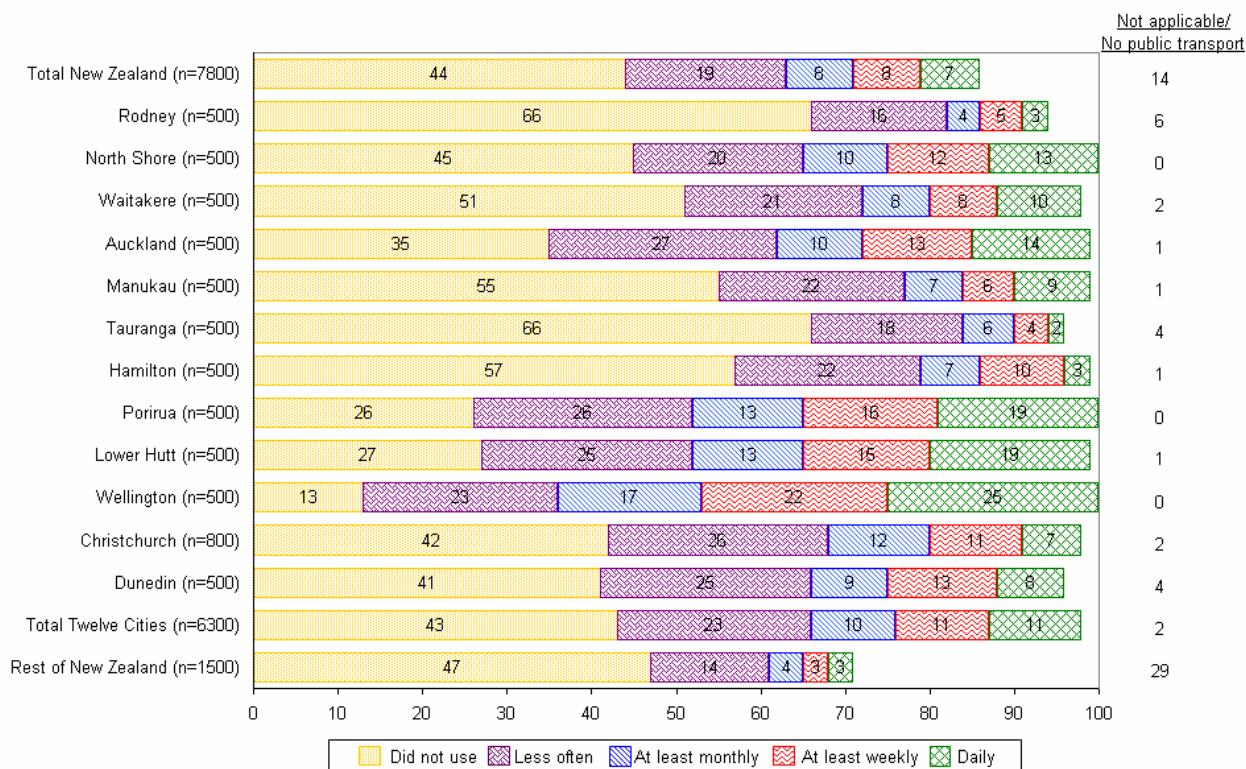


## 7. PUBLIC TRANSPORT

### 7.1 Frequency Of Use Of Public Transport

The greatest proportion (44%) of New Zealand residents stated that they *did not use public transport* in the last 12 months. An additional 19% stated that they had used public transport *less than once a month* in the past 12 months, while 14% stated that it was not an option as public transport was not available where they live. Rodney and Tauranga residents were most likely to state that they had *not used public transport* in the past 12 months (66%), while residents of Wellington were least likely to say this (13%). Wellington residents were significantly more likely than residents from any other location to have used public transport *every day or nearly every day* (25%, compared with 8% of all other respondents). Fifty-five percent of Twelve Cities' residents had used public transport at least once in the previous 12 months, compared with 24% of those living in the rest of New Zealand.

