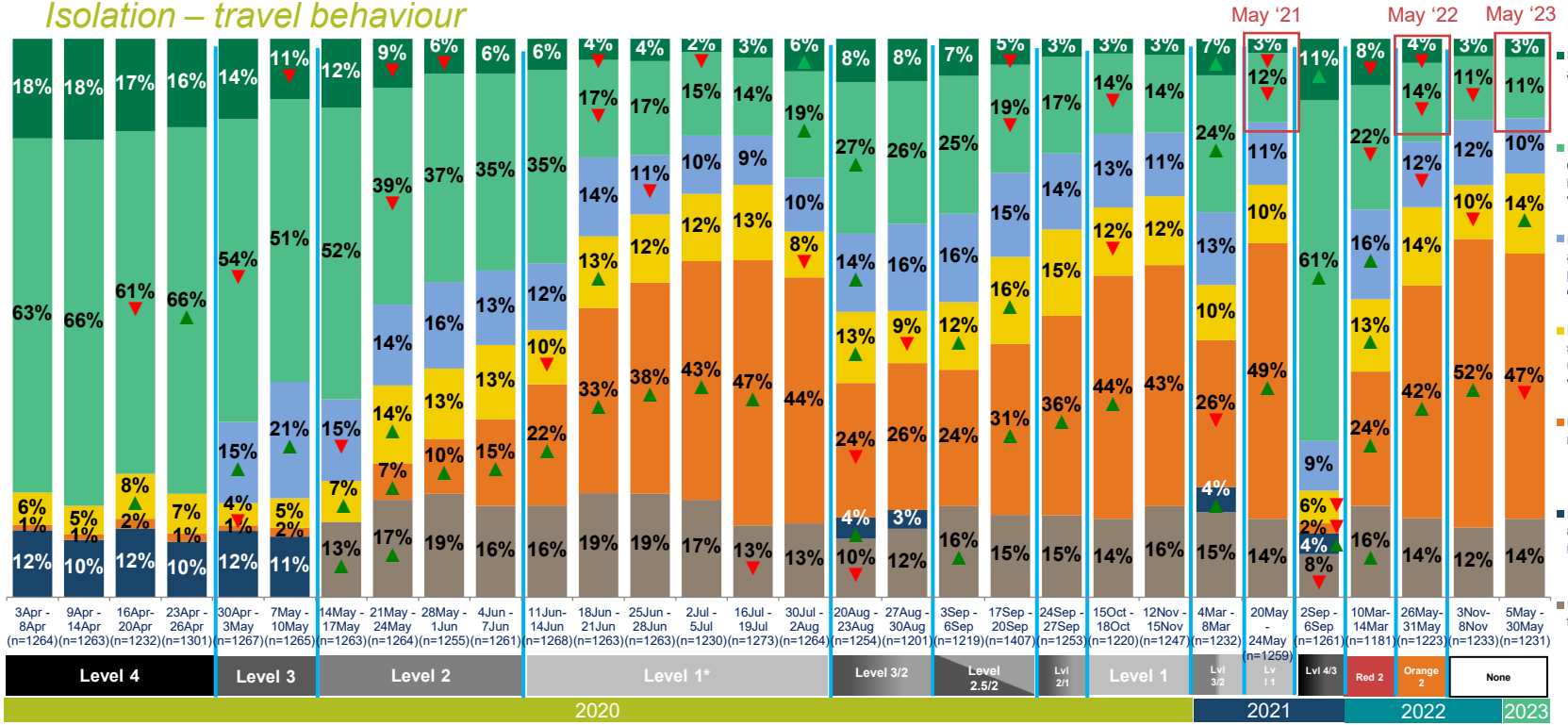
Key findings – behaviours

Waka Kotahi objective – how do general attitudes and fears impact transport usage?

- Rates of self-isolation remained consistent with November 2022 at around 14%.
- We now have three consecutive years of late-May measurements, each showing similar levels of self-isolation under comparable conditions.
- May 2021 saw 15% self-isolating under Level 1 conditions, May 2022 saw 18% under orange traffic light conditions and May 2023 saw 14% self-isolating with no restrictions in place.
- This may represent a ‘new normal’ for this sort of behaviour during winter months.
- There was a small increase in COVID related isolation behaviours compared to November, with more remaining home to avoid COVID risk and some isolating because of a positive case in their household.
    - This may relate to greater risk of transmission in the winter months when compared with November, but it should also be noted that the self-isolating population is small so greater variance may be normal.
    - The proportion self-isolating for non-COVID reasons remains consistent, at around 1.4% of all New Zealanders.

Self-isolation behaviour is as common as it was in November, with very few New Zealanders indicating that they are limiting their travel.

Isolation – travel behaviour

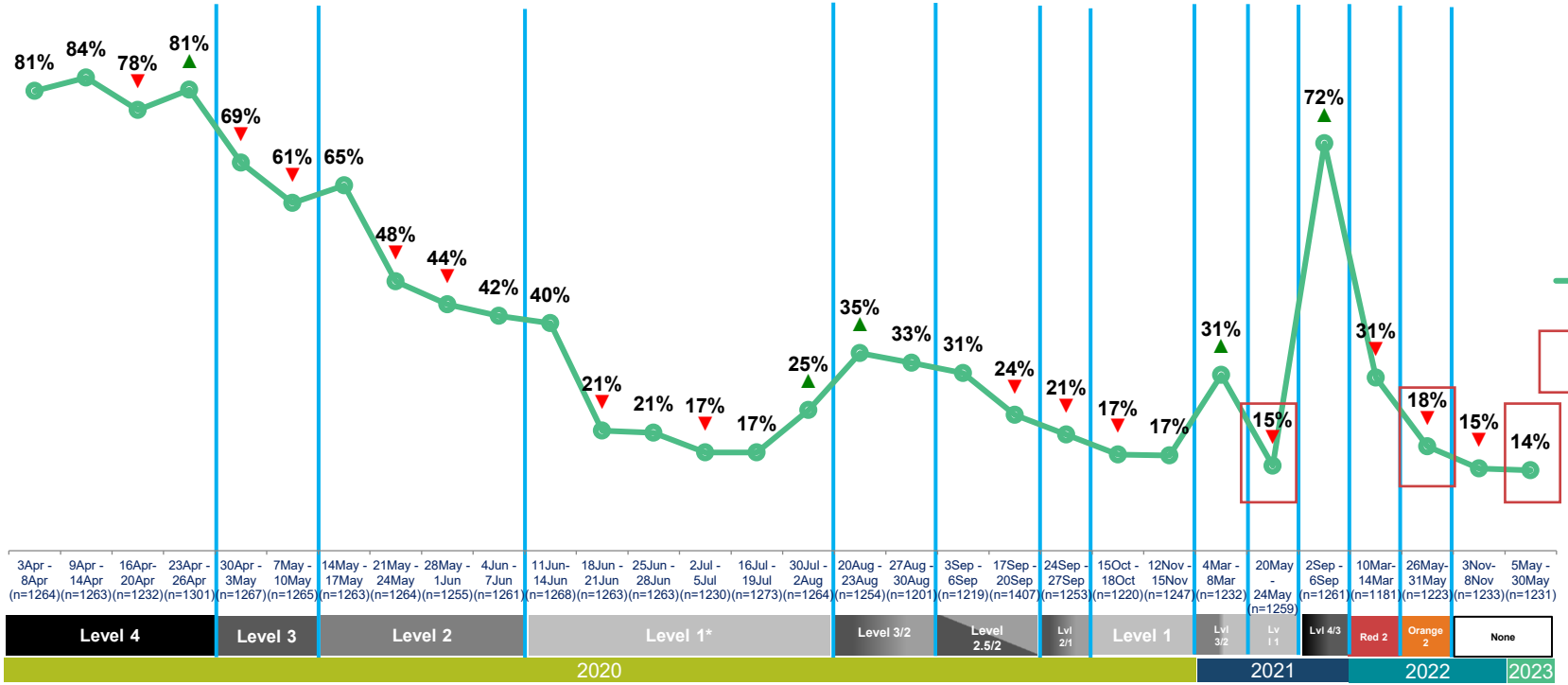


ISO_1_TRAVEL Which, if any of the following best describes your approach to leaving the house over the last week, excluding for exercise?

