



Waka Kotahi COVID-19 transport impact

Fieldwork waves 1 to 16 deep dive analysis – walking and cycling
Regional active mode travel

18 August 2020

Disclaimer

This presentation is based on research currently being undertaken by Ipsos on behalf of Waka Kotahi NZ Transport Agency. In order to support an agile response to the unfolding COVID-19 pandemic, we are releasing regular key insights from the preliminary findings prior to this work being finalised. Please note that these deliverables have not yet been through a formal peer review process and the findings should be considered as draft

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.

Report content

COVID-19 transport impact

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Section 1 – About this research

COVID-19 transport impact study purpose and design

Description

- Continuous monitor to assess impact of COVID-19 on New Zealanders' transport choices
- Investigates how **transport choices, attitudes and perceptions** are changing
- Help to understand, respond and influence future travel habits

Study design

- Online 15 minute quantitative survey of a nationally representative sample
- Sample of about 1,260 (15+ year olds), including those with disability

Running weekly

Since Friday 3 April (alert level 4 began Thursday 26 March)

Published online: www.nzta.govt.nz/covid-19-impacts-on-transport



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 weekly* basis

- such as trip frequency and journey type changes.

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

- such as different employment types (work from home, essential workers, etc.), vulnerable groups (elderly, immune compromised, etc), DHB, etc.

To provide weekly* updates in a timely fashion so actions and planning can respond to the evolving situation.

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.

Without regularly updated knowledge on **what people are thinking and feeling**, and **why they are choosing** to travel the way they do, we won't be able to quantify how people are responding to COVID-19, and without this we won't know how best to respond and how we are able to influence travel habits.

- With regularly updated knowledge on COVID-19's impact, we can quantify how road usage and modal choice is changing, and we will know how to respond and influence future travel habits.

*From wave 14, fieldwork and reporting shifted to bi-weekly to account for limited shifts occurring in level 1.

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 weekly* sample of n=1259 per week, 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.

*From wave 14, fieldwork and reporting shifted to bi-weekly to account for limited shifts occurring in level 1.

There will be **three types of outputs** available:

- 1) Online dashboard results delivered through Harmoni
 - with the ability to manipulate, interrogate and export the data according to your areas of interest.
- 2) Weekly* overview power point report
 - benchmark and longitudinal summary of key data points
 - including extra analysis based on topical questions.
- 3) An infographic of key data points
 - visual representative of results for ease of access.



Example: Harmoni dashboard page

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, etc.

Report notes (i)

Key information to note for this report

- This report is based on sixteen waves of fieldwork, see table ►
- The sample for this report is presented in a number of ways, including as a combined sum of the first four fieldwork waves, combined sum of waves 5 and 6, combined sum of waves 7, 8, 9 and 10, and combined waves 11, 12, 13, 14, 15 and 16 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 this year.
- At a total population level, significance testing indicated in this wave 16 report is based on a statistically significant shift of results between waves 1 to 16, as well as statistically significant shifts from combined level 4 alert results vs combined level 3 alert results vs combined level 2 alert results vs combined level 1 alert results to date.
- 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.

Wave	Dates of fieldwork	Alert level
1	Friday 3 April to Wednesday 8 April	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	
16	Thursday 30 July to Sunday 2 August	

Report notes (ii)

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.

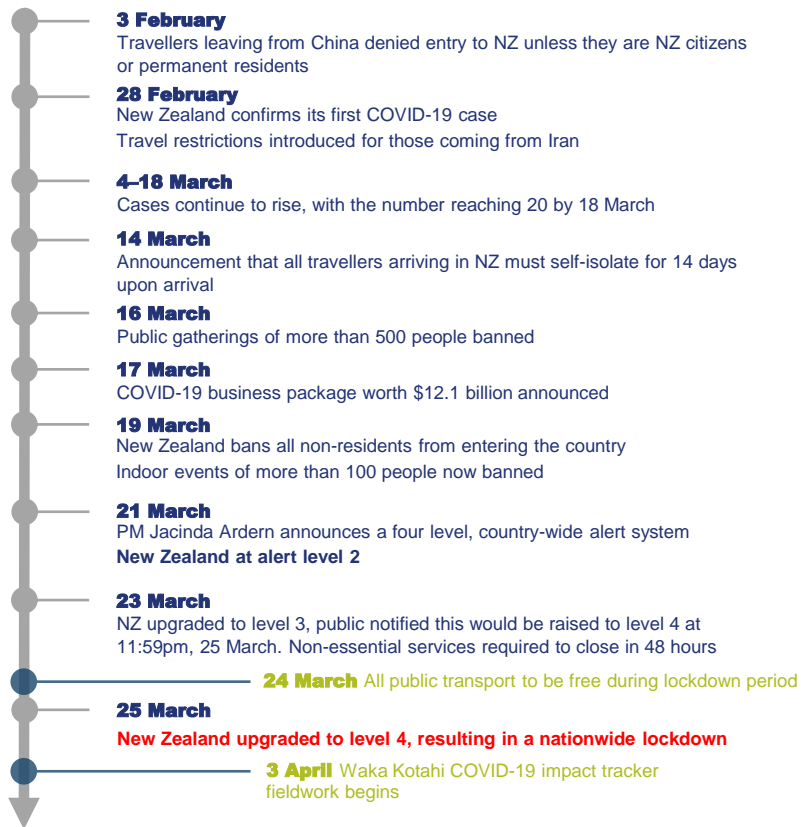
Sample structure and further definitions

	Definition	Waves 1 - 4		Waves 5 - 6		Waves 7 - 10		Waves 11 – 16	
		Sample	MoE*	Sample	MoE*	Sample	MoE*	Sample	MoE*
Total		n=5,060	1.38	n=2,532	1.95	n=5,043	1.38	n=7,561	1.13
Auckland	All in Auckland Region, including city and surrounding rural areas	n=1,324	2.69	n=662	3.81	n=1,324	2.69	n=1,964	2.21
Tauranga	All living in the city of Tauranga	n=400	4.9	n=200	6.93	n=400	4.9	n=599	4.0
Hamilton	All living in the city of Hamilton	n=400	4.9	n=200	6.93	n=400	4.9	n=600	4.0
Wellington	All in Wellington Region, including city and surrounding rural areas	n=684	3.75	n=418	4.79	n=799	3.47	n=1,129	2.92
Christchurch	All living in the city of Christchurch	n=400	4.9	n=200	6.93	n=400	4.9	n=601	4.0
Dunedin	All living in the city of Dunedin	n=398	4.91	n=200	6.93	n=392	4.95	n=607	3.98
Rest of NZ	All living in areas outside of those noted above	n=1,454	2.57	n=652	3.84	n=1,328	2.69	n=2,061	2.16
Disability, Vulnerability and COVID-19**									
Any Disability	See previous page	n=550	4.18	n=297	5.69	n=611	3.96	n=866	3.33
COVID-19 Vulnerable	See previous page	n=1,230	2.79	n=597	4.01	n=1,139	2.9	n=1,640	2.42
Aged 70 + years	All indicating that they are considered higher risk for COVID-19 as they are aged 70 or over	n=618	3.94	n=315	5.52	n=627	3.91	n=830	3.4

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



Deep dive analysis

Emergent stories and trends

- It is expected that with the constantly evolving nature of the COVID-19 pandemic, the changing alert levels governing public behaviour and emergent narratives impacting civil society discourse, the environment in which this research takes place will also be ever evolving.
- Deep dive analysis delivered as part of this research will enable questions to be answered outside of the core remit, and to periodically check in on societal variables and trends that may not be of interest every single week, but will speak to contextual changes and important landmarks in New Zealand's response to the COVID-19 overtime.
- Content included in the deep dive is generated from steering group requests.
- The emerging narratives in this deck are in places more complex than would warrant inclusion in the core report, included also are other narratives that may take on greater prominence later on when more responses are accumulated or when alert levels are changed.

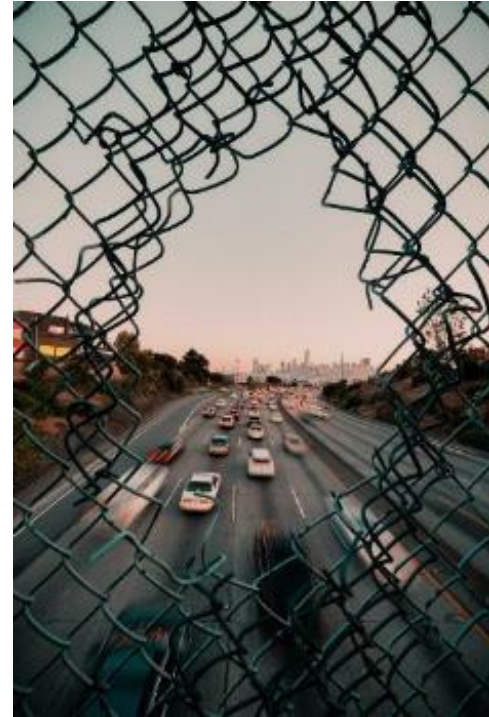
The background image shows a park scene with people engaged in outdoor activities. In the foreground, a person is walking away from the camera, carrying a bag. In the middle ground, two people are riding bicycles. The scene is set in a lush, green park with trees and a clear sky. A diagonal blue overlay is present on the right side of the image.

Section 2 – Context

Key findings – context

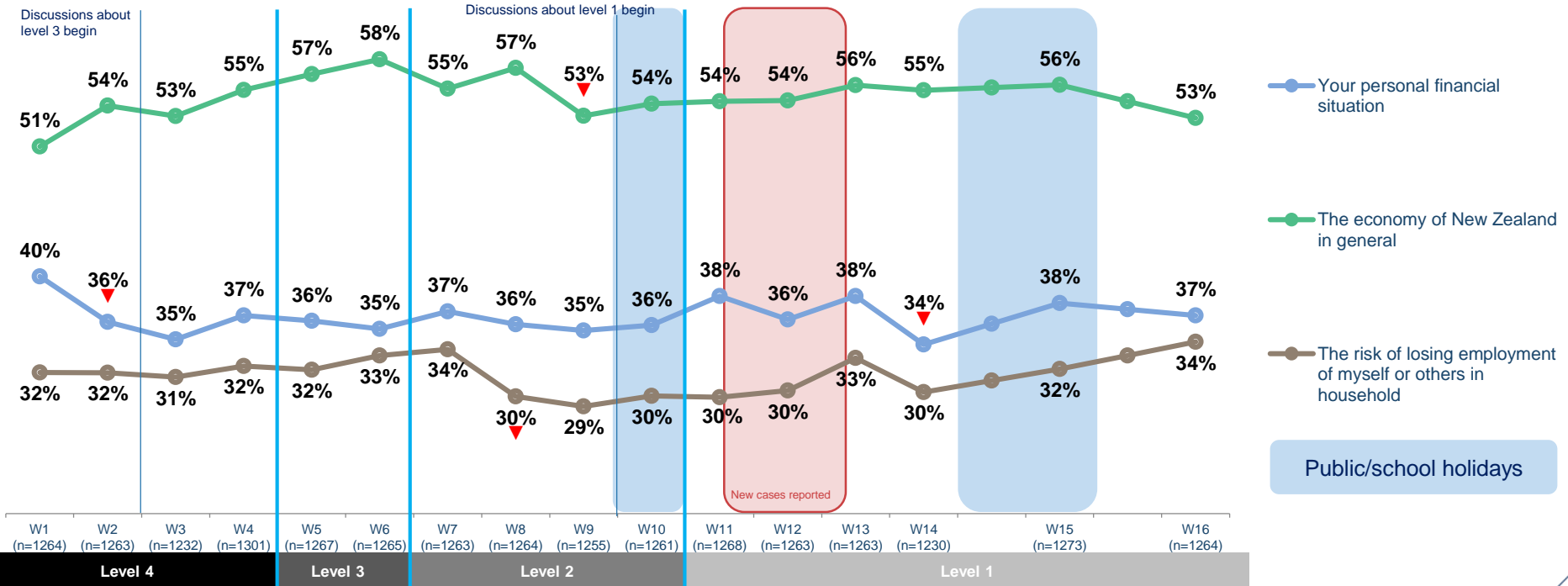
Waka Kotahi objective – how do general attitudes and fears impact transport usage?

- 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.
- Economic concerns around the impact of COVID-19 are largely unchanged, although there has been continued increase in the proportion claiming to be concerned about job security.
- Explicit concerns about infection and transmission have not abated to the low level they reached at the start of level 1. Since new cases were reported ahead of wave 12, more than a third have expressed explicit concern about catching the virus in each subsequent wave of interviewing.
- Contextually, the public continues to receive updates about new cases caught at the border among returning New Zealanders.
- In light of this consistently high level of concern, there has been a slight reversion towards self isolation, with roughly one in four now wholly or partially self isolating, the highest proportion since wave 12.



