

Introduction

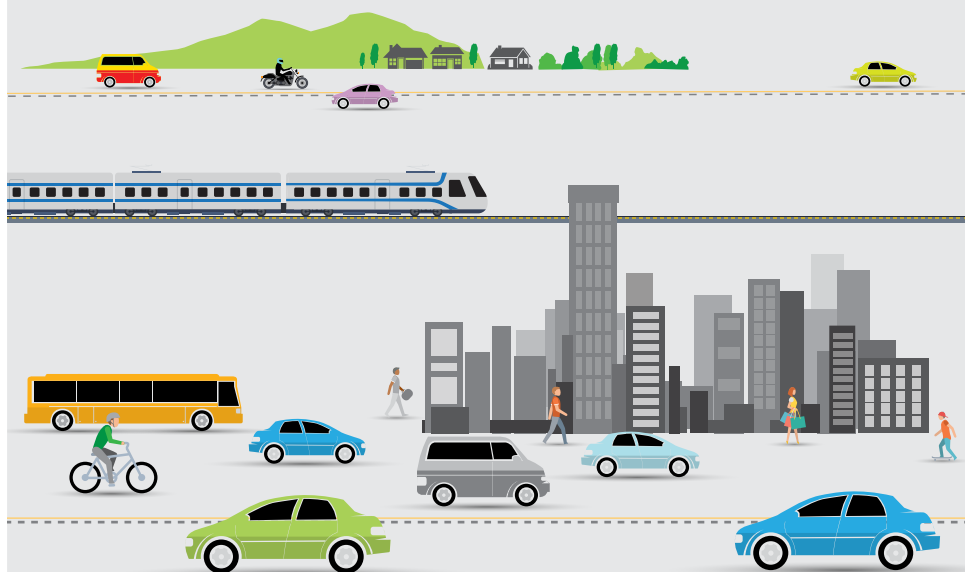
Transport and how people travel play an important role in life. Transport links our homes, our families, our work places and our social lives. Transport helps us to get where we need to be, and enables us to get what we need to carry out our daily lives.

How we travel and our travel needs depend on many things. Age, work, stage of life and geography all play their role, but that role can change. Life stages and external influences such as available technologies can bring new choices and shift old behaviours.

You can't measure such changes without a tool. One such tool is the New Zealand Household Travel Survey. Run by the Ministry of Transport in a range of forms between 1989 and 2014 it has measured the travel of average New Zealanders by surveying 2 days of travel for everyone in randomly selected households.

This document provides a snapshot of some of the findings from the Ministry of Transport's publication 25 Years of New Zealand Travel: New Zealand Household Travel 1989-2014.

The full publication can be downloaded from the Ministry of Transport's website www.transport.govt.nz/25years



Where to next?

The past 25 years have seen changes not only in travel, but also in technology. The next generation of the New Zealand Household Travel Survey will take advantage of those developments, both from the surveying perspective and from the data access perspective.

June 2014 saw the last 2-day surveying for the New Zealand Household Travel Survey, rounding off 11 years of continuous data.

The next version of the Household Travel Survey (already in progress) will see it shift to an online form with the option of GPS units logging when and where people have travelled. Moving from a paper-based survey to online logging means the survey can expand from surveying 2 days to 7 days worth of travel. This will provide more accurate information to transport planners and is more cost-effective. It will also be easier and more convenient for the survey participants.

New Zealand independent research company CBG Public Sector Surveying are carrying out the survey on behalf of the Ministry of Transport.

Want to know more? Visit the Ministry of Transport's website

www.transport.govt.nz/research/travelsurvey/

Other Ministry of Transport research and statistics

Vehicle fleet statistics

www.transport.govt.nz/research/newzealandvehiclefleetstatistics/

Motor Vehicle Crashes in New Zealand

www.transport.govt.nz/research/roadcrashstatistics/

Future Freight Scenarios study

www.transport.govt.nz/research/future-freight-scenarios-study/

National Freight Demand Study

www.transport.govt.nz/research/nationalfreightdemandsstudy/

Transport Indicators

www.transport.govt.nz/ourwork/tmif/

Future Demand

www.transport.govt.nz/ourwork/keystrategiesandplans/strategic-policy-

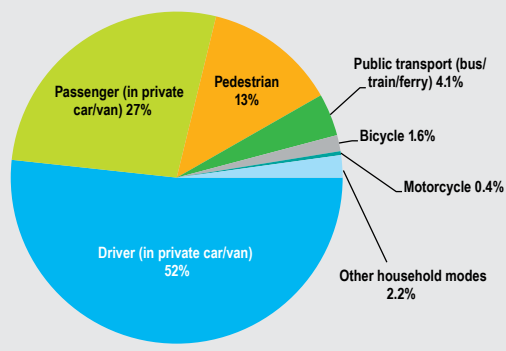
Prepared by the Ministry of Transport – October 2015

www.transport.govt.nz/25years



Travel overview

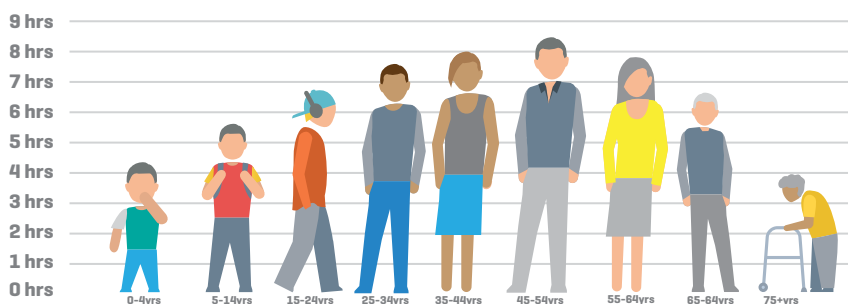
Mode share of travel time (2011-2014)