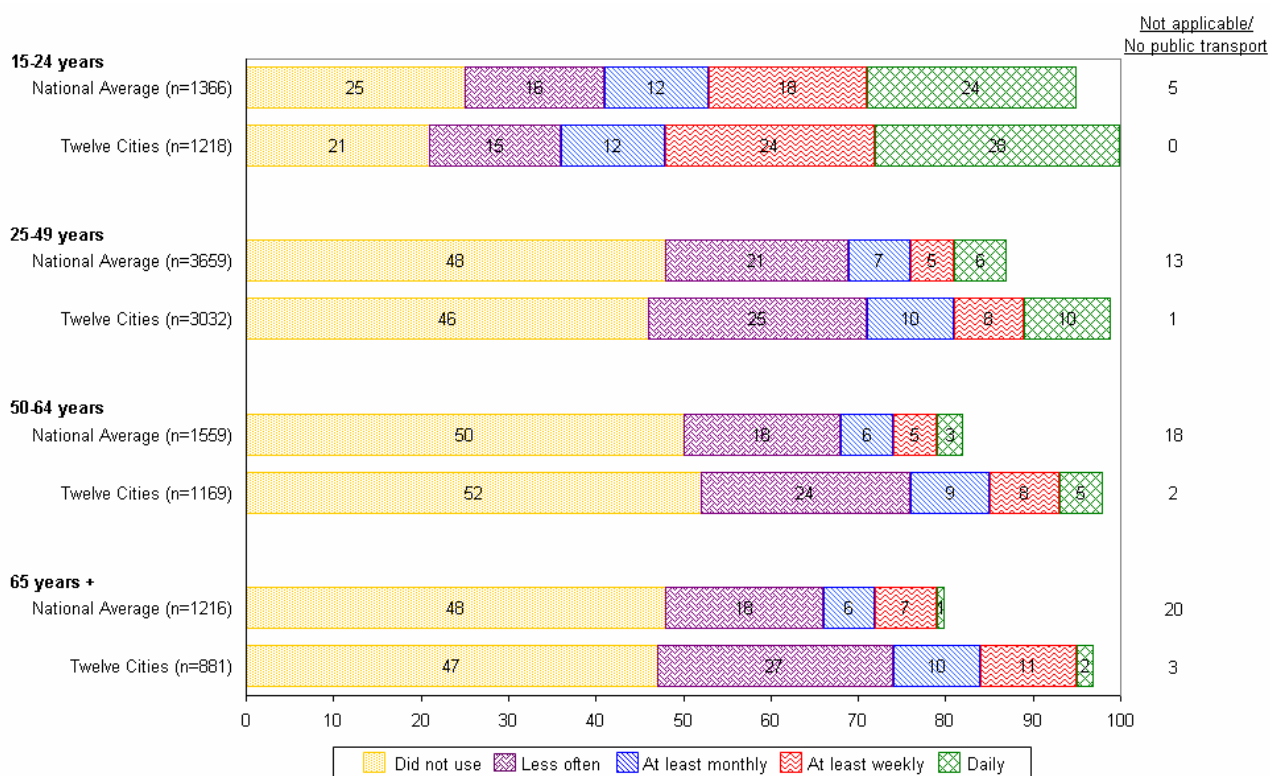
**Figure 7.1: Frequency Of Use Of Public Transport – By Location (%)**



Base: All respondents

Both nationally, and at the Twelve Cities' level, residents aged 15-24 years were significantly more likely to have used public transport at least once in the last 12 months (70% nationally; 79% Twelve Cities) than all other residents (36% nationally; 51% Twelve Cities). Those aged 15-24 years were also significantly more likely to use public transport *every day or nearly every day* (24% nationally; 28% Twelve Cities) than all other residents (4% nationally; 7% Twelve Cities). Of the four age groups, those aged 50-64 years of age or over were most likely to state that they had *not used public transport* in the last 12 months (50% nationally; 52% Twelve Cities).

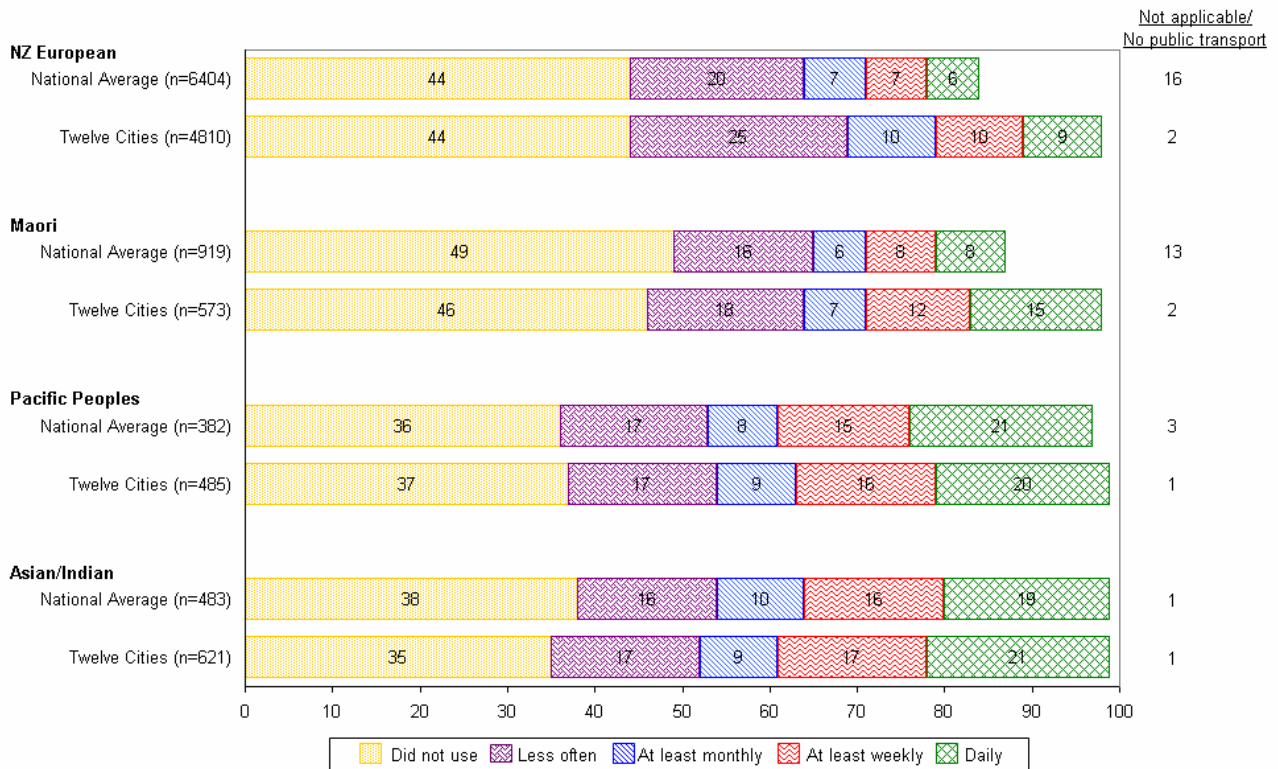
**Figure 7.2: Frequency Of Use Of Public Transport – By Age (%)**