Although not statistically significant wave on wave, there has been a steady increase over July in those concerned about risk of job loss

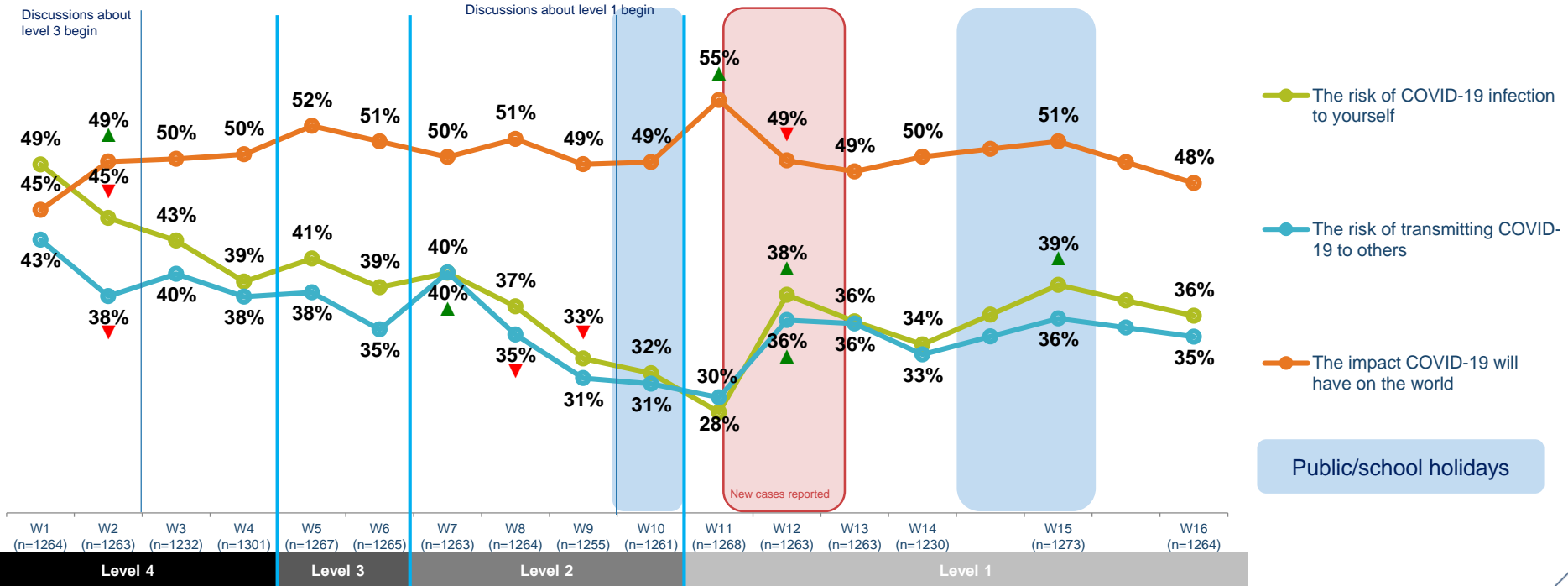
Concerns: economic concerns



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

Concerns about COVID-19 transmission have not recovered to the lower level seen at the start of level 1

Concerns: COVID-19 transmission



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

Base: all adults 15+ in New Zealand



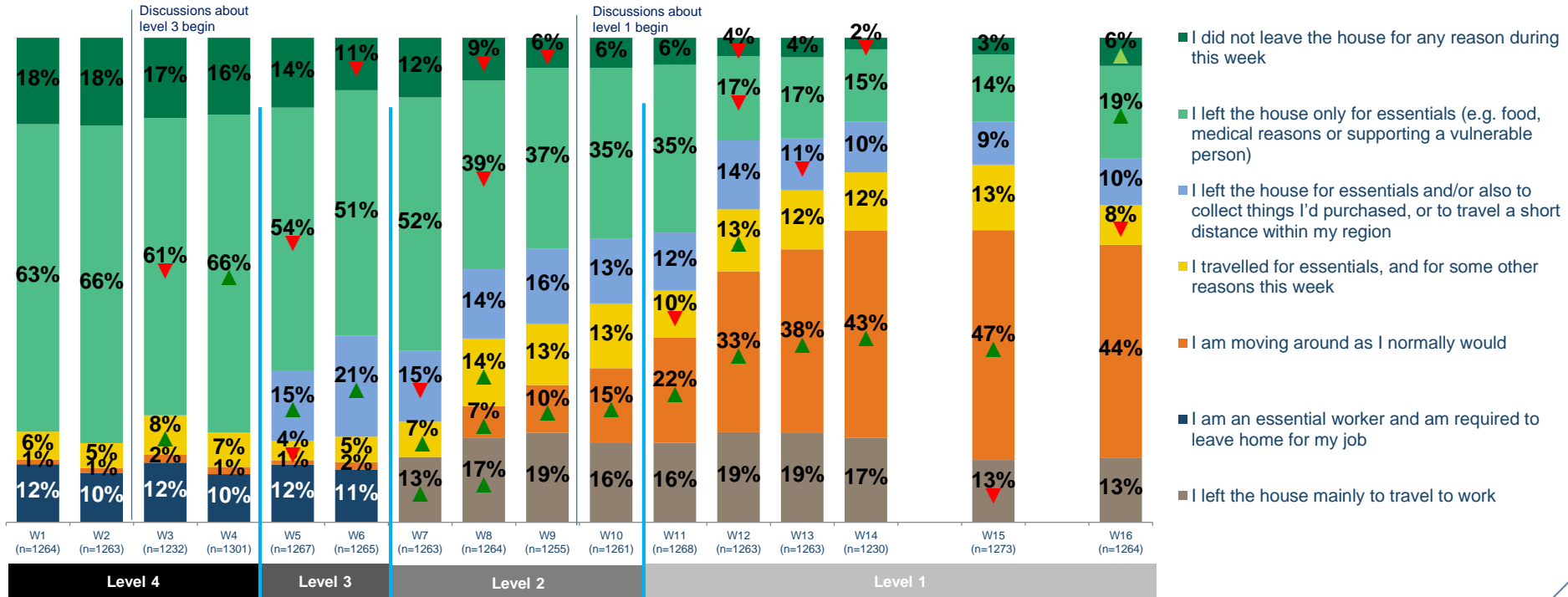
Indicates a statistically significant increase from previous time period



Indicates a statistically significant decrease from previous time period

There has been a significant increase in those wholly or partially self-isolating in wave 16

Reported activity and movement during the past seven days by wave, excludes exercise



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



Indicates a statistically significant increase from previous time period



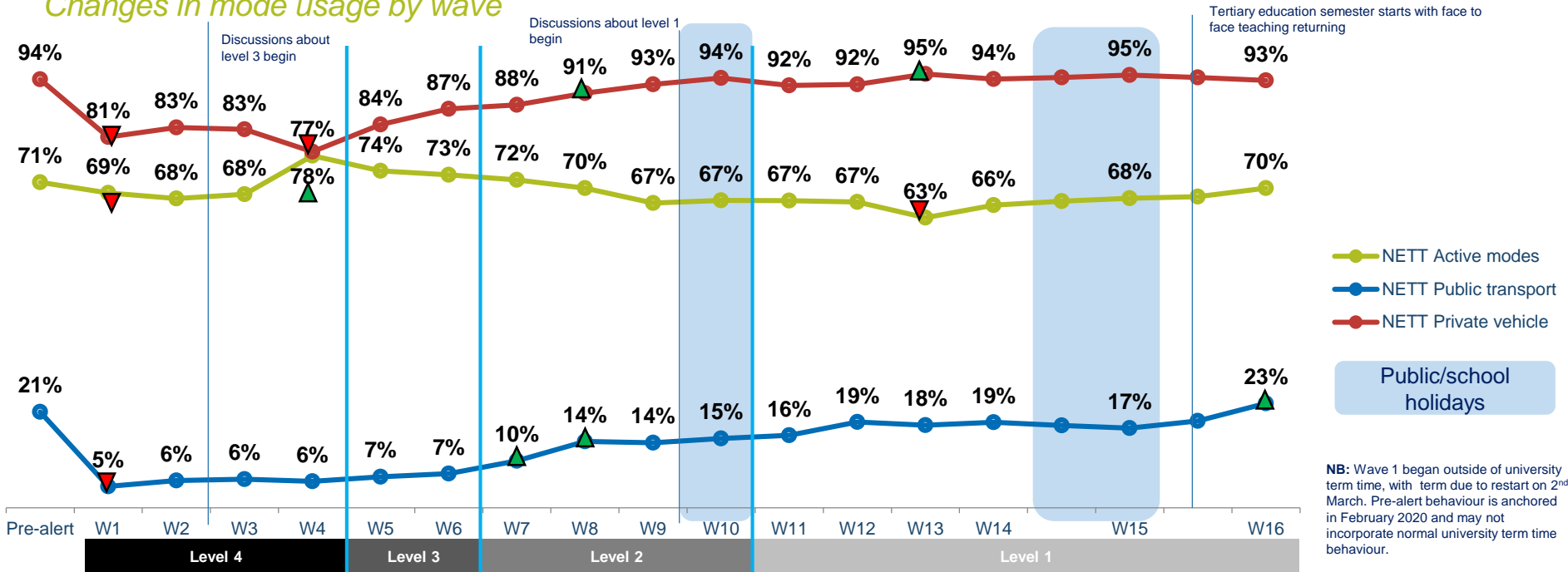
Indicates a statistically significant decrease from previous time period



Section 3 – Modal changes

The proportion claiming to use public transport during the past week increased significantly and is above pre-lockdown claimed usage for the first time

Changes in mode usage by wave

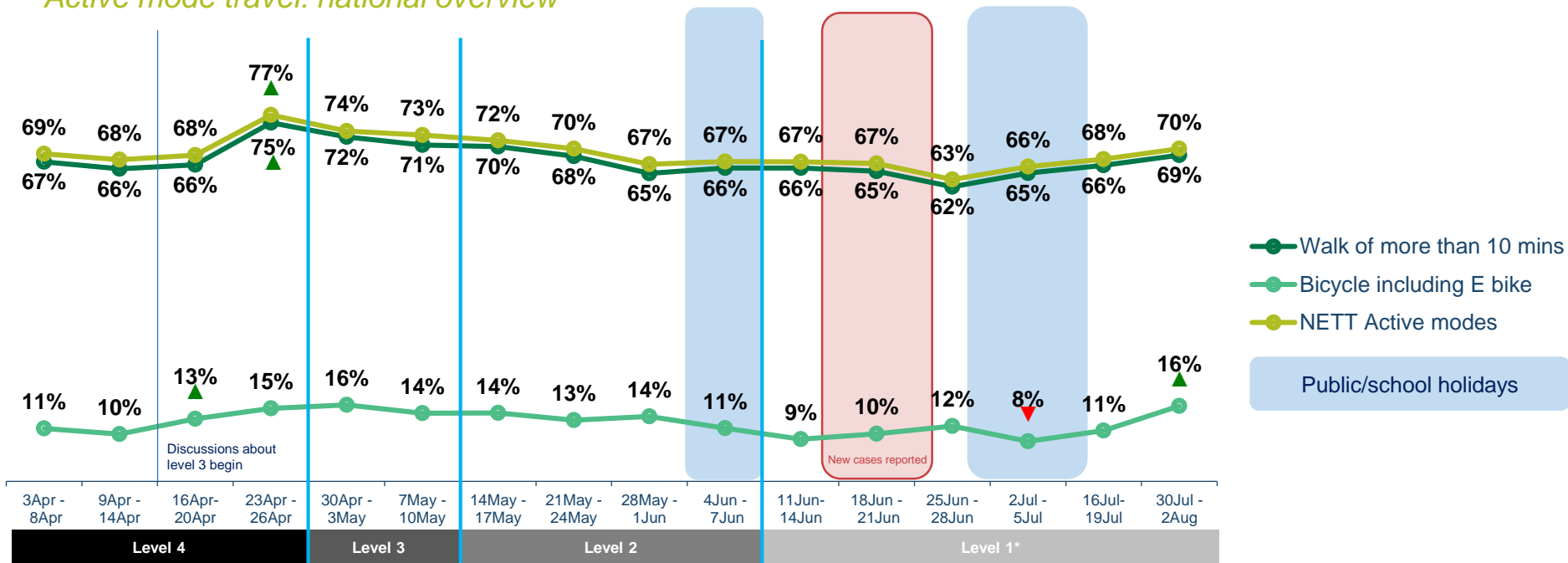


NB: Wave 1 began outside of university term time, with term due to restart on 2nd March. Pre-alert behaviour is anchored in February 2020 and may not incorporate normal university term time behaviour.