*Base: all adults 15+ in New Zealand *fieldwork frequency decreased from weekly during Level 1*

This is the first time since 2022 where a significant decline in self-isolation behaviour compared to the preceding wave was not recorded

Self-isolation over time – all at least partially self-isolating



ISO_1_TRAVEL Which, if any of the following best describes your approach to leaving the house over the last week, excluding for exercise?

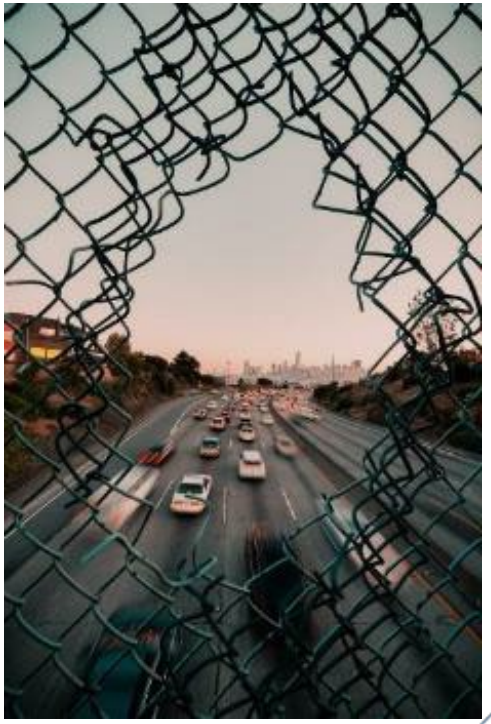
*Base: all adults 15+ in New Zealand *fieldwork frequency decreased from weekly during Level 1*

Section 5 – Journeys and mode usage

Key findings – local and domestic journeys

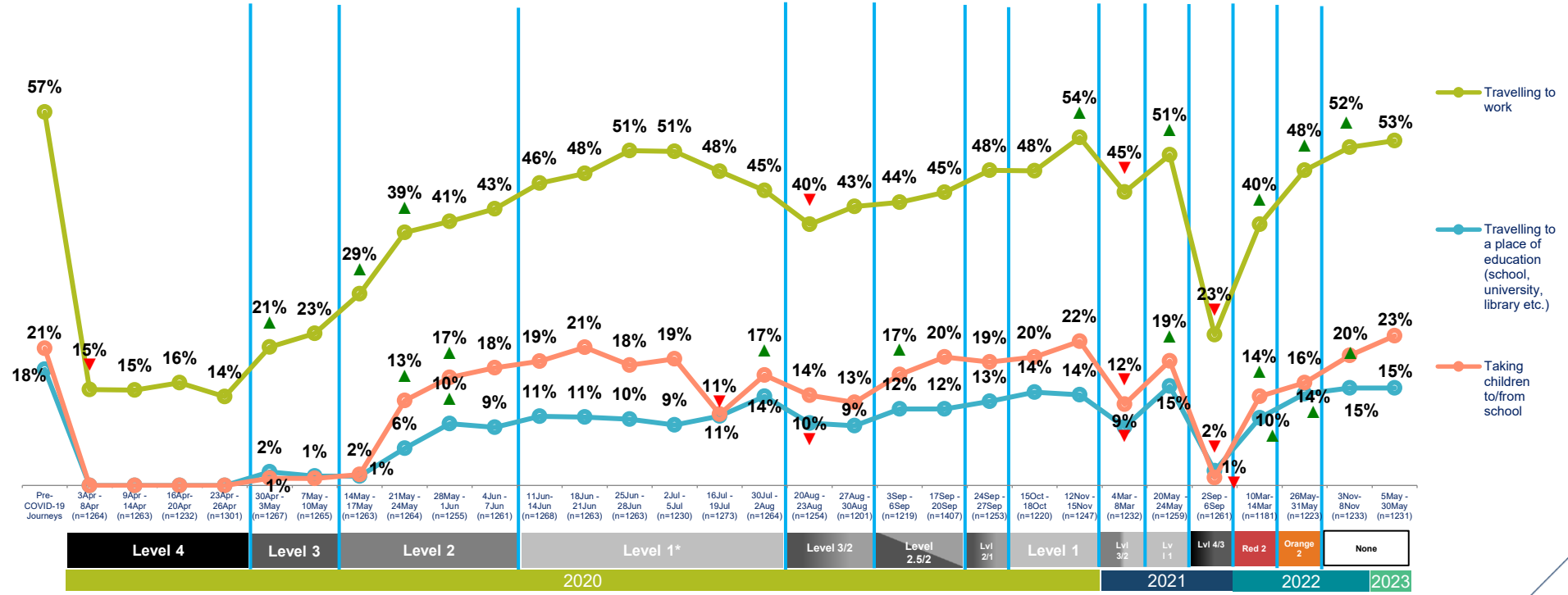
Waka Kotahi objective – how is travel changing?

- To understand how travel is changing across the COVID-19 risk levels, we have been tracking changes in journeys made at a local and national level as and when they have been permitted under lockdown conditions.
- As in November, journeys to take children to and from school are reported at the same rate as in the pre-COVID benchmark and weekly shopping has increased significantly to close to pre-COVID levels, but other journeys have not quite yet recovered.
    - The proportion reporting travelling to work in the past week is still 4 percentage-points lower than in the pre-COVID benchmark.
    - Care trips and those for medical appointments also remain lower than in the benchmark, indicating that the frequency of these was perhaps overstated.
- Education trips are also yet to fully recover.
    - The contribution of these trips to transport network traffic appears to decline over the course of the week, with the proportion studying declining gradually from Monday to Friday, as well as those studying later in the week a little more likely to do so remotely.
- As in November, the number of weekly travellers by each mode is comparable to rates before March 2020, even for public transport.
- Trains, ferries and buses all have at least as many people reporting weekly usage as pre-COVID. However, it remains the case that the number of *days travelled* by these modes is much lower than in the pre-COVID benchmark, suggesting there are still fewer trips using these modes.



There are now as many NZers taking children to/from school as before COVID. Work travel has not yet matched this level and neither have education trips.

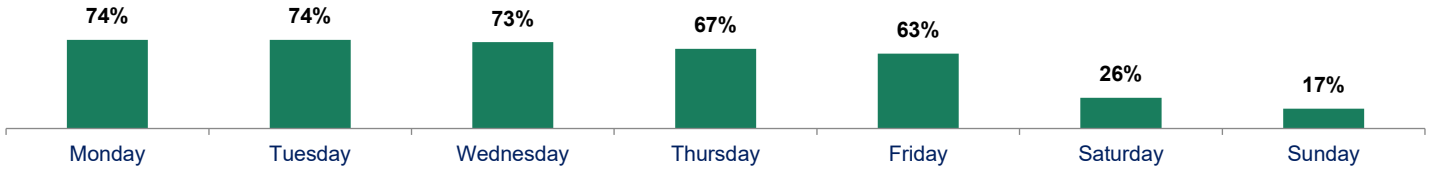
Frequent essential journeys



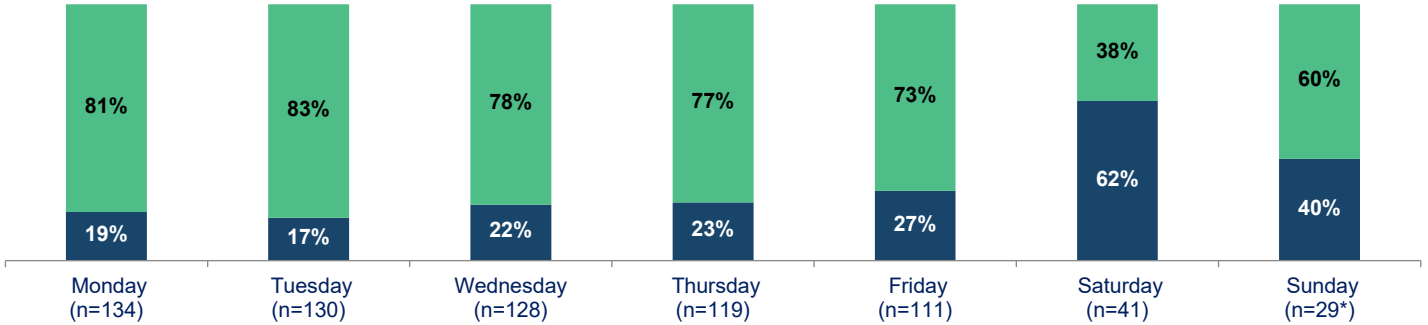
QJOURNEY1/QJOURNEY. Which, if any of the following types of journeys would you have made in a normal week (eg, in February this year)? And which, if any of the following types of journeys did you make during the last seven days? *Base:all adults 15+ in New Zealand in Benchmark: (n=3,759); Wave 1–29 (n= between 1,181–1,407)*

Education related traffic on transport networks appears to decrease through the week, with fewer studying and more in remote learning in the latter part of the week.