Base: All respondents

Nationally, the ethnicity with the highest proportion of residents stating that they had *not used public transport in the last 12 months* was Maori (49%), while those of Pacific Island descent were least likely to say this (36%) (this difference being statistically significant). However, at a Twelve Cities' level, while residents of Maori descent continued to comprise the highest proportion of those stating that they have *not used public transport in the last 12 months* (46%), residents of Asian or Indian descent were least likely to (35%).

**Figure 7.3: Frequency Of Use Of Public Transport - By Ethnicity (%)**

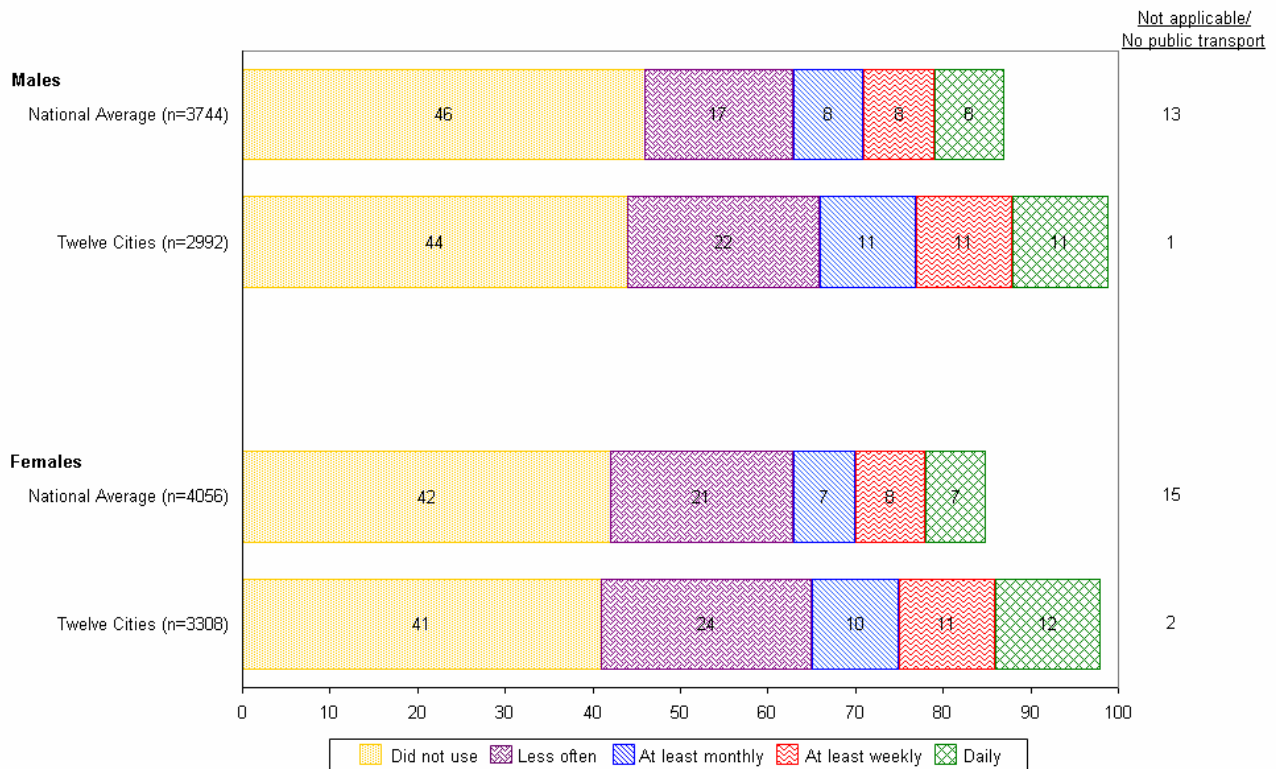


Base: All respondents

Note: Respondents able to select multiple ethnicities. Consequently bases may total more than 100%

At both the national and Twelve Cities' level, results for usage of public transport did not differ significantly by gender. Nationally, 41% of males stated that they had used public transport at least once in the last 12 months compared with 43% of females. At the Twelve Cities level, 55% of males stated that they had used public transport compared with 57% of their female counterparts.