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? QJOURNEY1-2. Which, if any of the following types of journeys would you have made in a *normal* week (e.g. 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 (n=1,264); Wave 2 (n=1,263); wave 3 (n=1,232); wave 4 (n=1,301), wave 5 (n=1,267), wave 6 (n=1,265), wave 7 (n=1,263), wave 8 (n=1,264), wave 9 (n=1,255), wave 10 (n=1,261); wave 11 (n=1,268); wave 12 (n=1,263); wave 13 (n=1,263); wave 14 (n=1,230), wave 15 (n=1,273), wave 16 (n=1,264)

Active mode travel has always been primarily driven by walking, but significant recent increases in cycling have coincided with a directional increase in active modes

Active mode travel: national overview

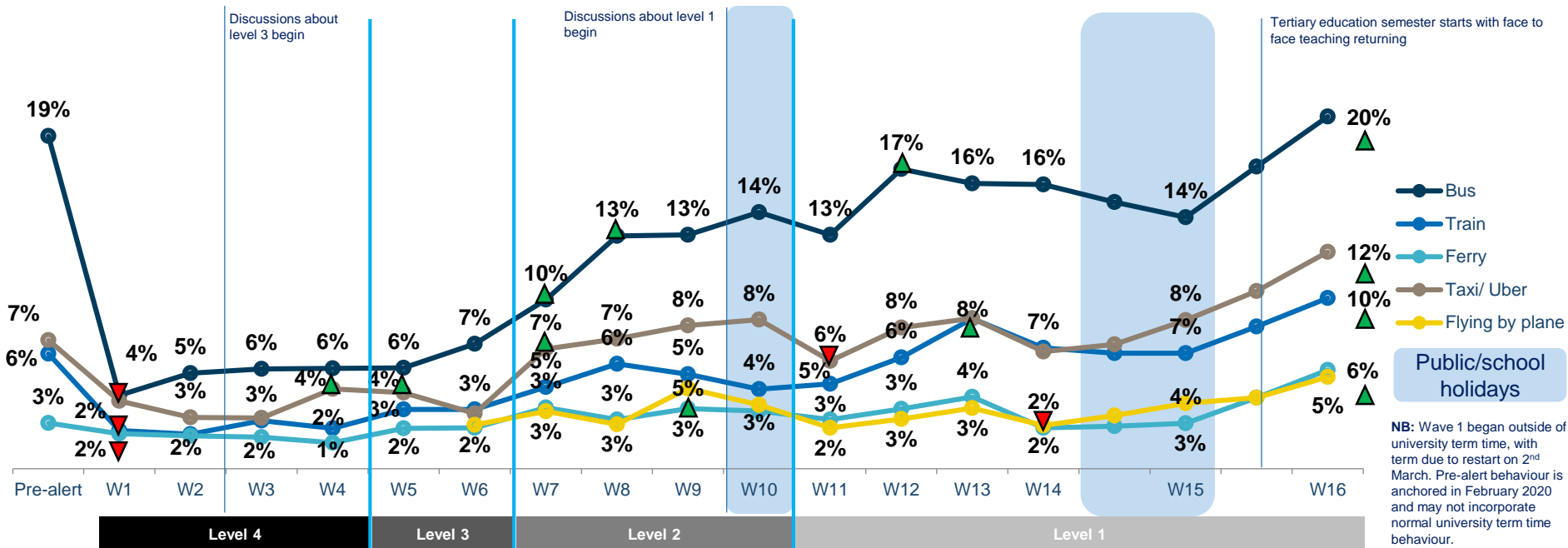


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*Wave frequency shifts to once every 2 weeks after wave 15 (2-5 July)

All public transport modes have seen a statistically significant increase in wave 16, with bus usage roughly equivalent to claimed pre-lockdown behaviour

Changes in mode usage by wave

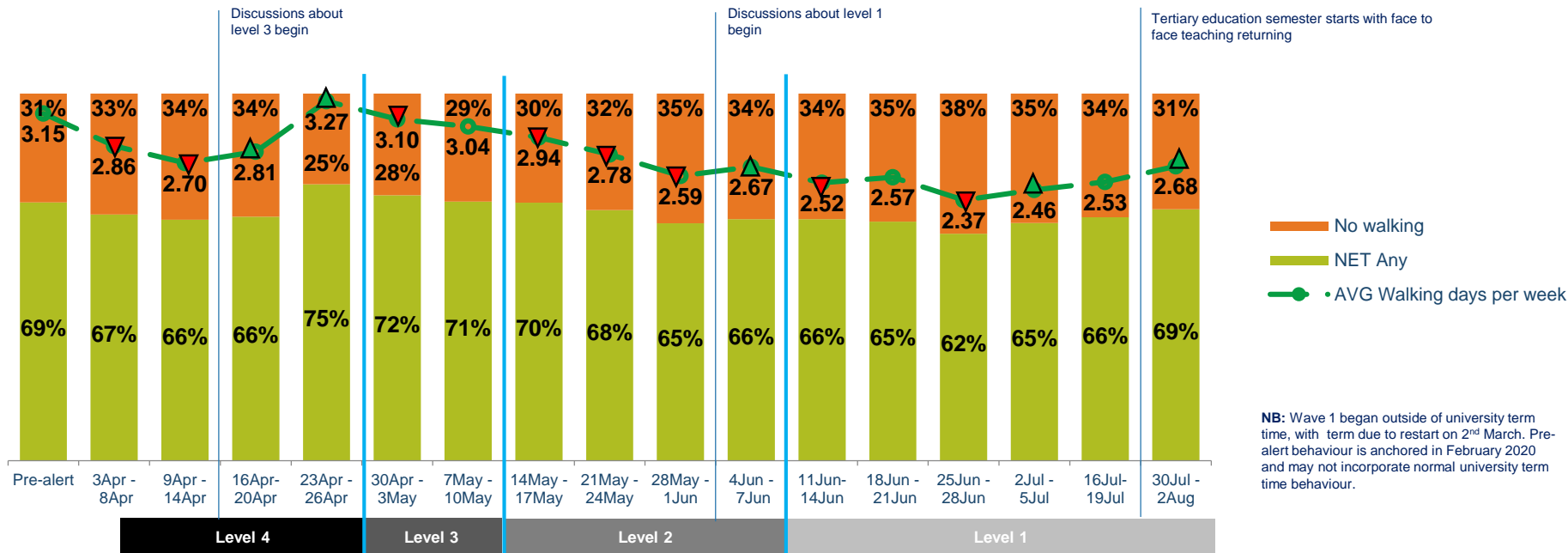


NB: Wave 1 began outside of university term time, with term due to restart on 2nd March. Pre-alert behaviour is anchored in February 2020 and may not incorporate normal university term time behaviour.

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? QJOURNEY1-2. Which, if any of the following types of journeys would you have made in a normal week (e.g. 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 (n=1,264); Wave 2 (n=1,263); wave 3 (n=1,232); wave 4 (n=1,301), wave 5 (n=1,267), wave 6 (n=1,265), wave 7 (n=1,263), wave 8 (n=1,264), wave 9 (n=1,255), wave 10 (n=1,261); wave 11 (n=1,268); wave 12 (n=1,263); wave 13 (n=1,263); wave 14 (n=1,230), wave 15 (n=1,273), wave 16 (n=1,264)

The average number of days walking has increased in line with the proportion claiming to travel that way, with more than 2.5 days travelling that way per week

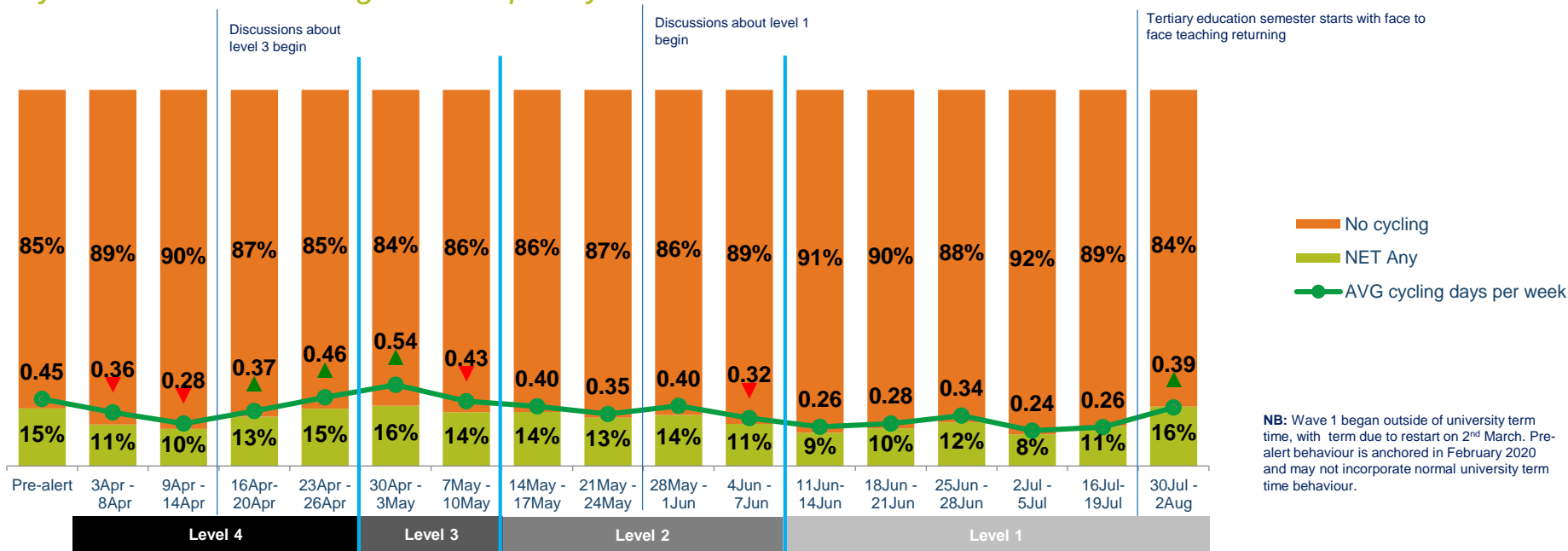
Walking – mode usage and frequency



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 (n=1,264); Wave 2 (n=1,263); wave 3 (n=1,232); wave 4 (n=1,301), wave 5 (n=1,267), wave 6 (n=1,265), wave 7 (n=1,263), wave 8 (n=1,264), wave 9 (n=1,255), wave 10 (n=1,261), wave 11 (n=1,268); wave 12 (n=1,263); wave 13 (n=1,263); wave 14 (n=1,230); Wave 15 (n=1,273), wave 16 (n=1,264)

The average number of cycling days has recovered significantly, but is still a little way short of the volume recorded at the start of level 3

Cycle travel – mode usage and frequency



NB: Wave 1 began outside of university term time, with term due to restart on 2nd March. Pre-alert behaviour is anchored in February 2020 and may not incorporate normal university term time behaviour.

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 (n=1,264); Wave 2 (n=1,263); wave 3 (n=1,232); wave 4 (n=1,301), wave 5 (n=1,267), wave 6 (n=1,265), wave 7 (n=1,263), wave 8 (n=1,264), wave 9 (n=1,255), wave 10 (n=1,261), wave 11 (n=1,268); wave 12 (n=1,263); wave 13 (n=1,263); wave 14 (n=1,230); Wave 15 (n=1,273), Wave 16 (n=1,264)



Section 4 – Perceptions of transport modes

The following transport modes image slides are from Wave 15 report

Key findings – perceptions of transport modes

Waka Kotahi objective – how might people's perception of transport modes impact travel choices