NET studying on this day



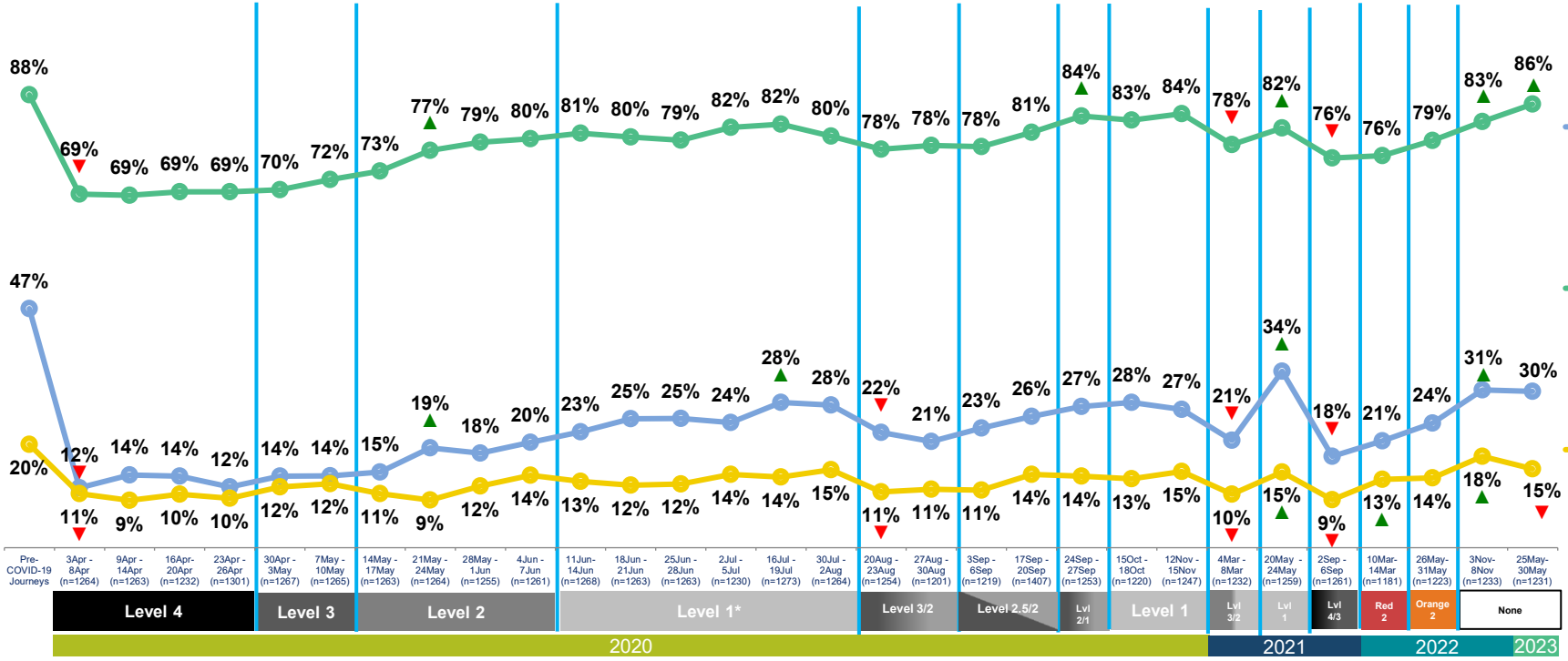
Proportion travelling to school/university or other place of study – typical week



QEDUC_TRAVEL. In a typical week, on which days do you tend to travel to a place of education or study (including school, university, a library or any other site that you visit for education and training purposes)?
Base: All travelling for education purposes in past week (n=183), all who study on each day (base in x-axis)
**note small base (n<30) interpret with caution*

The proportion of weekly grocery shoppers has steadily increased since May ’22 but reported care trips & medical appointments remain below claimed pre-COVID levels.

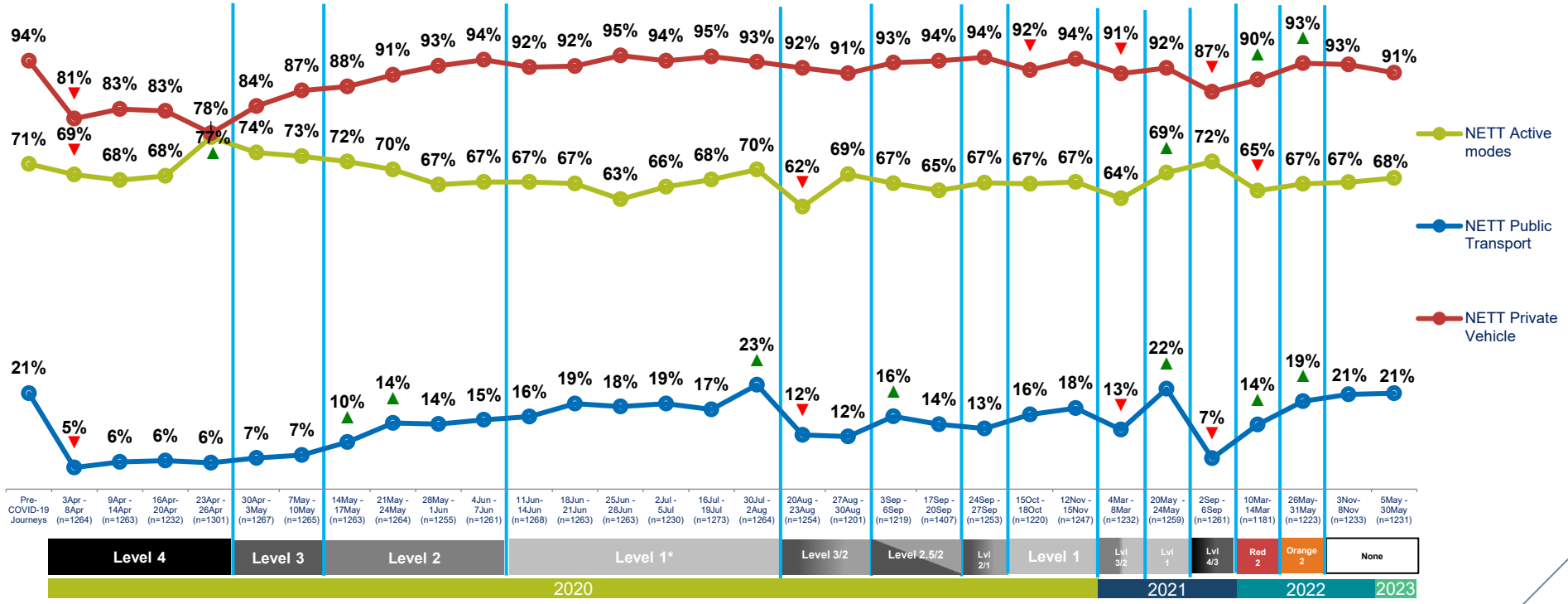
Less frequent essential journeys



QJOURNEY1/QJOURNEY. Which, if any of the following types of journeys would you have made in a normal week (eg, in February this year)? And which, if any of the following types of journeys did you make during the last seven days? *Base:all adults 15+ in New Zealand in Benchmark: (n=3,759); Wave 1–30 (n= between 1,181–1,407)*

Reported weekly usage of all modes remains consistent with November and comparable to stated pre-COVID levels.