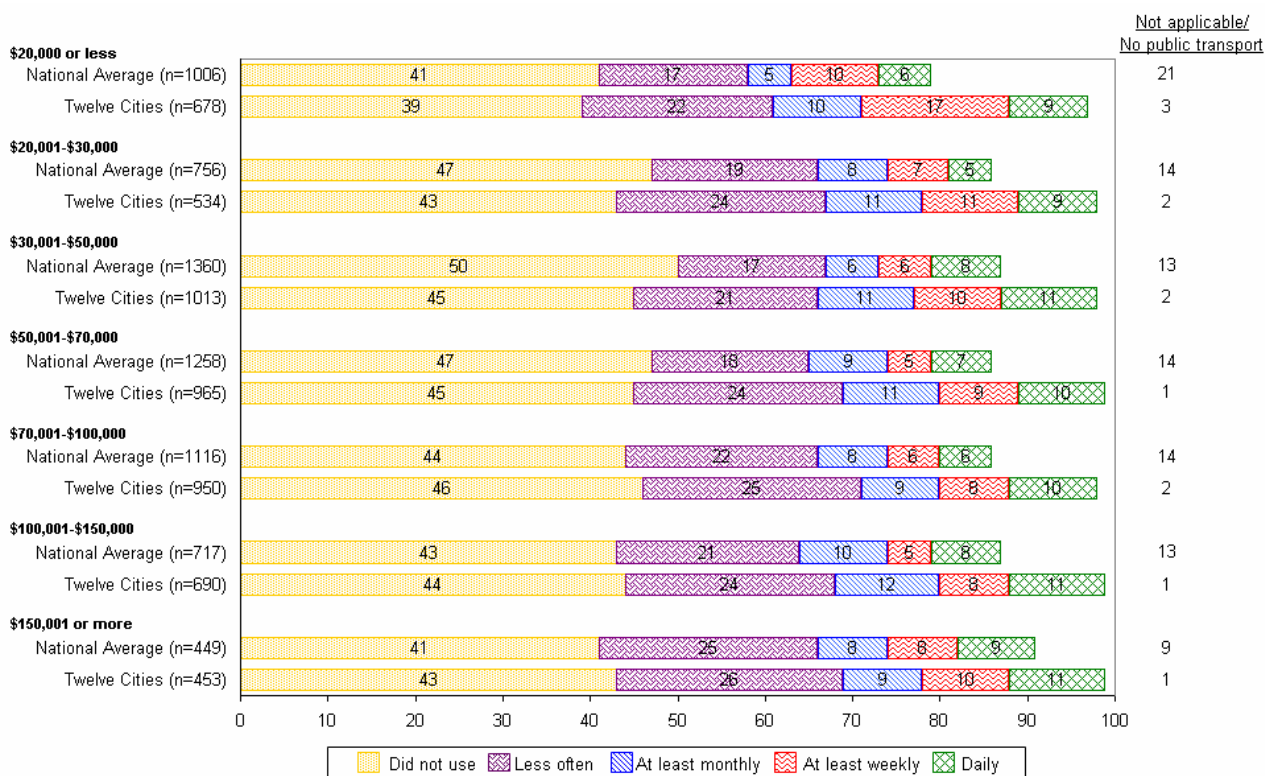
**Figure 7.4: Frequency Of Use Of Public Transport - By Gender (%)**



Base: All respondents

Nationally, there is evidence of a positive relationship between annual household income and use of public transport in the last 12 months. Among residents with a household income of \$70,000 or less, 38% stated that they had used public transport at least once in the last 12 months. This compares with 44% of residents with a household income of \$70,001 or more – and 50% of those with a household income of \$150,001 or more. Results by annual household income also show that there is a positive relationship between annual household income and access to public transport, irrespective of whether this public transport is used or not. Among residents with a household income of \$20,000 or less, 21% stated that they did not have access to public transport. This declines to 9% among residents with a household income of \$150,001 or more. There were no notable differences in results by household income at the Twelve Cities level.