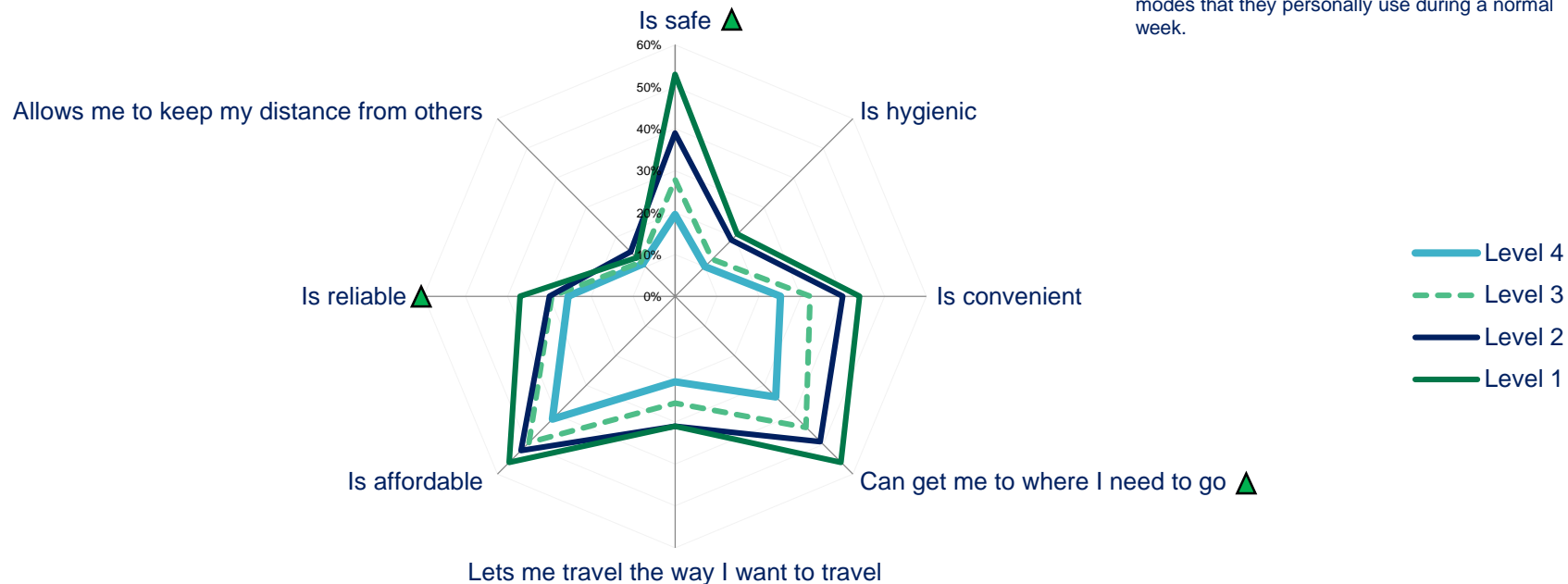
- The COVID-19 environment may over time change the way that New Zealanders perceive different modes of transport. This will be important to understand as these perceptions may impact people's travel patterns and behaviour.
- For trains and buses a lot of perceptions have improved over time but one thing that has not shifted is the capacity for social distancing, which appears to be more of a fixed perception around public transport modes and generally immovable within the public consciousness.
- Taxis and ubers have also improved on many perceptions through the levels, in particular improving the perception of social distancing capabilities from level 3 onwards.
- Generally perceptions of active modes were better in level 3 before dropping off in many places, this was particularly the case for cycling which was much better perceived before the return of other vehicles to the roads.



With each COVID-19 alert level, the proportion saying that buses are safe, convenient and can get them where they need has increased

Perceptions of the bus

NB: users were only asked about transport modes that they personally use during a normal week.

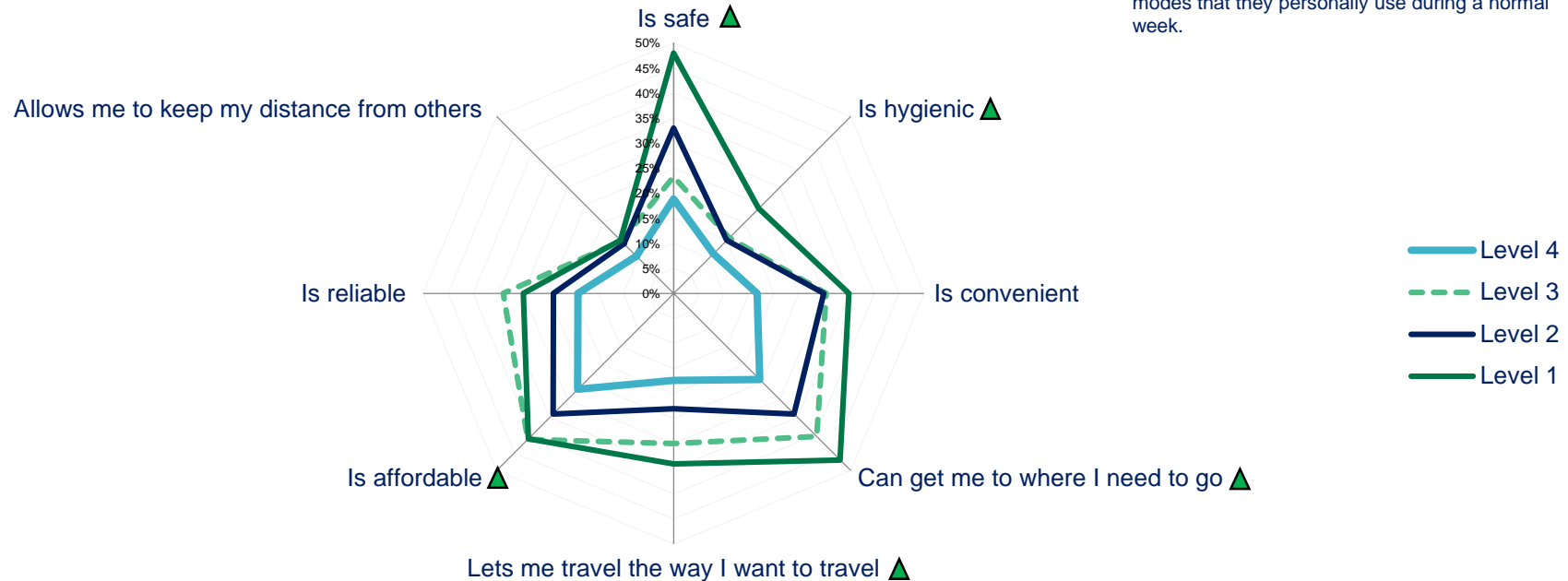


QPTIMAGE. Image Statements - And which transportation methods would you currently associate with each of the following qualities?
Base: New Zealanders who travel by Bus normally: level 4 (n=943), level 3 (n=452); level 2 (n=979); level 1 (n=1,192)

Perceptions of travel by train are broadly better overall in level 1, with the exception of reliability and capacity for social distancing

Perceptions of the train

NB: users were only asked about transport modes that they personally use during a normal week.



QPTIMAGE. Image Statements - And which transportation methods would you currently associate with each of the following qualities?
Base: New Zealanders who travel by train normally: level 4 (n=323), level 3 (n=160); level 2 (n=405); level 1 (n=443)

Private hire vehicles are also perceived as better in level 1 than they were in previous levels on almost every metric, with affordability the exception

Perceptions of taxi / uber

NB: users were only asked about transport modes that they personally use during a normal week.

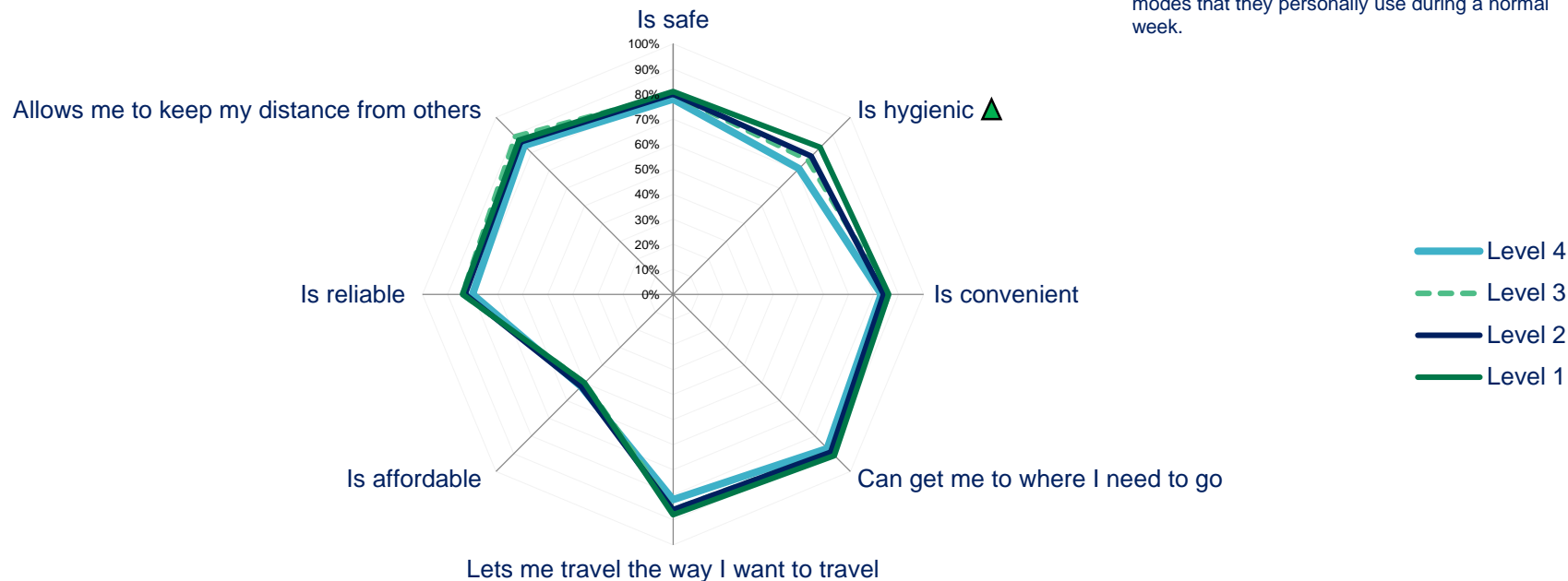


QPTIMAGE. Image Statements - And which transportation methods would you currently associate with each of the following qualities?
 Base: New Zealanders who normally travel by Uber / Taxi: level 4 (n=355), level 3 (n=164); level 2 (n=471); level 1 (n=498)

Perceptions of travelling by car have been stronger than other modes and the least likely to change from level to level

Perceptions of car / van

NB: users were only asked about transport modes that they personally use during a normal week.

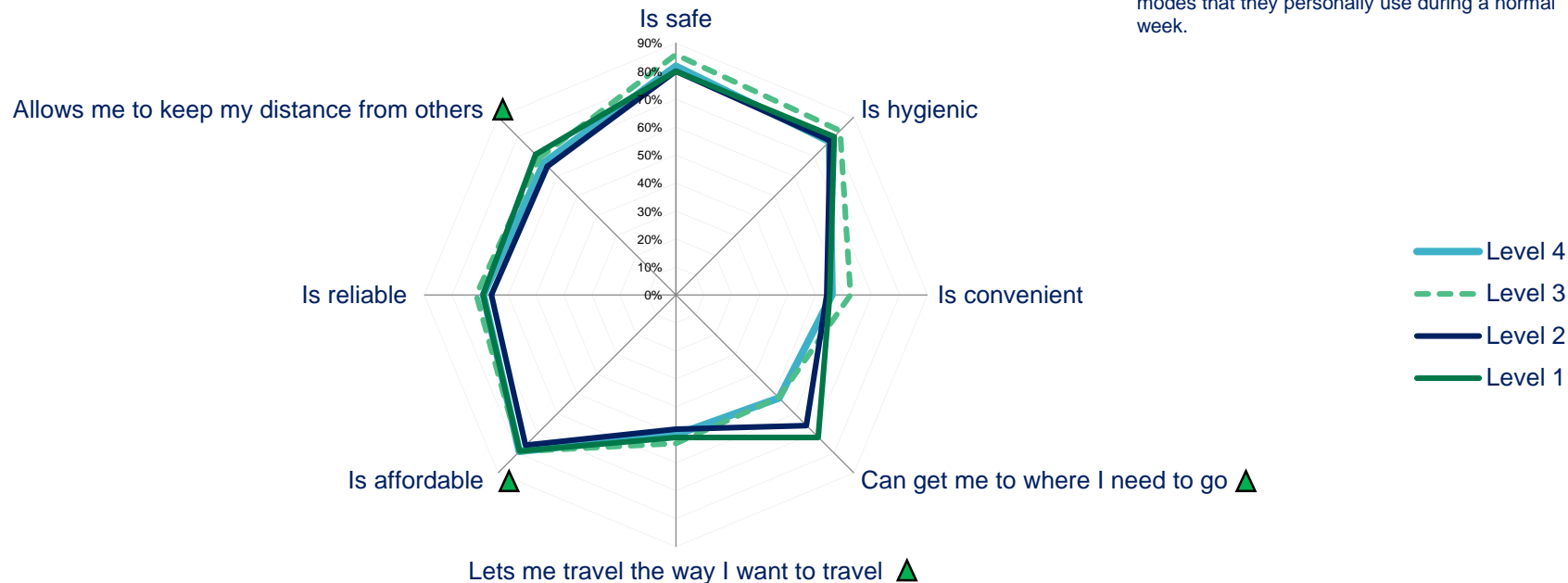


QPTIMAGE. Image Statements - And which transportation methods would you currently associate with each of the following qualities?
 Base: New Zealanders who normally travel by Car / Van: level 4 (n=1,453), level 3 (n=746); level 2 (n=1,584); level 1 (n=1,861)

In level 1 there has been a statistically significant increase in the proportions who say walking can get them where they need to go and travel how they want

Perceptions of walking

NB: users were only asked about transport modes that they personally use during a normal week.