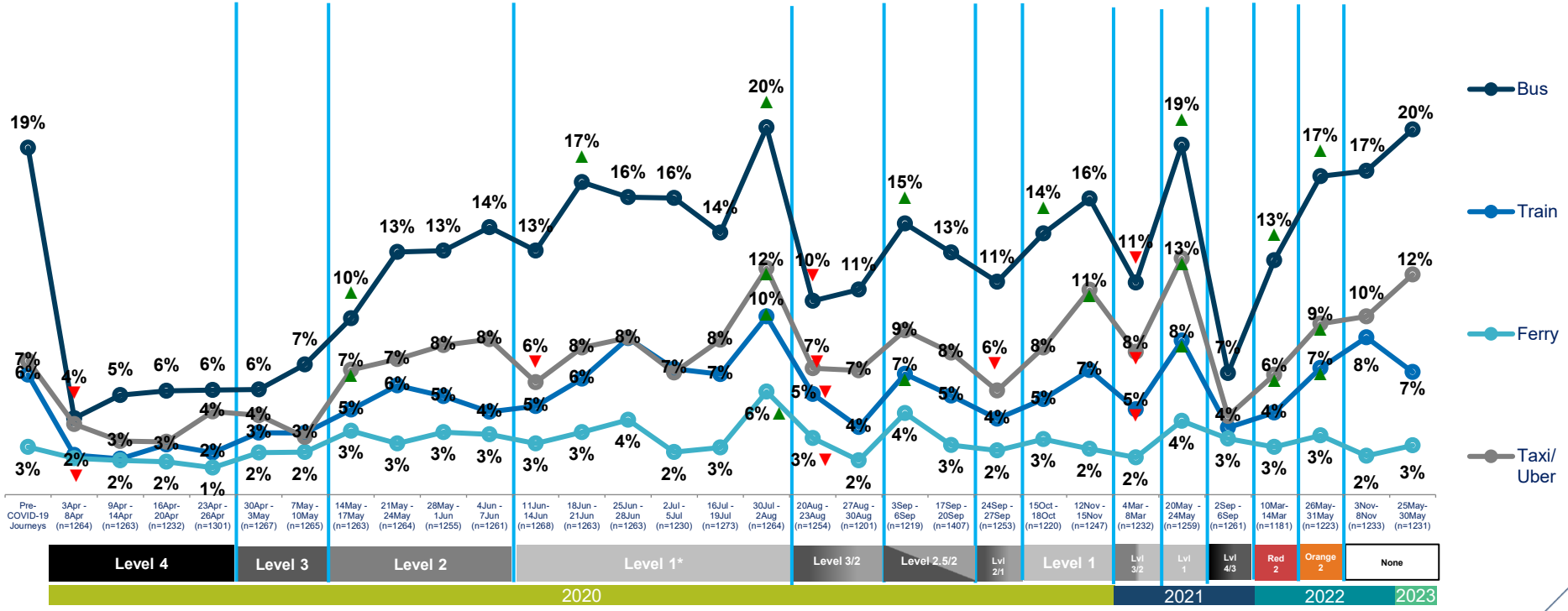
Changes in mode usage by wave – national



QFREQ1/QFREQ2 –And in the course of a normal week, **on how many days** would you normally travel via each of the methods listed below? And during the past seven days, **on how many days** have you travelled via each of the modes listed below? *Base: all adults 15+ in New Zealand in Benchmark: (n=3,759); Wave 1–30 (n= between 1,181–1,407)*

Within public transport, reported weekly usage of buses, trains and ferries are all consistent with pre-COVID levels, while Taxi/Uber use remains higher.

Changes in mode usage by wave – PT



QFREQ1/QFREQ2 –And in the course of a normal week, **on how many days** would you normally travel via each of the methods listed below? And during the past seven days, **on how many days** have you travelled via each of the modes listed below? *Base: all adults 15+ in New Zealand in Benchmark: (n=3,759); Wave 1–30 (n= between 1,181–1,407)*

However, it remains the case that those travelling by public transport report using those modes about half a day less than they used to before COVID

Bus and train frequency over time: among users

QFREQ2 –And during the past seven days, **on how many days** have you travelled via each of the modes listed below?

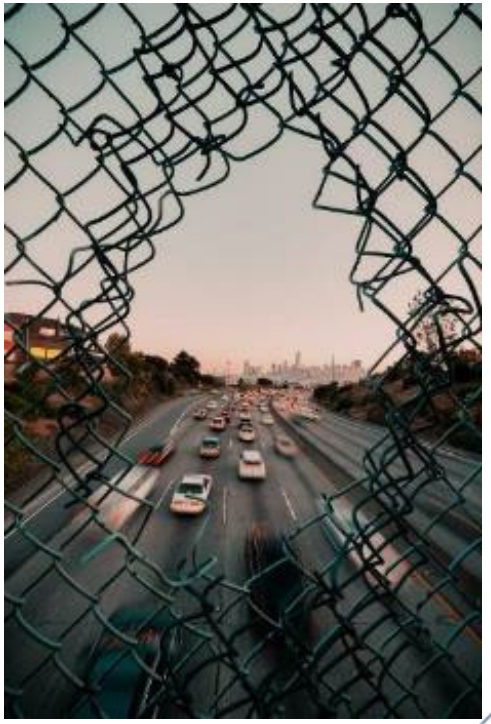
Base: all adults 15+ in New Zealand in who used each mode in the past week: Wave 1–30 (n= between 1,181–1,407)

Section 6 – Public transport

Key findings – public transport

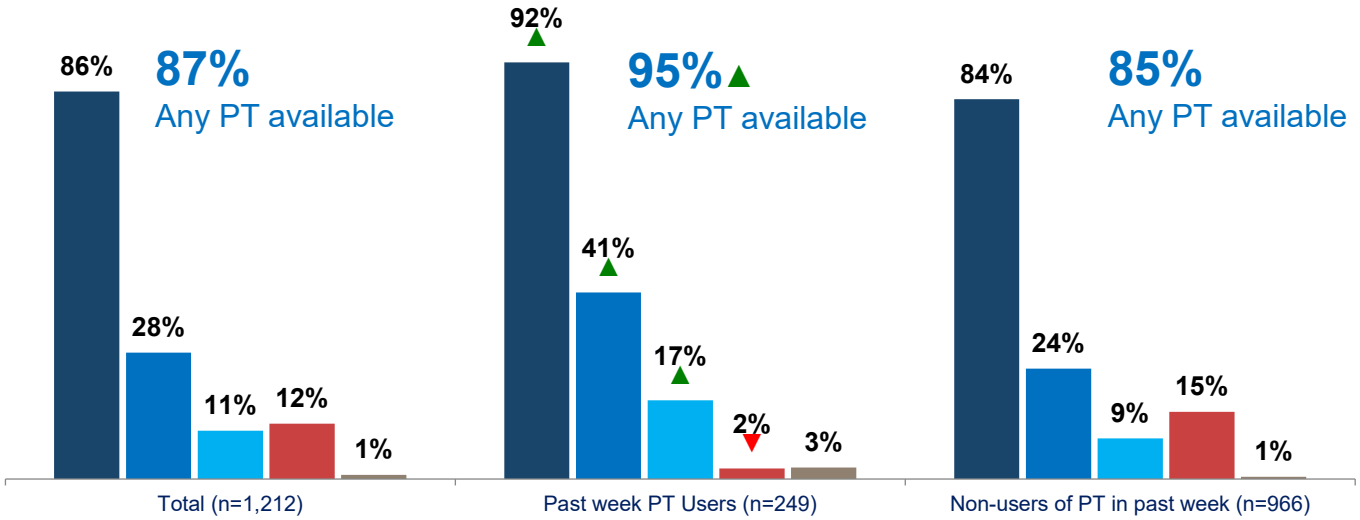
Waka Kotahi objective – how and why is travel changing?

- As was the case with the last fieldwork period in November, almost nine in ten New Zealanders have access to at least a local bus service. However, PT usage is more likely if trains and ferries are also available.
- Out of people who have access to PT services, the majority state that less than half of these modes of travel are a realistic option for their journeys.
- Stable with November, reduced need remains the most-cited reason for why public transport usage has decreased, while service crowding and disruption significantly increased as a reason for decreased public transport usage.
- At a total population level, one in ten New Zealanders use PT less than before COVID-19 because they say they need it less.
- There has been an upward trend in people citing services not being reliable enough, not running regularly enough, as well as a shift to private transport usage as reasons for using PT less.
- Half-price fares remaining and the reliability of services have significantly increased as reasons for using PT more. Meanwhile risk of COVID-19 is less likely to be considered as a factor.
- There has been a significant increase in those citing the end of half price fares as a trigger for reducing PT usage.



It remains the case that almost 9-in-10 NZers have access to at least a local bus service. However, PT usage is more likely if trains and ferries are also available.