**Figure 7.5: Frequency Of Use Of Public Transport - By Household Income (%)**

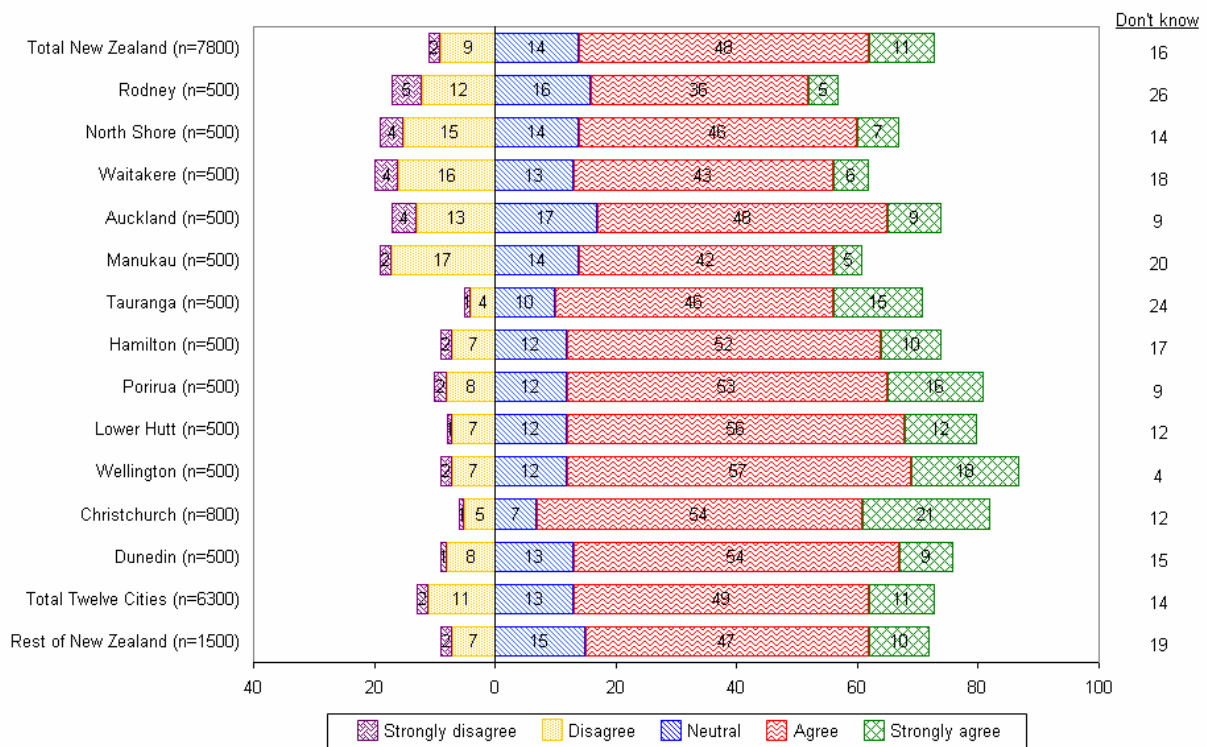


Base: All respondents

## 7.2 Perceptions Of Affordability Of Public Transport

Over half of New Zealand residents (59%) either *agreed* (48%) or *strongly agreed* (11%) that public transport is affordable. One in ten residents (11%) *disagreed* or *strongly disagreed* with this statement. Residents of Christchurch and Wellington were most likely to *agree* or *strongly agree* that transport is affordable (75%), while residents of Rodney were least likely to *agree/strongly agree* with this statement (41%). Residents of the Twelve Cities were significantly more likely to *disagree/strongly disagree* that public transport was affordable (13%) than those living in the rest of New Zealand (9%). However, there were no significant differences in the levels of agreement between these groups.

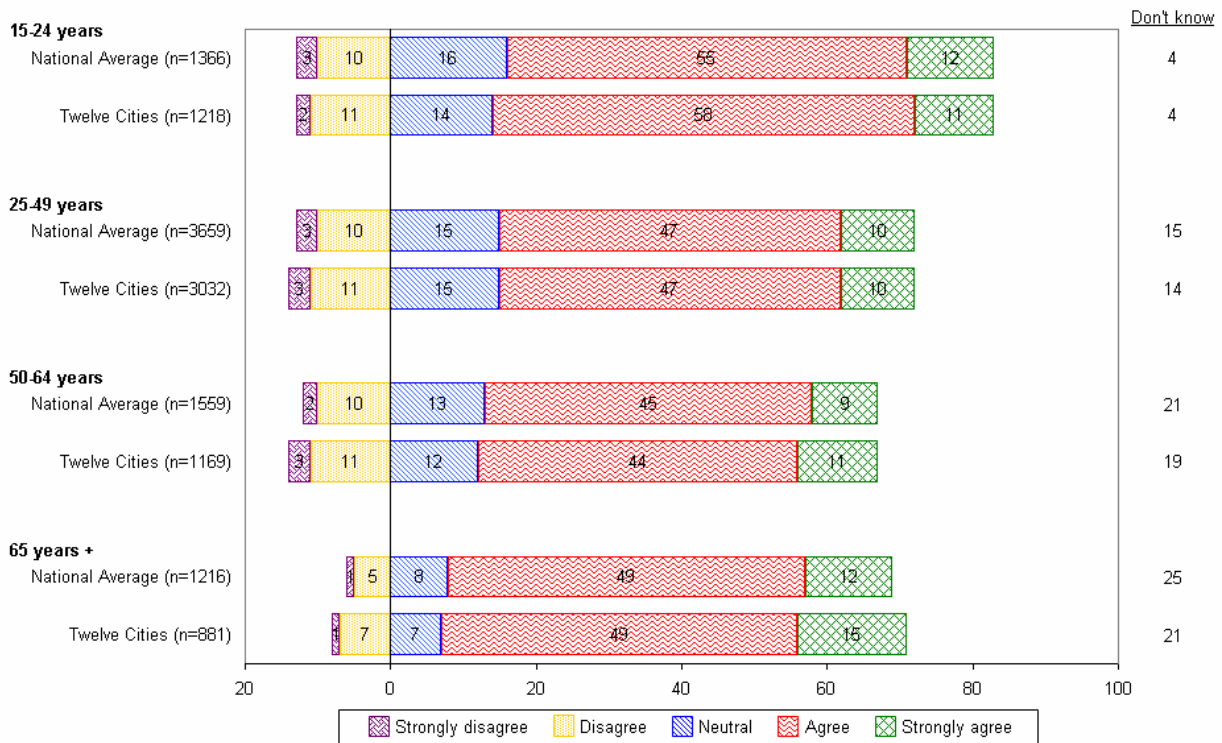
**Figure 7.6: Perceptions Of Affordability Of Public Transport – By Location (%)**