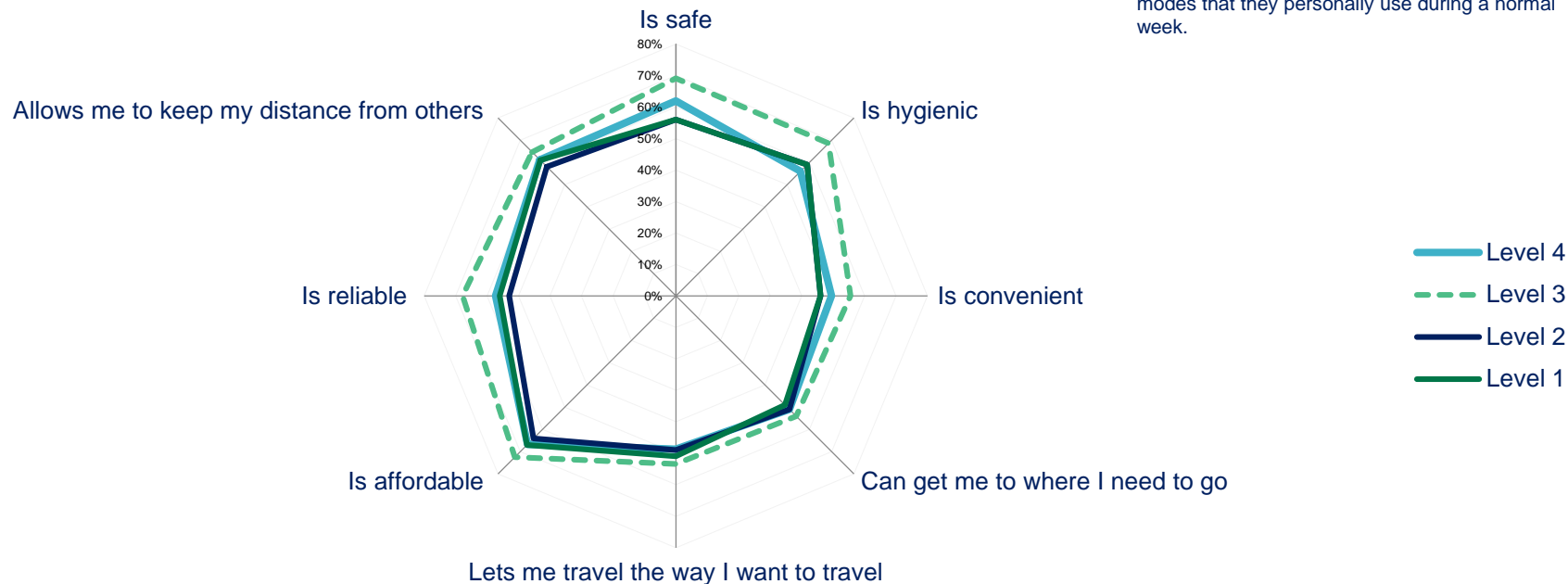


QPTIMAGE. Image Statements - And which transportation methods would you currently associate with each of the following qualities?
Base: New Zealanders who normally use walking as a means of travel: level 4 (n=1,445), level 3 (n=736); level 2 (n=1,579); level 1 (n=1,840)


Perceptions of cycling as a transport mode have generally weakened since level 3 and have changed little since level 2

Perceptions of bicycle including e-bike

NB: users were only asked about transport modes that they personally use during a normal week.



QPTIMAGE. Image Statements - And which transportation methods would you currently associate with each of the following qualities?
Base: New Zealanders who travel by bike normally: level 4 (n=782), level 3 (n=419); level 2 (n=795); level 1 (n=856)



Section 5 – Active mode travel patterns and volume over time

Active modes travel patterns and volume over time

Active modes deep dive

The national context

Nationally, active modes have declined in winter weather conditions and walking has made up the majority of active mode travel in all regions. Peak levels of active mode travel occurred at the end of level 4 and the beginning of level 3, although there has been a recent spike in cycling as a mode of transport across the country during the latest wave, and a directional increase in reported active mode travel since wave 13 (end of June).

Wellington and Dunedin have been more resilient in rates of active mode travel

The pattern of declining active mode travel across winter has not been seen to the same extent in these two major urban areas. In part this could be driven by a pre-existing higher rates of usage for daily commutes and non-essential journeys with active modes continuing to make up a larger share of travel for these journeys than other cities.

Wellington and Dunedin have consistently seen higher volume of weekly walking days than other urban centres or rural New Zealand, but have *not* been national leaders on *weekly cycling volume*. Where this analysis is possible, it's apparent that it is in Wellington city rather than the Greater Wellington region that this activity is most common.

Urbanity is a contributing factor

Undoubtedly active modes as a means of travel are often easier in cities and towns where the trips may be shorter with safer pedestrian areas. As such, reported active mode travel has generally been higher where population density is higher, driven by greater rates of walking. However, there is much more variation in cycling where reported mode usage has often been as high, or higher in rural areas.

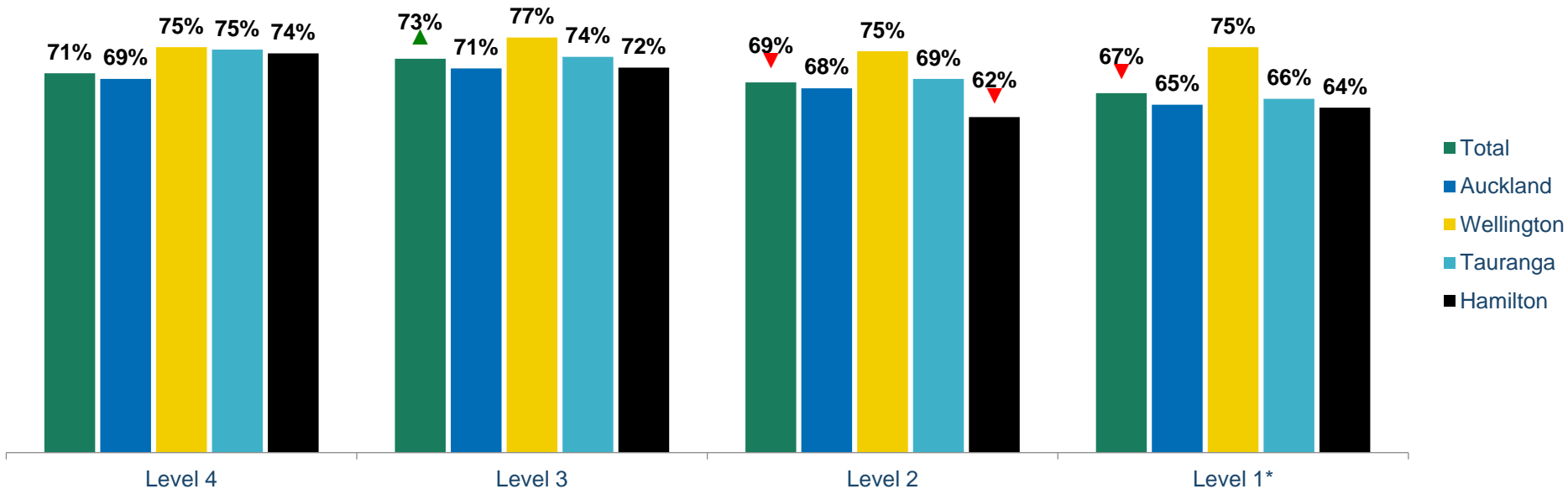
In some regions, active mode usage for certain journeys has recovered with level 2 and 1

Reopening schools and universities has meant more active mode travel in many regions, particularly Christchurch and Dunedin, although Auckland has seen a shift towards public transport for this journey type. Walking and cycling have not fully recovered as commuting modes in the cities of Wellington and Dunedin, although they continue to be used more for this purpose in these regions. There has never been much regional variation in walking children to and from school, and all regions still have lower levels of this travel than before lockdown, but this could be a feature of patterns during winter and summer terms.

Leisure travel has been somewhat slower to recover than essential journeys, but active mode usage for these purposes remains higher in Dunedin and Wellington city, where it was more common before lockdowns began.

In the North Island, active mode travel has consistently been highest in the Wellington region and hasn't dropped in the same way as other regions through winter

Weekly active mode travellers by level: major urban areas on the North Island



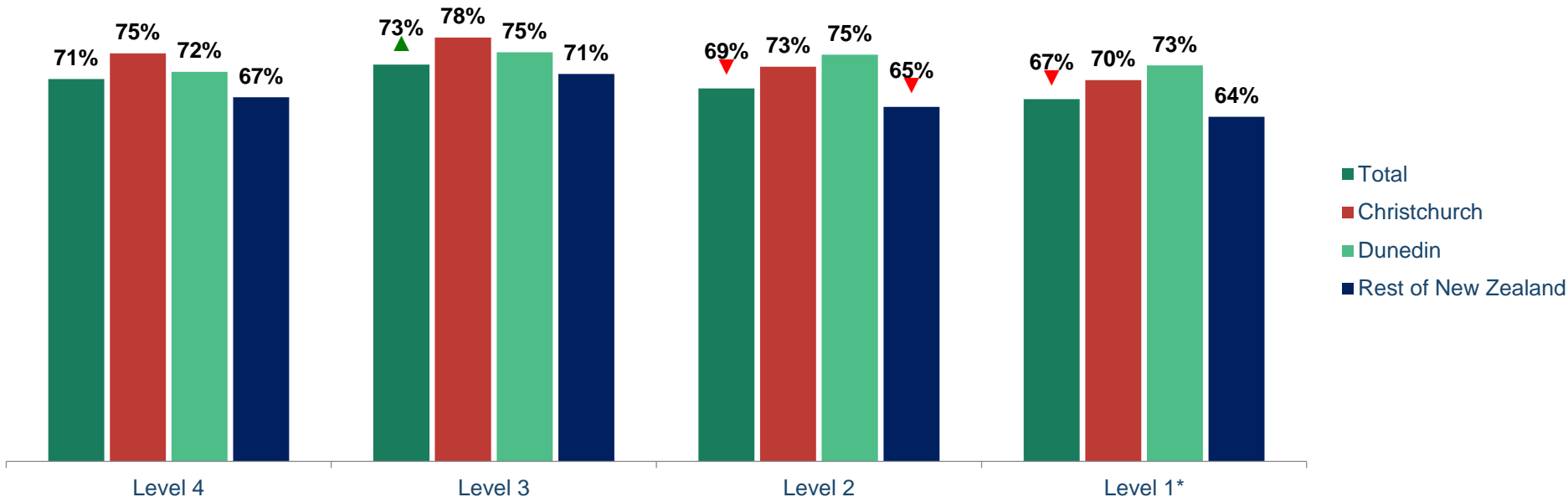
QFREQ2 And during the past seven days, **on how many days** have you travelled via each of the modes listed below? QJOURNEY1-2. Which, if any of the following types of journeys would you have made in a *normal* week (e.g. in February this year)?/ And which, if any of the following types of journeys did you make *during the last seven days*?