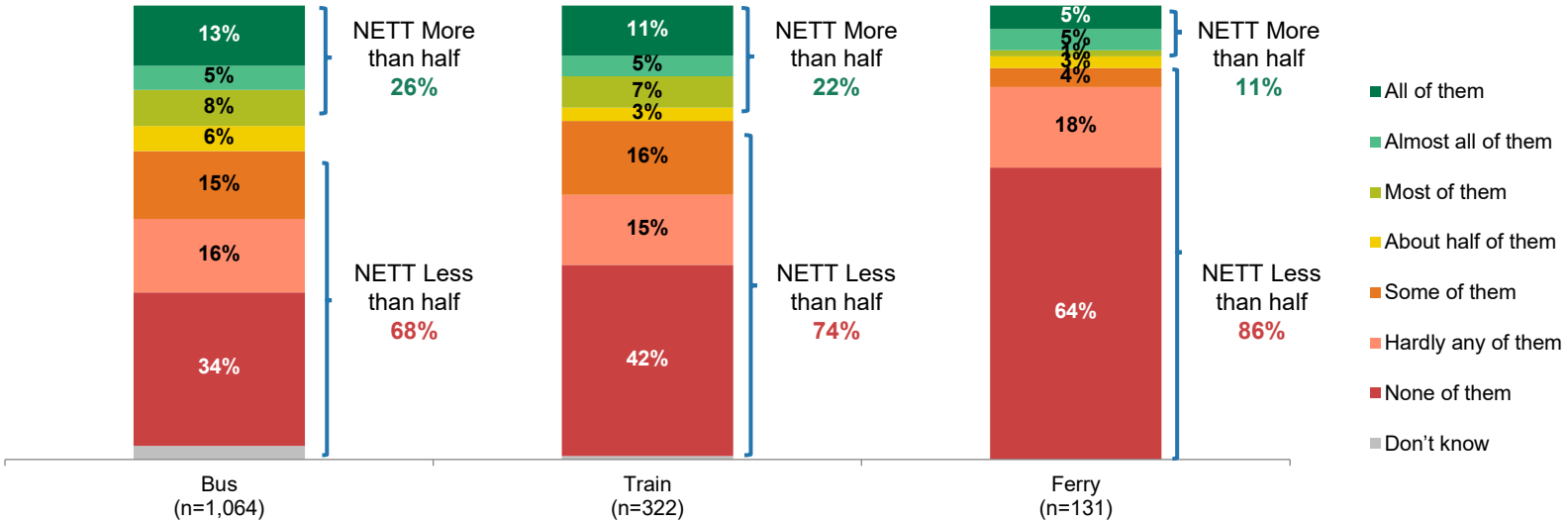
Availability of PT modes



QAVAIL Which, if any of the following forms of public transport are available to people in your local area?
Base: All adults 15+ in New Zealand

Those who have access to PT services claim that less than half of their journeys could be undertaken using public transport.

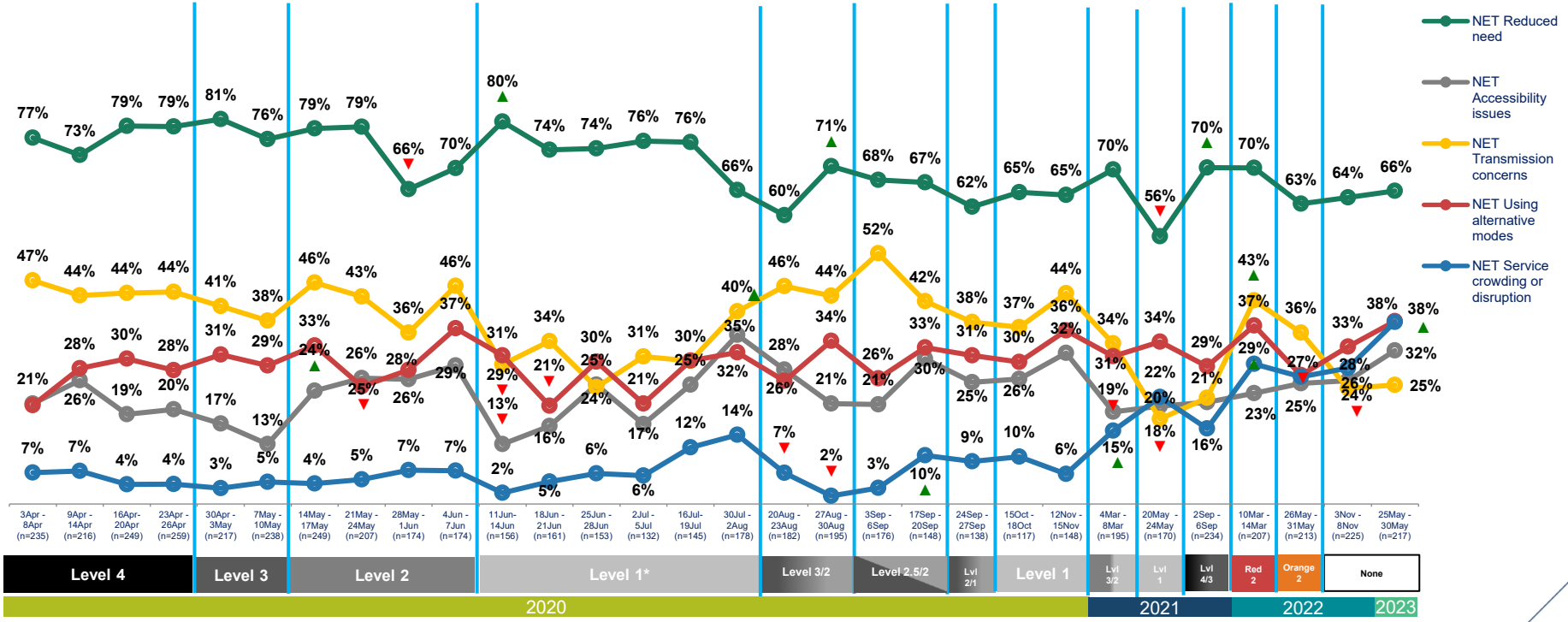
Realistic options for journeys by mode of transport



JM53 Consider the forms of transport available to you in the past week. To what extent were each of these modes of travel a realistic option for you for the journeys that you had to take?
Base: All who say that each service is available in their area (base in x-axis)

Reduced need remains the most-cited reason for why public transport usage has decreased, while service crowding and disruption significantly increased as a reason.

Reasons for decrease in PT activity amongst people who used PT pre-covid



QDEC - For which, if any of the following reasons, has your use of public transport decreased?

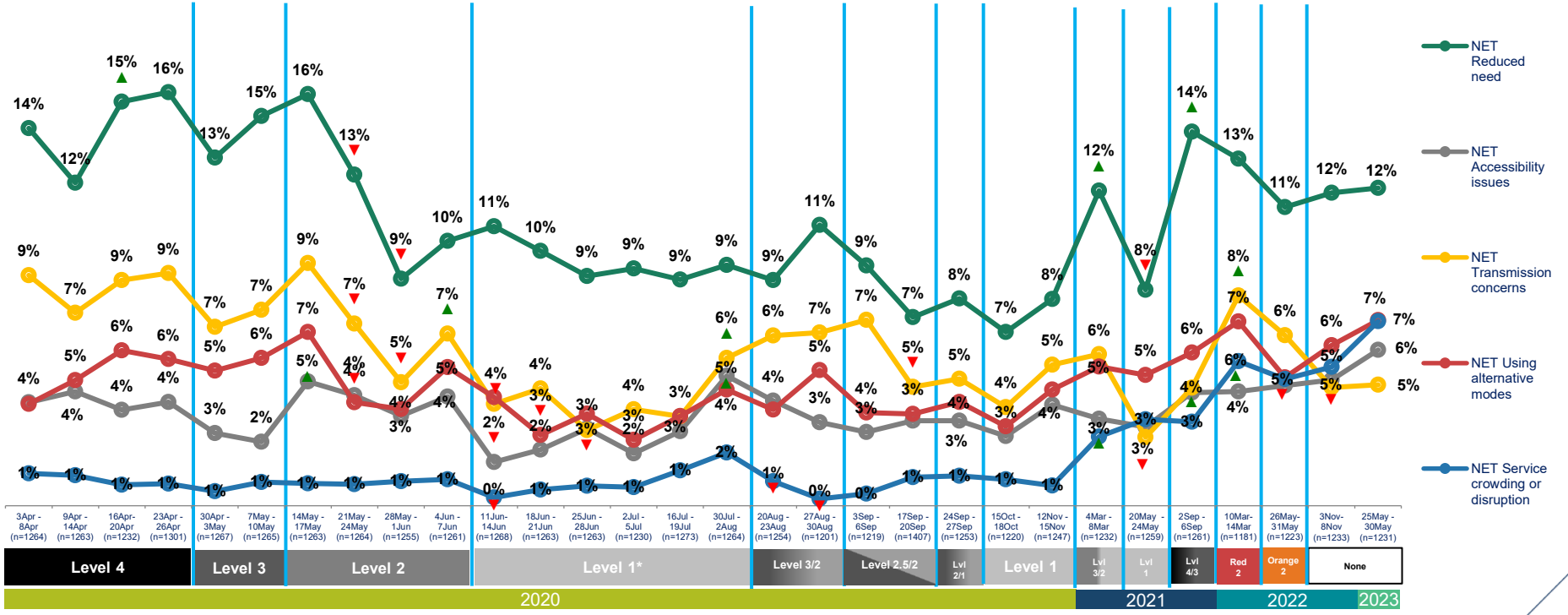
Base: all decreasing PT usage in past week compared to March 2020