Base: All respondents

Both nationally and at the Twelve Cities level, residents aged 15-24 years were significantly more likely to *agree* or *strongly agree* that public transport was affordable (67% nationally; 69% Twelve Cities) than all other residents (57% nationally; 58% Twelve Cities). Those aged 50-64 years were least likely to *agree/strongly agree* that public transport was affordable (54% nationally; 55% Twelve Cities).

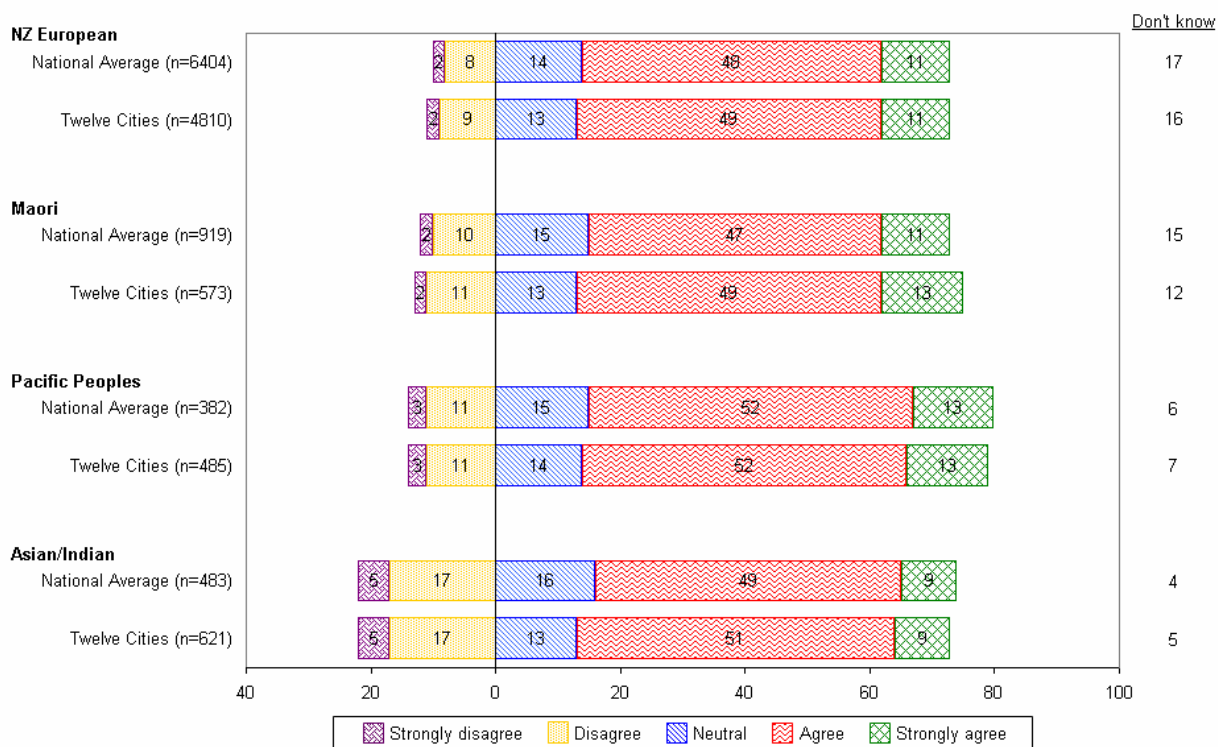
**Figure 7.7: Perceptions Of Affordability Of Public Transport – By Age (%)**



Base: All respondents

Nationally, residents of Pacific Island descent were significantly more likely to *agree/strongly agree* that public transport was affordable (65%) than all other respondents (59%). However, at the Twelve Cities' level, while Pacific Peoples were still most likely to *agree/strongly agree* that public transport was affordable (65%), there were no significant differences in results between the four ethnic groups.