Bases: All in Auckland interviewed in level 4 (n=1,515), level 3 (n=757), level 2 (n=1,576), level 1(n=2,411), Wellington in L4 (n=478), L3 (n=308), L2 (n=582), L1(n=840); Tauranga in L4 (n=207), L3 (n=101), L2 (n=215), L1 (n=337); in Hamilton in L4 (n=218), L3 (n=110), L2 (n=231), L1 (n=333)



Patterns of active mode travel in Dunedin are similar to Wellington in that they have not seen the seasonal decline present in other regions

Weekly active mode travellers by level: major urban areas on the South Island/rest of New Zealand



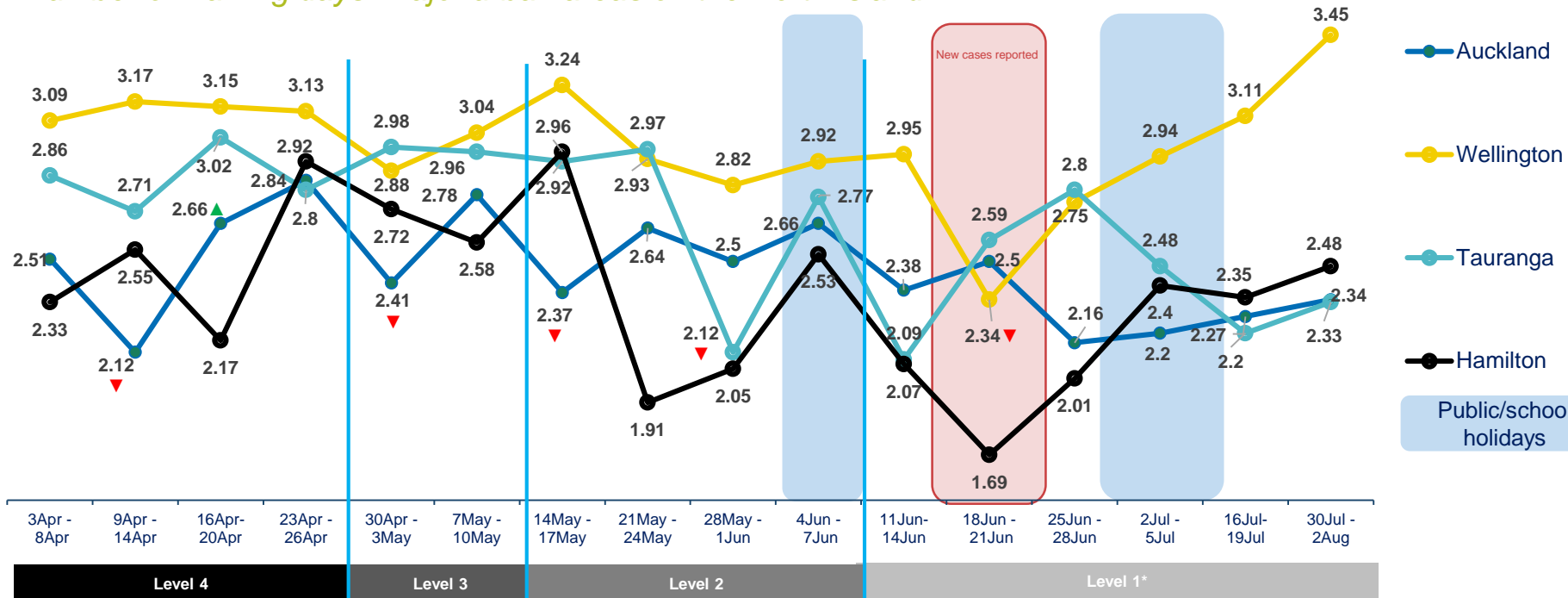
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* Bases: All in Christchurch interviewed in level 4 (n=330), level 3 (n=167), level 2 (n=360), level 1(n=537); in Dunedin in L4 (n=437), L3 (n=226), L2 (n=457), L1 (n=716); in the Rest of New Zealand in L4 (n=1,351), L3 (n=636), L2 (n=1,345), L1 (n=2,129)



Walking has generally been more common in Wellington and the number of reported walking days there has increased steadily since the middle of June

Number of walking days: major urban areas on the North Island



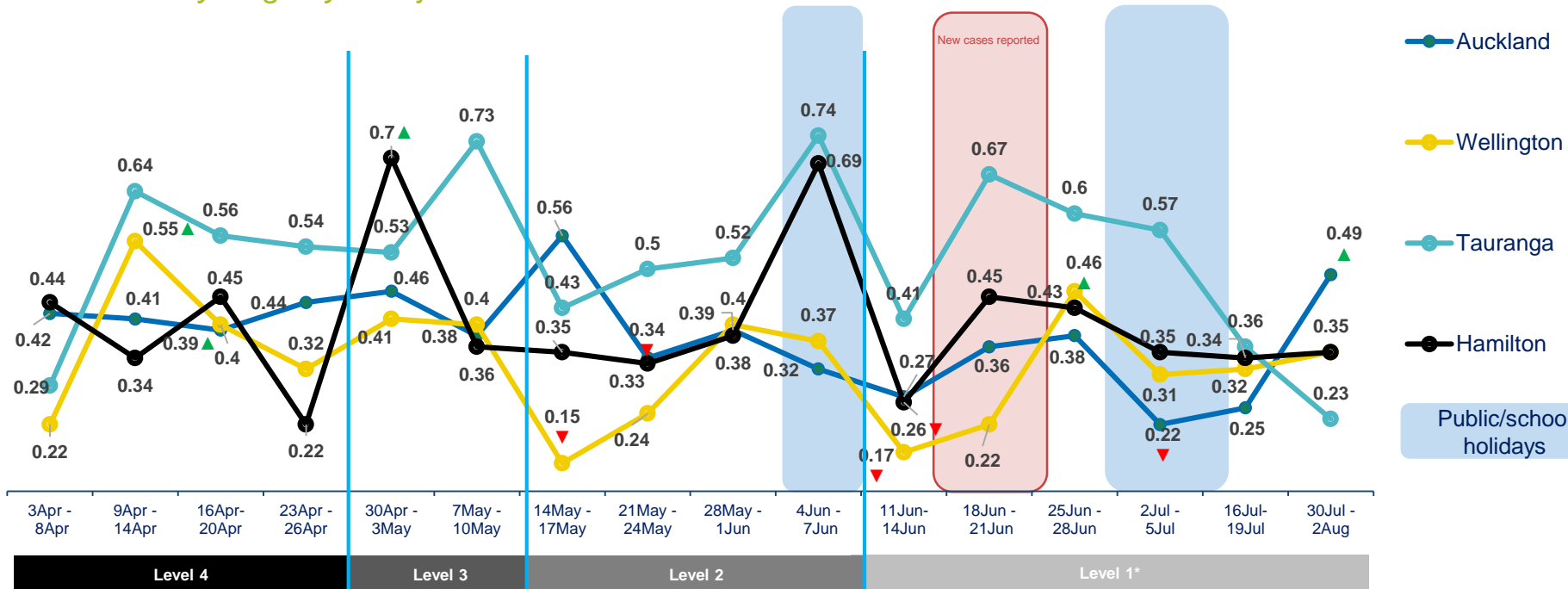
QFREQ2 And during the past seven days, on how many days have you travelled via each of the modes listed below? QJOURNEY1-2. Which, if any of the following types of journeys would you have made in a normal week (e.g. in February this year)? And which, if any of the following types of journeys did you make during the last seven days?

*Wave frequency shifts during Level 1 to once every two weeks after wave 15 (2-5 July)



While cycling has generally occurred at a lower level and been more variable, it has been used more in Tauranga than other North Island cities

Number of cycling days: major urban areas on the North Island



QFREQ2 And during the past seven days, on how many days have you travelled via each of the modes listed below? QJOURNEY1-2. Which, if any of the following types of journeys would you have made in a normal week (e.g. in February this year)? And which, if any of the following types of journeys did you make during the last seven days?

*Wave frequency shifts during Level 1 to once every two weeks after wave 15 (2-5 July)



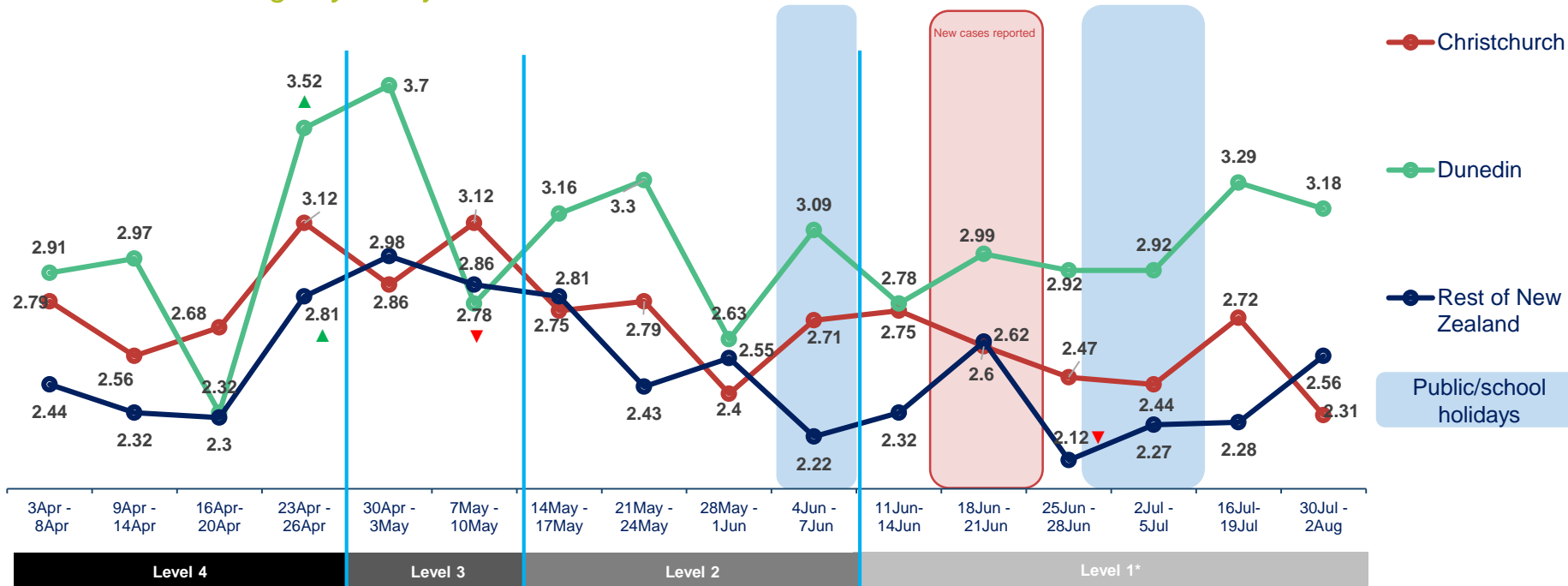
Indicates a statistically significant increase from previous time period



Indicates a statistically significant decrease from previous time period

The volume of walking in Dunedin has generally been more common at all points during the lockdown period

Number of walking days: major urban areas on the South Island/rest of New Zealand



QFREQ2 And during the past seven days, on how many days have you travelled via each of the modes listed below? QJOURNEY1-2. Which, if any of the following types of journeys would you have made in a normal week (e.g. in February this year)? And which, if any of the following types of journeys did you make during the last seven days?

*Wave frequency shifts during Level 1 to once every two weeks after wave 15 (2-5 July)



Indicates a statistically significant increase from previous time period



Indicates a statistically significant decrease from previous time period

In Dunedin walking occurred on a much larger scale, whereas Christchurch and rural parts of New Zealand often saw greater rates of cycling than the rest of the country

Number of cycling days: major urban areas on the South Island/rest of New Zealand



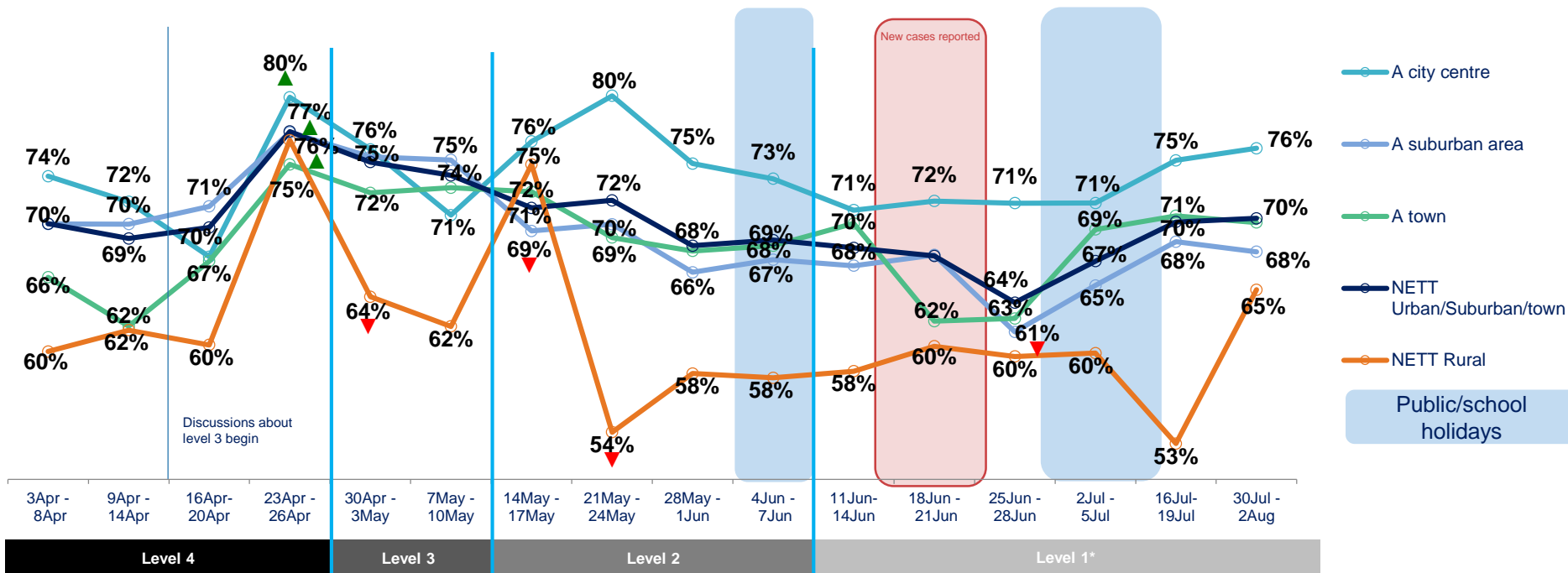
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*Wave frequency shifts during Level 1 to once every two weeks after wave 15 (2-5 July)