▲ Indicates a statistically significant increase from previous time period

▼ Indicates a statistically significant decrease from previous time period

At a total population level, 1-in-10 NZers use PT less than before COVID because of reduced need; while service crowding or disruption increased from November.

Reasons for decrease in PT activity – total population level

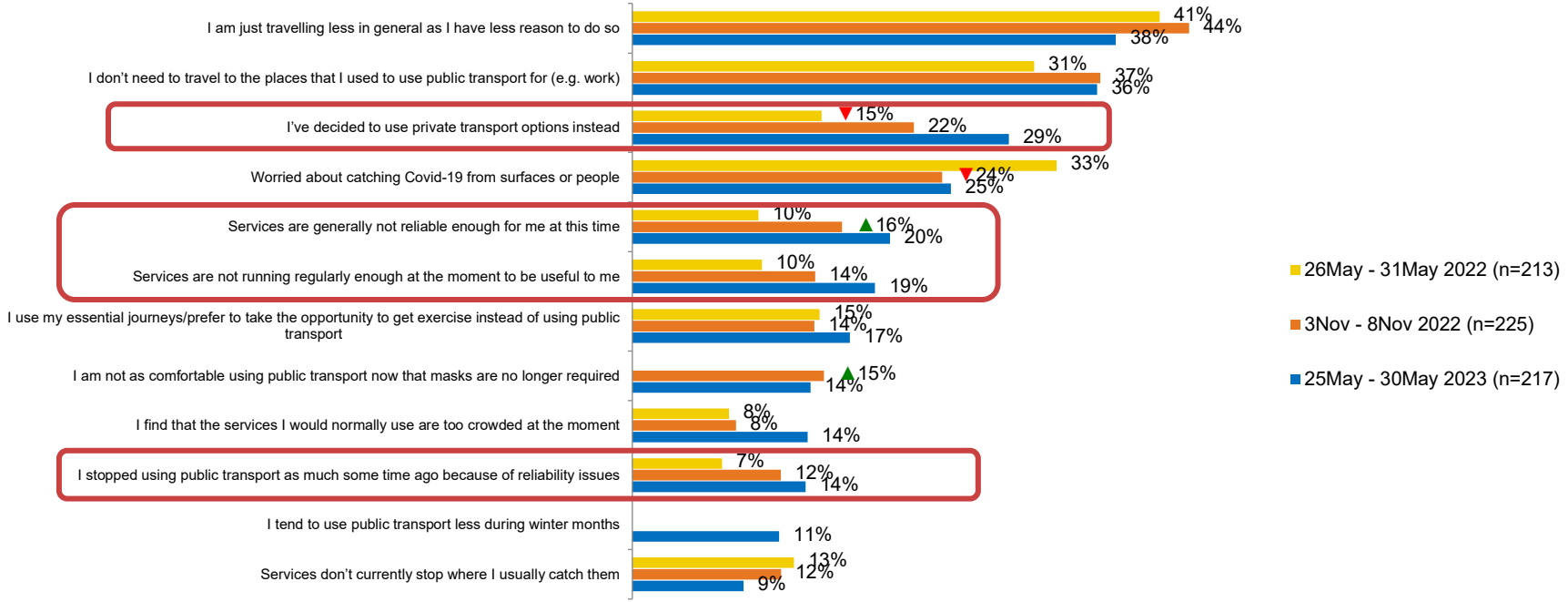


QDEC - For which, if any of the following reasons, has your use of public transport decreased?

Base: all decreasing PT usage in past week compared to March 2020

Upward trend continues for services not being reliable enough, not running regularly enough and a shift to private transport usage as reasons for using PT less.

Reasons for decrease in PT activity

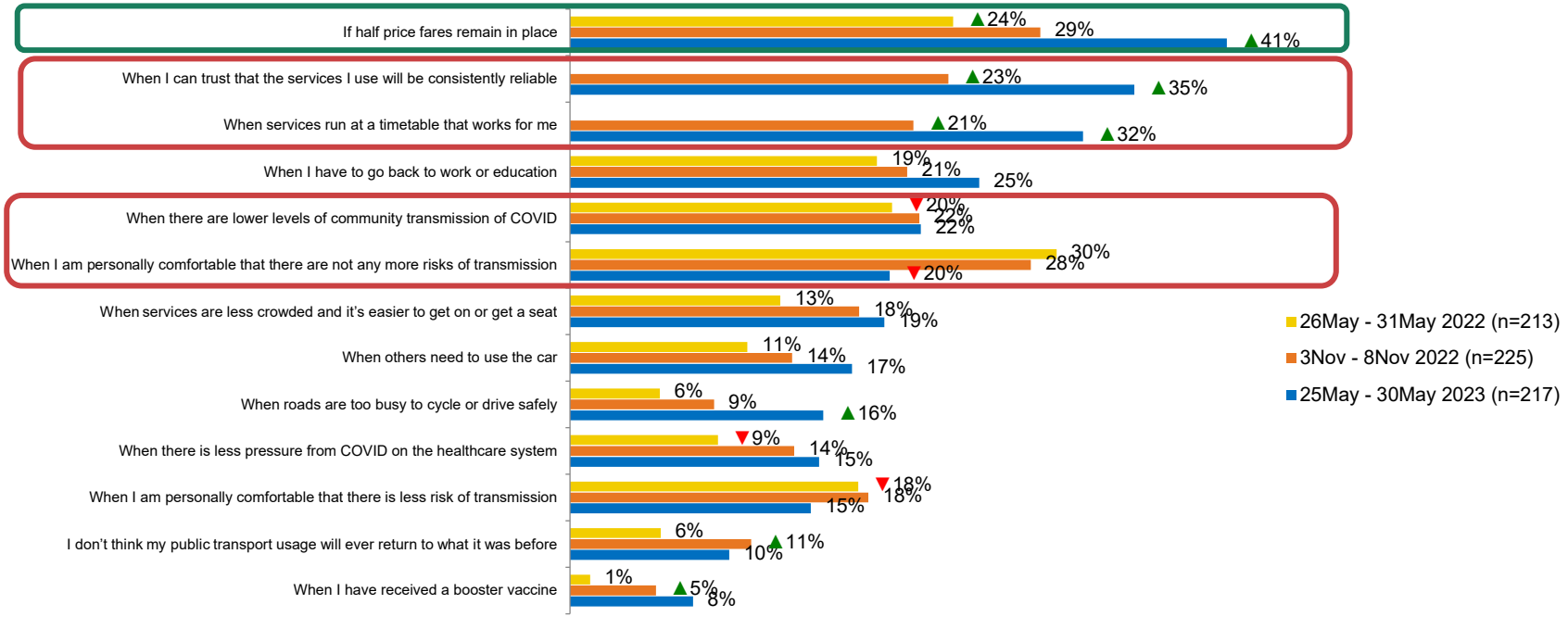


QDEC For which, if any of the following reasons, has your use of public transport decreased?

Base: All who have decreased PT usage in past week compared to pre-lockdown frequency - NB any reasons selected by <9% in May '23 suppressed from analysis

Half price fares remaining and reliability of services have significantly increased as reasons for returning to PT. Risk of COVID-19 is less likely considered to be a factor.