**Figure 7.8: Perceptions Of Affordability Of Public Transport - By Ethnicity (%)**

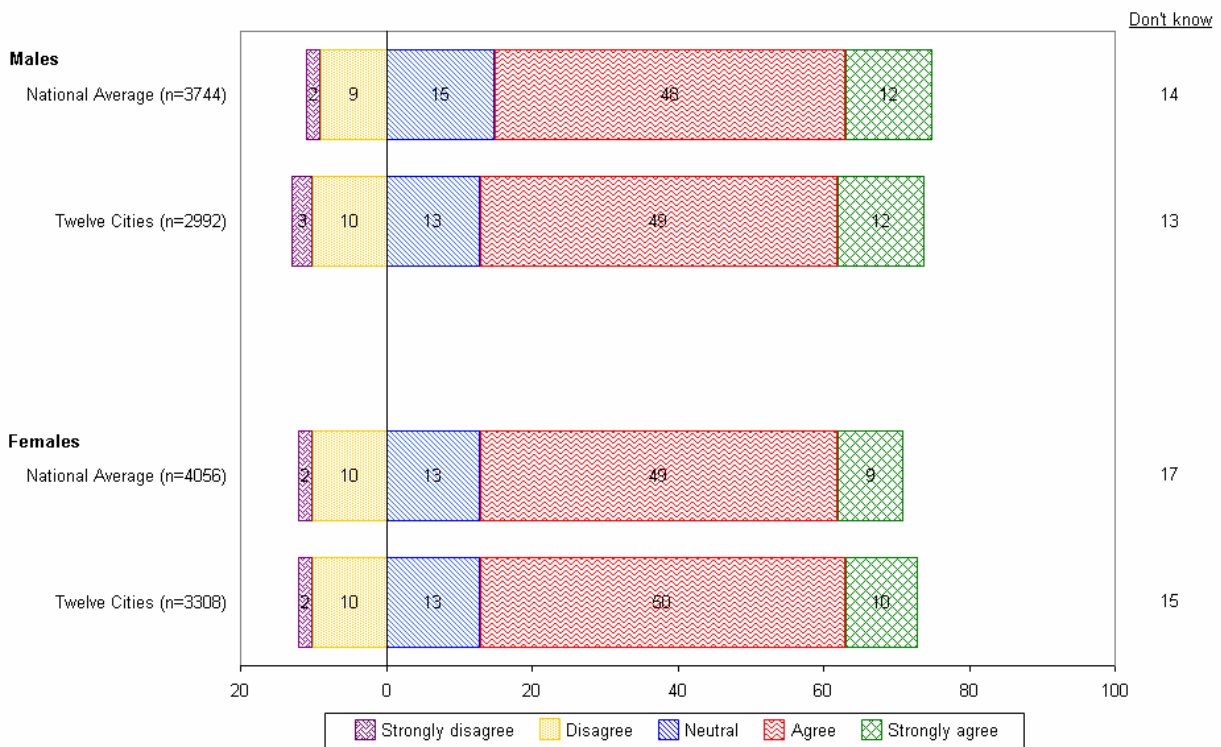


Base: All respondents

Note: Respondents able to select multiple ethnicities. Consequently bases may total more than 100%

At both the national and Twelve Cities level, there were no significant differences in perceptions of public transport affordability by gender, with around three in five of male (60% nationally, 61% Twelve Cities) and female (58% nationally; 60% Twelve Cities) respondents *agreeing* or *strongly agreeing* that public transport was affordable.

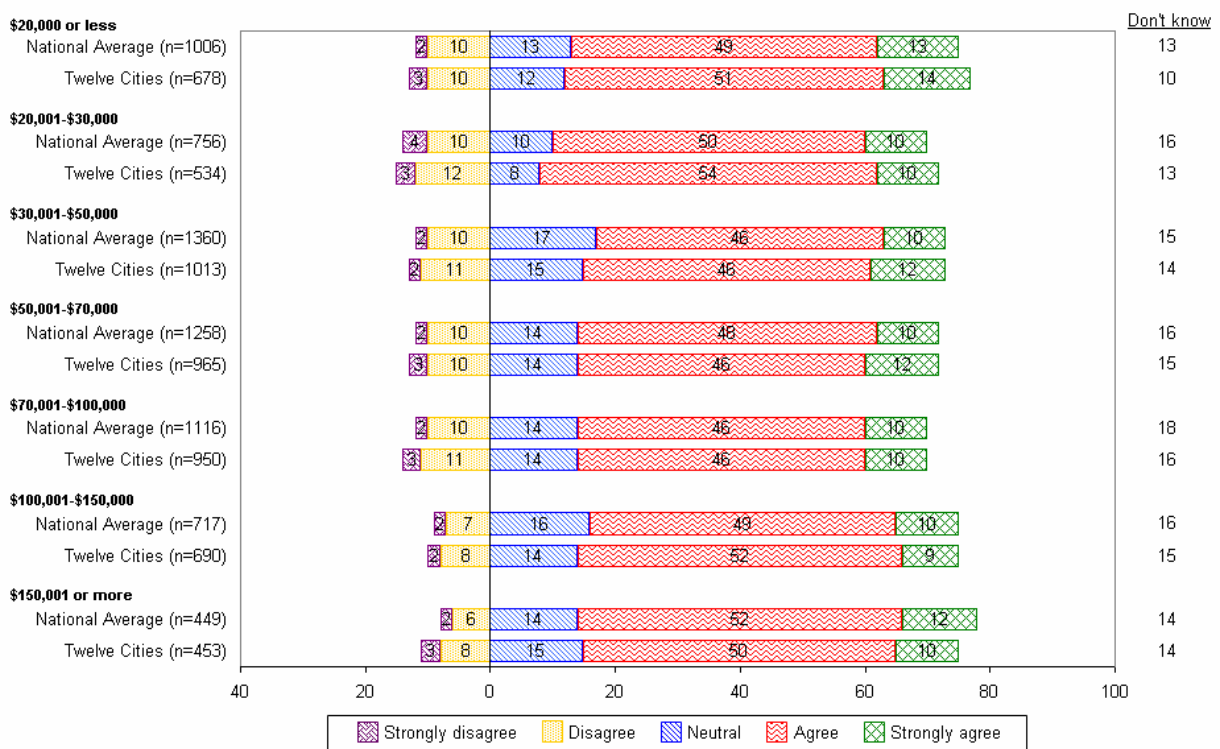
**Figure 7.9: Perceptions Of Affordability Of Public Transport - By Gender (%)**