There is a relationship between lower rates of reported weekly active mode travel and rural areas, with city centres seeing the highest rates of active mode travel

Active mode travel by urban vs. rural location



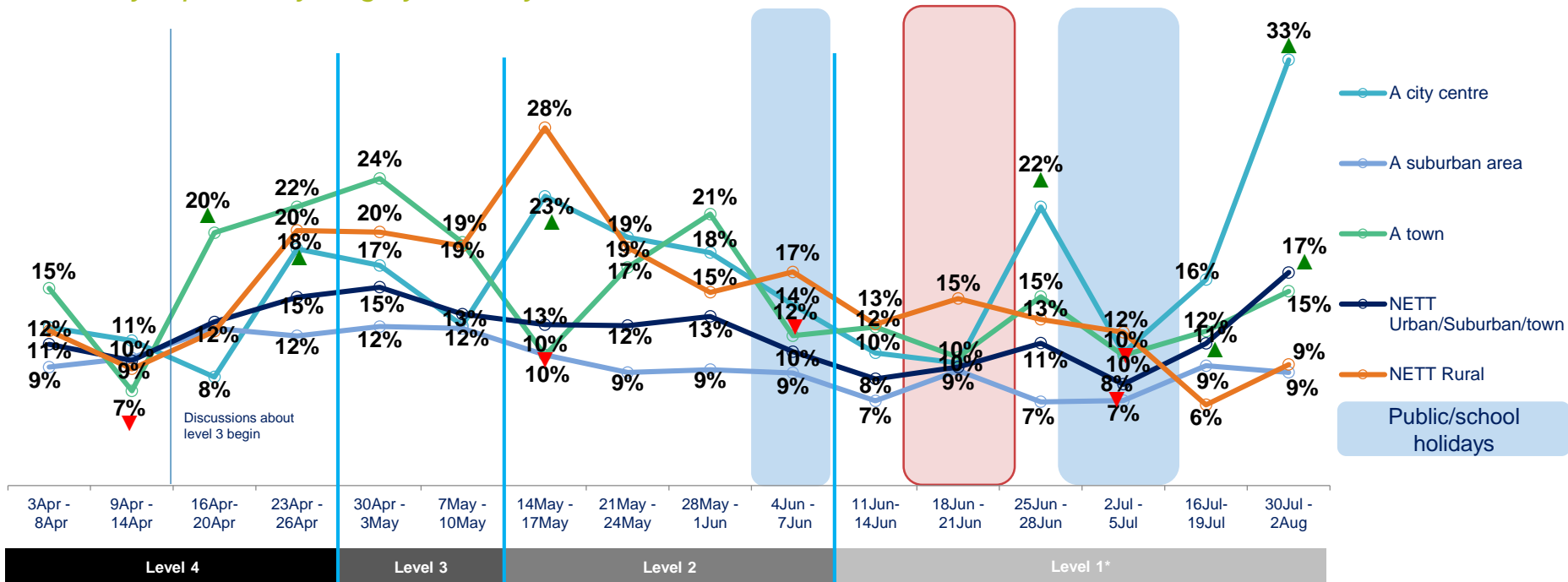
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*Wave frequency shifts during Level 1 to once every two weeks after wave 15 (2-5 July)



There have been weeks during lockdown where cycling as a mode of transport has been as common, or more common in rural areas than in towns and cities


Weekly reported cycling by urbanity



QFREQ2 And during the past seven days, on how many days have you travelled via each of the modes listed below? QJOURNEY1-2. Which, if any of the following types of journeys would you have made in a normal week (e.g. in February this year)? And which, if any of the following types of journeys did you make during the last seven days?

*Wave frequency shifts during Level 1 to once every two weeks after wave 15 (2-5 July)

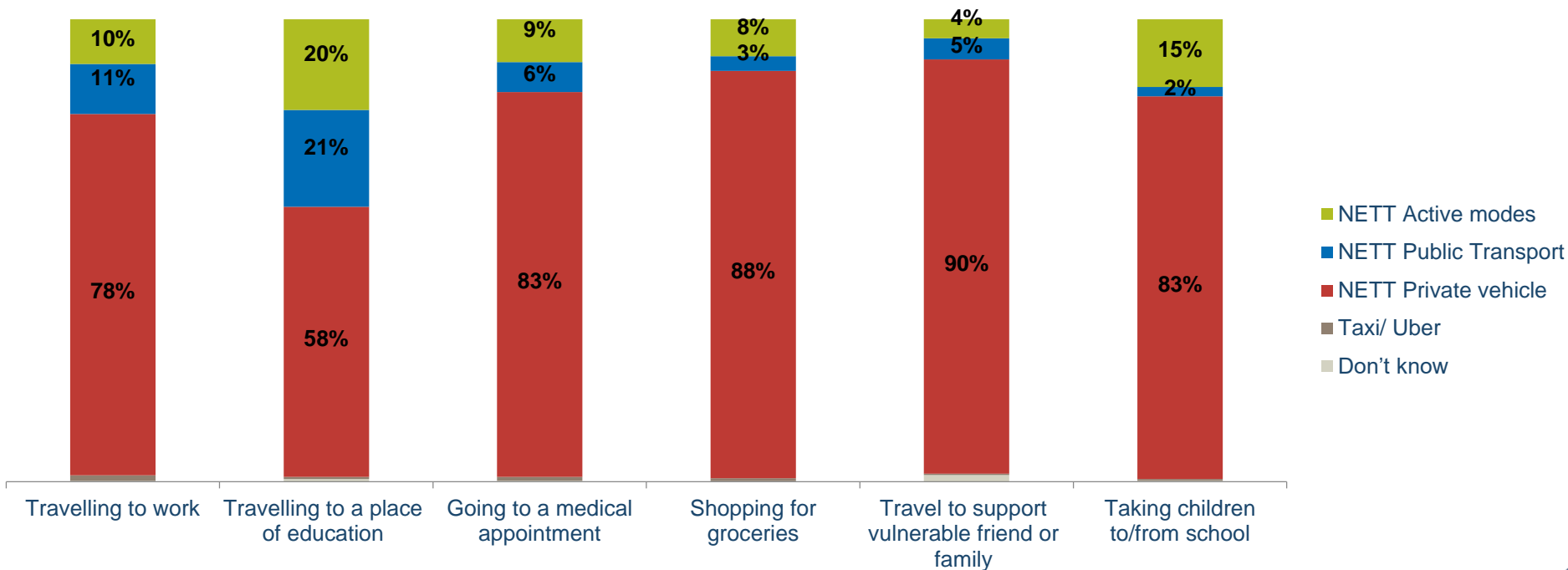




Section 6 – The role of journeys in active mode travel

Prior to lockdown, travelling for education and taking children to school had the biggest share of active mode travel, journeys which all but disappeared under level 4

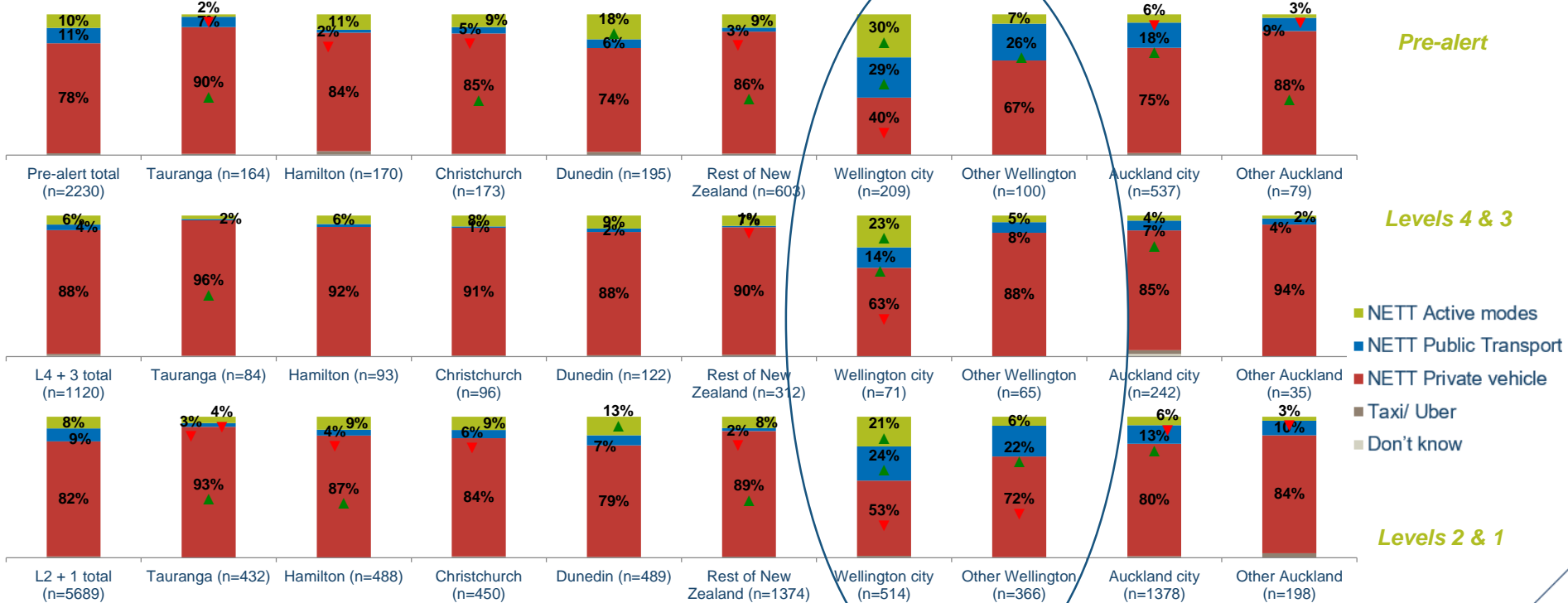
Active modes as a share of essential journey modes, pre-alert



QMODE1 How would you normally make each of the following types of journeys listed below? For each journey, please select the method of transport that makes up the majority of the journey
 Base: all adults 15+ in New Zealand interviewed during benchmark waves (n=3,759)

With the exception of central Wellington and Dunedin, active mode commuting largely stopped across New Zealand during the higher levels of lockdown

Commuter modes



QMODE2 How did you make each of the journeys listed below? – travelling to work

Base: all adults 15+ in each region during each time period



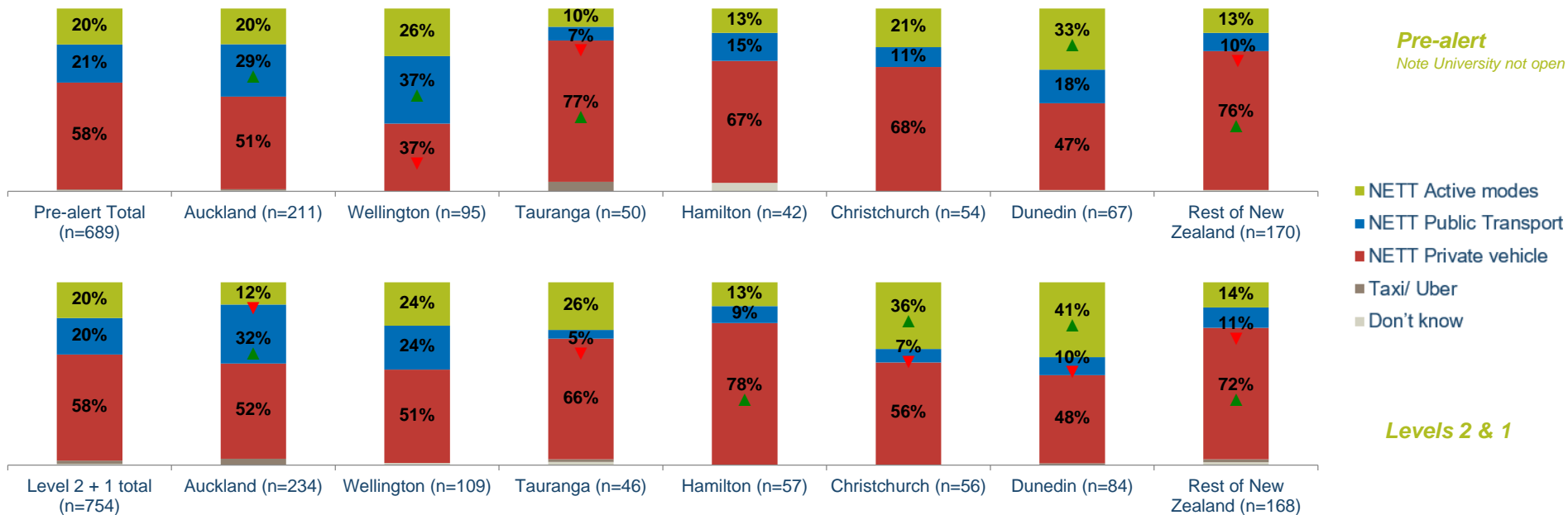
Indicates a statistically significant increase against total sample