Triggers for return to PT usage

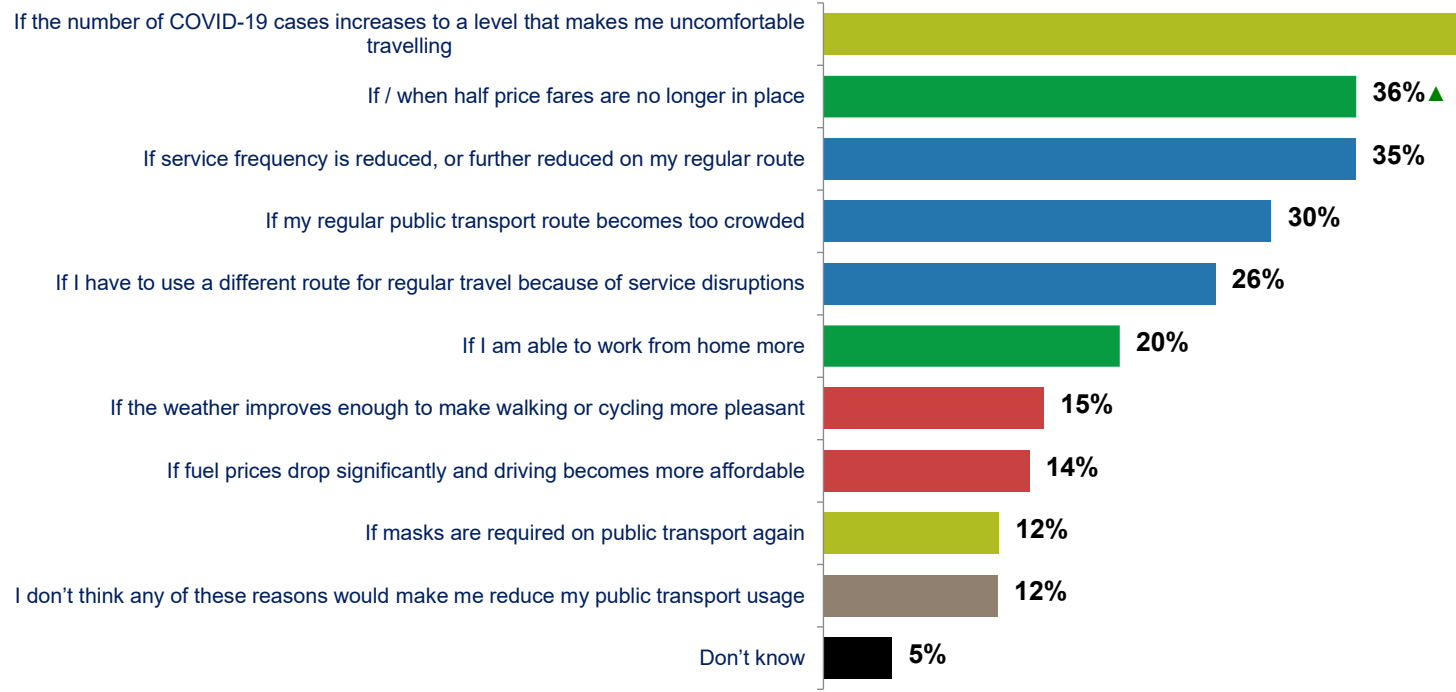


QDEC2 Which, if any of the following would encourage you to start using public transport as much as you used to?

Base: All who have decreased PT usage in past week compared to pre-lockdown frequency - NB any reasons selected by <9% in May '23 suppressed from analysis

There has been a significant increase in those citing the end of half price fares as a trigger for reducing PT usage.

Triggers for reducing to PT usage – among past week PT users



53%
COVID-related

55%
Service disruptions, crowding or reduced services

25%
Improvement in active mode or Private vehicle conditions

QDEC3 Which, if any of the following might cause you to use public transport less?
Base: All past week PT Users (n=485)

Section 7 – Journeys for work and education

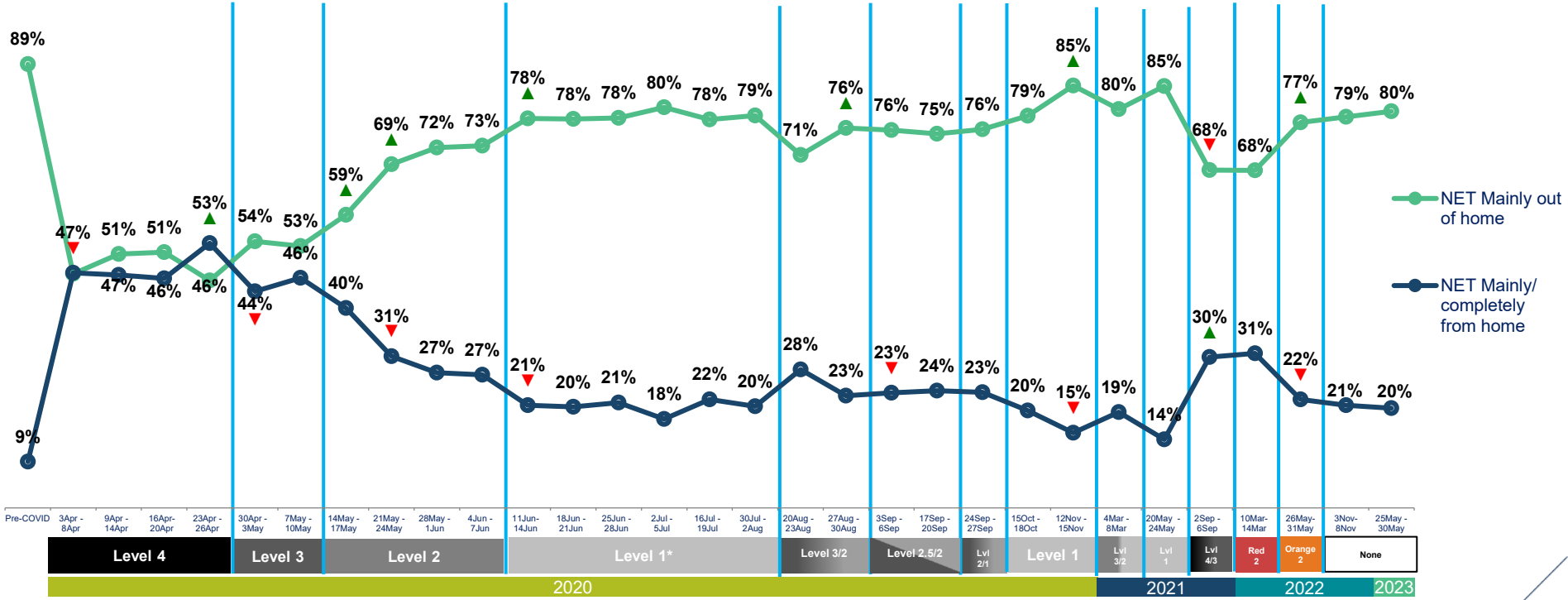
Key findings – journeys for work and education

Waka Kotahi objective – understanding behaviour change

- The proportion of people who work mainly or completely from home remains stable at 20%, more than double the rate of pre-COVID times.
- As the week progresses, the proportion of people working on each day decreases for both pre-COVID and in the past week.
- As the week progresses, the proportion of workers who work from home is 6-11 percentage points higher than it would have been pre-COVID.
- The proportion of people who travel for work or study decreases as the week progresses.

The proportion working mainly/completely from home remains stable from November, at levels still double that pre-COVID.

Proportion working in and out of home by survey wave

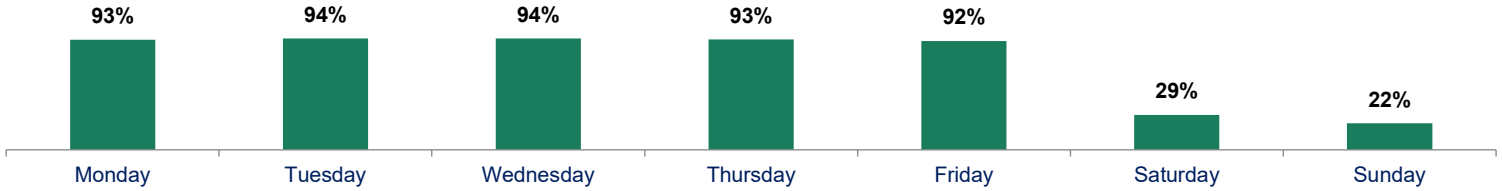


QWORK1A/QWORK2A: And prior to any public health alert or lockdown, where did you mainly work? And where do you *currently* work?