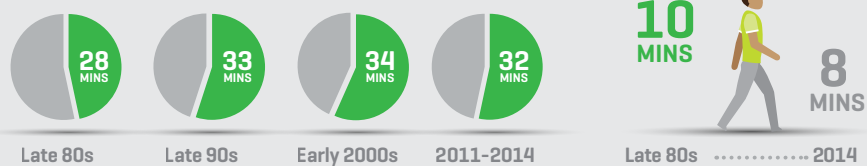
More than half of people's time spent travelling is as a driver in a private car/van [52 percent for 2011-2014]. Over a quarter is as a car/van passenger [27 percent], followed by walking [13 percent]. Public transport is just 4 percent of total time spent travelling, cycling nearly 2 percent and motorcycling less than half a percent of total travel time.

The total time spent travelling per person also varies with age. Overall, people travel roughly an hour per day, but once you start breaking it down by age, people spend different amounts of time travelling - people travel less when much older and much younger.

Hours spent travelling per person per week (2011-2014)



Time spent driving per person per day over time.....Time spent walking over the same time



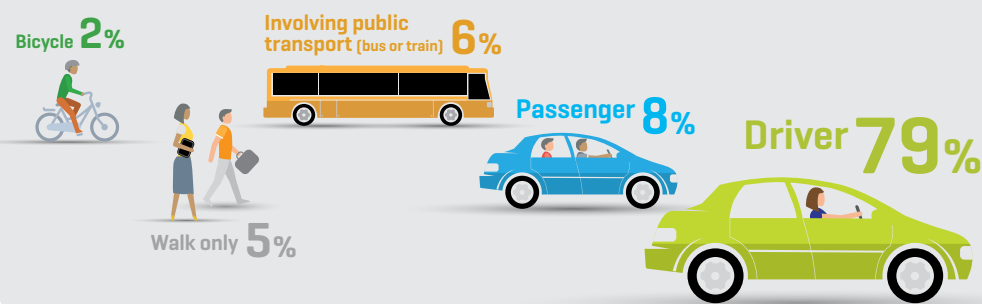
Walking and public transport (2011-2014)

Those who regularly use public transport are also more likely to walk on a given day.



Travel to work

Commuting to work - all New Zealand (2009-2014)



Which cities have the highest rates of...

HAMILTON Highest driving rates **85%**

WELLINGTON¹⁶ Highest public transport rates **18%**

DUNEDIN & WELLINGTON¹⁶ Highest walking rates **9%**

CHRISTCHURCH Highest cycling rates **7%**

¹⁶ Including Wellington, the Hutt Valley, Porirua and Kapiti.

Travel to school

Public transport is a popular way to get to secondary school



Cycling has seen the most dramatic decline in rates for getting to school. In the late 1980s, 12 percent of primary school journeys and 19 percent of secondary school journeys were by bike, but by 2010-2014 this had fallen to 2 percent and 3 percent respectively.

1989/90 travel to school

19% of secondary school children biked
12% of primary school children biked



2010-2014 travel to school

3% of secondary school children biked
2% of primary school children biked



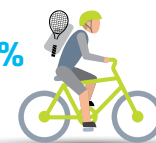
Travelling to play

Evenly split:

Travel for and to recreation is evenly split between driving [31 percent], being a passenger [28 percent] and walking [30 percent]. Recreational travel features the highest proportion of cycling, at 6 percent. Nearly half of all travel accompanying others is as a passenger [47 percent] and many of these will be children.



Recreational travel features the highest proportion of cycling **6%**



Driver Licences

There have been shifts in the proportion of people holding a driver licence:



Back in 1989/90, nearly half of all the 15-25 year olds surveyed had a full driver licence, but by the late 2000s this had decreased to around 34 percent.

Decreased to 34%

The proportion of 75+ year olds surveyed with a full licence rose from 45 percent in the late 1980s to nearly 75 percent in the early 2010s.



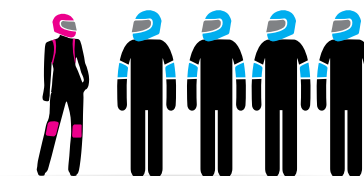
Increased to 75%

In the late 1980s, nearly one in three men had a motorcycle licence. By the late 1990s this had declined to just over one in four men with a motorcycle licence and by the early 2010s around one in five men had a motorcycle licence.



In 2010 - 2014

Fewer than 1 in 5 motorcyclist licence holders surveyed were female **18%**



Over the same period

Fewer than 1 in 5 motorcyclists injured on NZ roads were female **18%**



Fewer than 1 in 10 motorcyclists who died on NZ roads were female **7%**