Indicates a statistically significant decrease against total sample

The re-opening of universities saw travel for this journey shift in different ways, with active modes becoming more common in Tauranga and South Island cities

Modes travelling to a place of education

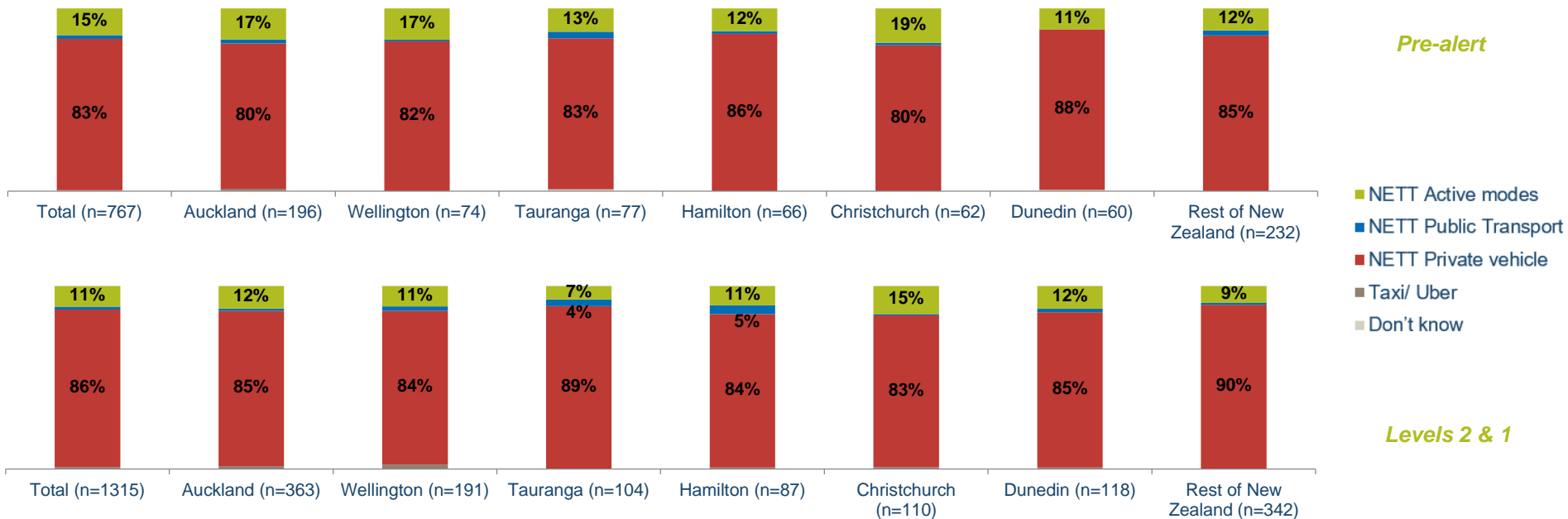


QMODE2 How did you make each of the journeys listed below? – travelling to a place of education
Base: all adults 15+ in each region during each time period



The return to schools has seen an erosion of active modes by private vehicles, but it should be noted that these two time periods reflect summer and winter terms

Modes taking children to/from school

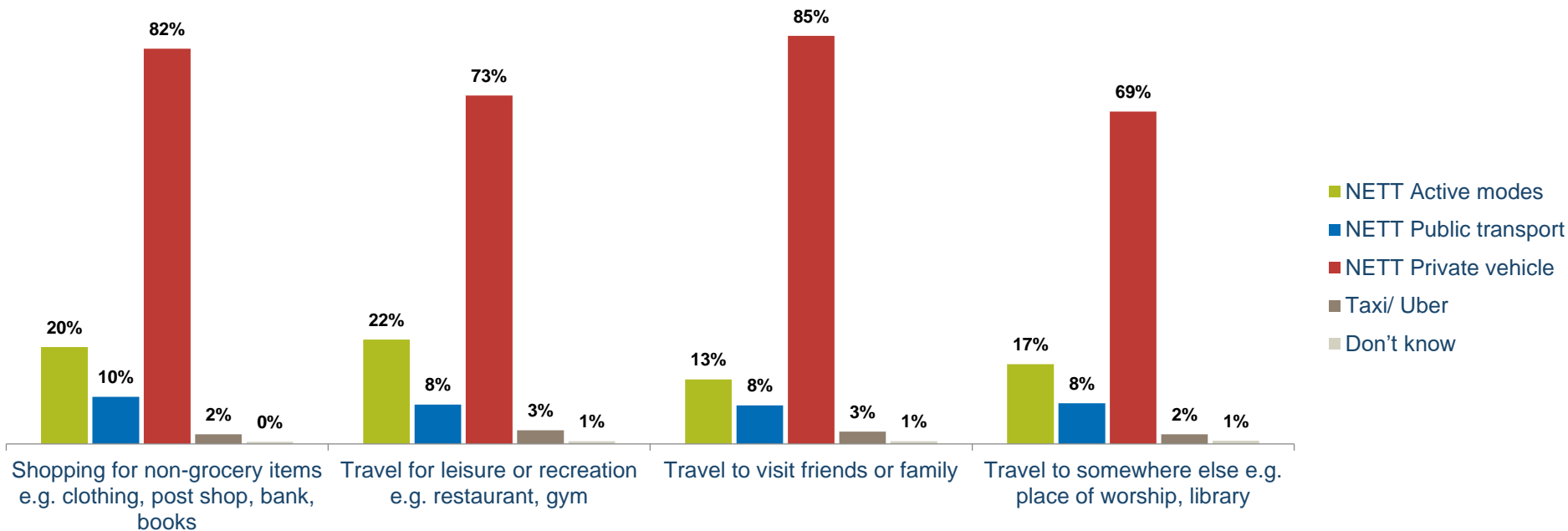


QMODE2 How did you make each of the journeys listed below? – Taking children to/from school
 Base: all adults 15+ in each region during each time period



Prior to lockdown, active modes were more commonly used for travel to leisure activities and more leisure-oriented retail trips

Active modes as a share of non-essential journey modes, pre-alert

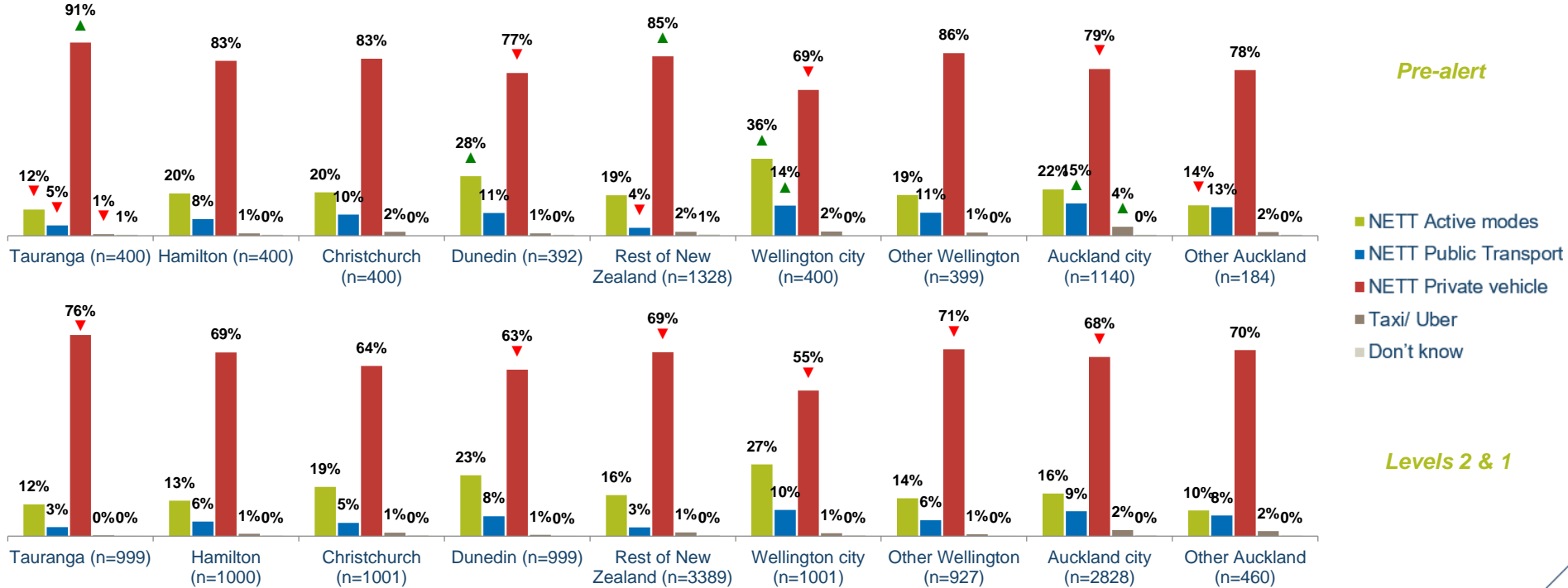


QMODE1A How would you normally make each of the following types of journeys listed below? For each journey, please select the method of transport that makes up the majority of the journey

Base: all adults 15+ in New Zealand interviewed during benchmark waves (n=3,759)

Rates of non-essential travel have yet to return to normal, but the use of active modes for non-essential shopping is back to normal in Tauranga and Christchurch

Modes for non-essential shopping trips

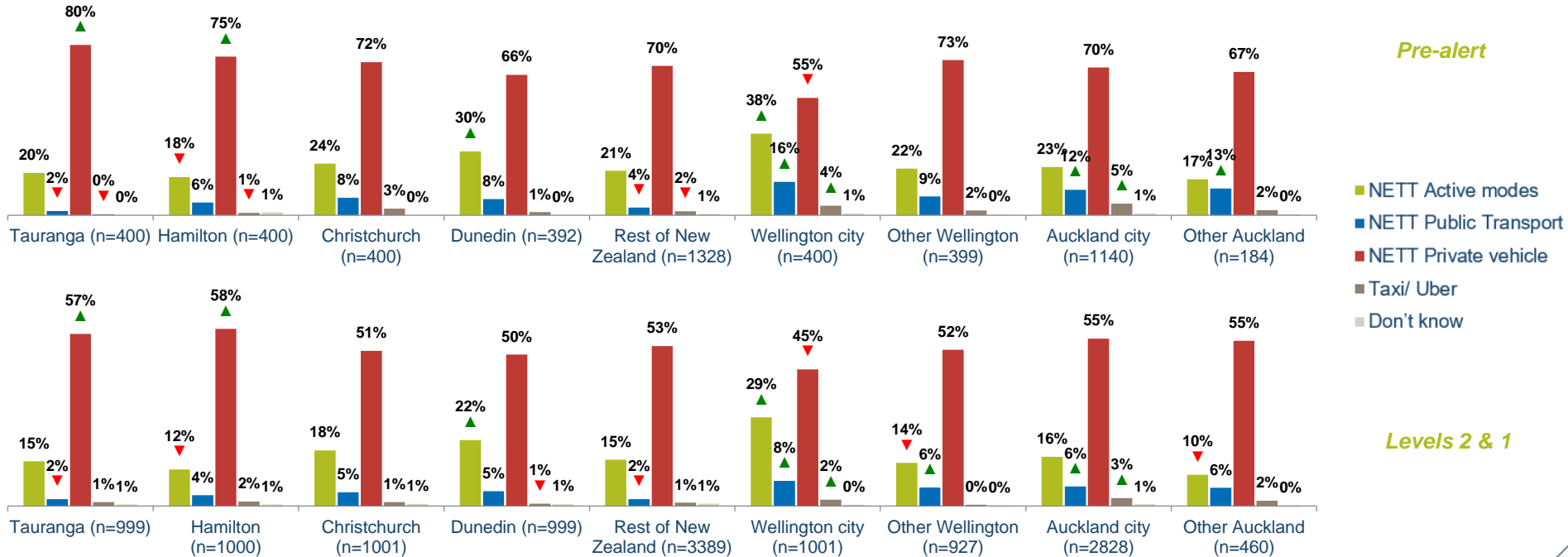


QMODE2A How, if at all did you make each of the journeys listed below in the past seven days? - Shopping for non-grocery items e.g. clothing, post shop, bank, books
 Base: all adults 15+ in each region during each time period



Active modes have always made up a greater share of leisure travel in Dunedin and central Wellington, two areas where walking has generally been more common

Modes for leisure travel



QMODE2A How, if at all did you make each of the journeys listed below in the past seven days?
 Base: all adults 15+ in each region during each time period - Travel for leisure or recreation e.g. restaurant, gym.