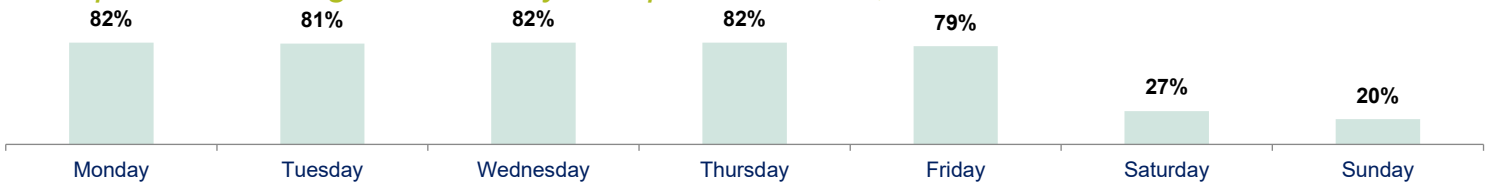
Base: all adults 15+ who are usually working

The proportion of people working on each day decreases as the week progresses for both pre-COVID and past week measures.

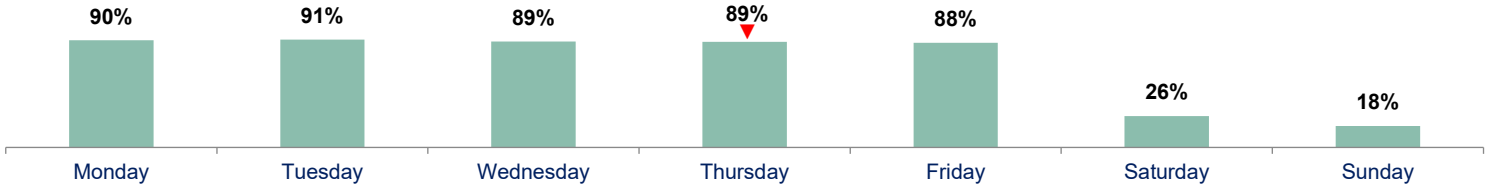
Proportion working on each day – pre-COVID



Proportion working on each day – September 2021, Delta outbreak



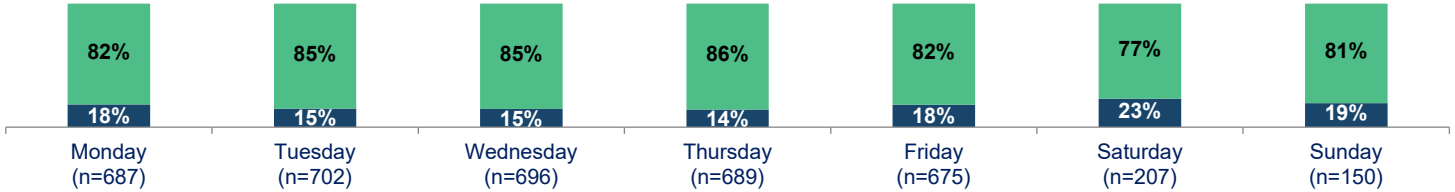
Proportion working on each day – past week



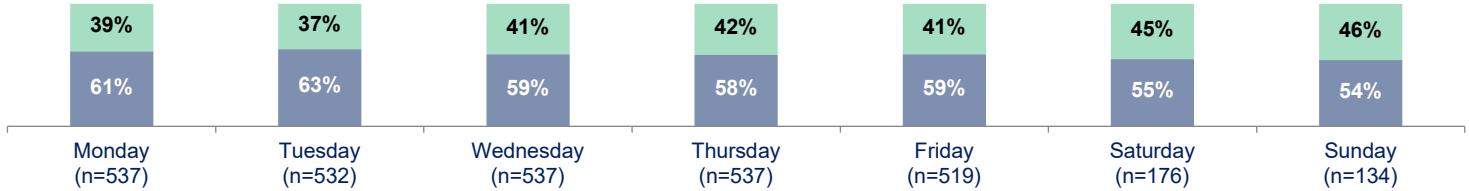
QWORK2E_NEW_A QWORK2E_NEW. Thinking about the last week, for each day, please state your current work travel arrangements:
Base: All working adults 15+ in New Zealand in wave 26 (2 Sep-6 Sep 2021), Wave 30 (25 May-30 May 2023)

On each week-day, the proportion of workers working from home is 6-11 percentage points higher than it would have been pre-COVID

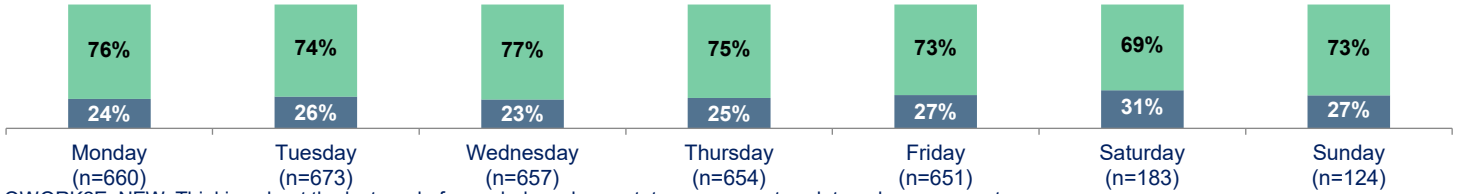
Share of workforce working from home on each day – pre-covid



Share of workforce working from home on each day – September 2021, Delta outbreak



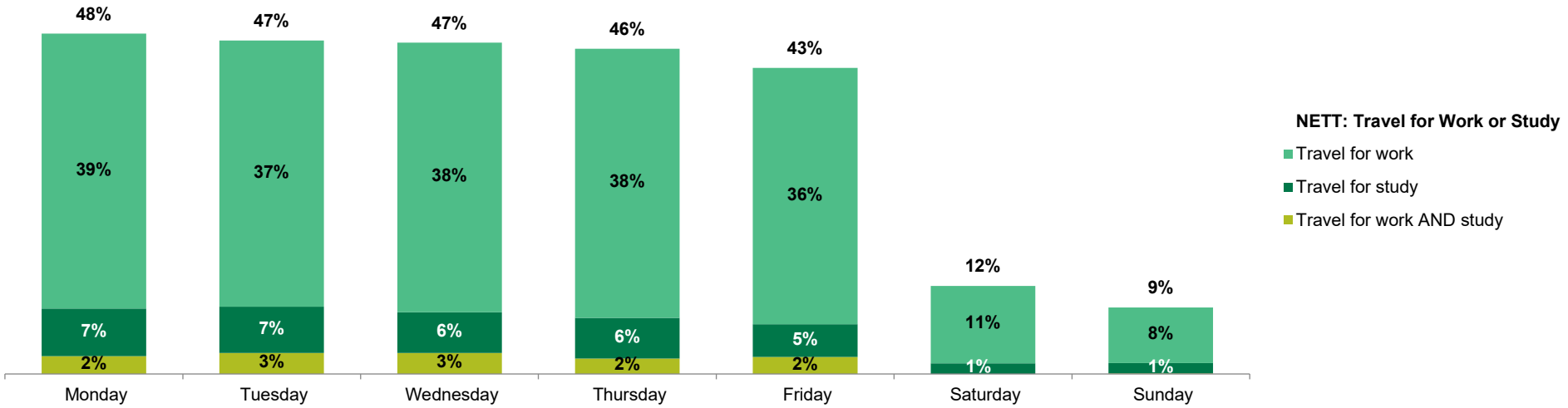
Share of workforce working from home on each day – past week



QWORK2E_NEW. Thinking about the last week, for each day, please state your current work travel arrangements:
Base: All working adults 15+ in New Zealand on each day of the preceding week in wave 26 (2 Sep-6 Sep);

On each week-day, the proportion of workers who travel for work or study decreases as the week progresses.

Proportion of New Zealanders commuting for work or study each day – past week



QWORK2E_NEW. / QEDUC_TRAVEL Thinking about the last week, for each day, please state your current work travel arrangements. In a typical week, on which days do you tend to travel to a place of education or study (including school, university, a library or any other site that you visit for education and training purposes)?

Base: All adults 15+ in New Zealand in wave 30 (25-30 May), n=1,231)

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