Base: All respondents

At both a national and Twelve Cities' level, the relationship between annual household income and perceptions of affordability is polarised. Nationally, the highest proportion of residents *agreeing* or *strongly agreeing* that public transport was affordable was those with an annual household income of \$150,001 a year or more (64%). However, 62% of those with a household income of \$20,000 or less also felt this way. Levels of agreement were lowest among those with a household income of \$30,001-\$50,000 or \$70,001-\$100,000. At a Twelve Cities level, the pattern is similar, with residents with a household income of \$20,000 or less being most likely to consider public transport affordable (65% *agreeing/strongly agreeing*), and those with a household income of \$70,001-\$100,000 least likely to agree (56%).

**Figure 7.10: Perceptions Of Affordability Of Public Transport - By Household Income (%)**

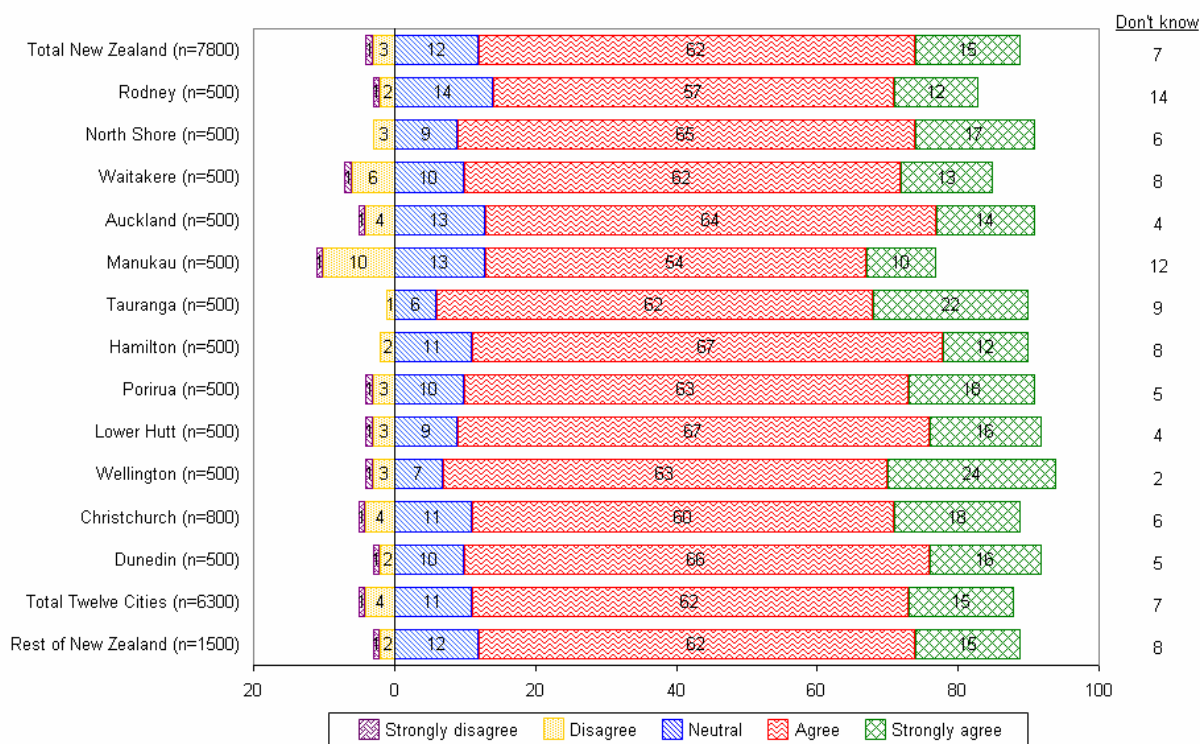


Base: All respondents

### 7.3 Perceptions Of Safety Of Public Transport

Two thirds (77%) of New Zealand residents *agreed* (62%) or *strongly agreed* (15%) that public transport was safe. Only 4% *disagreed* or *strongly disagreed* with this statement. Wellington residents were most likely to *agree* or *strongly agree* that public transport was safe (87%), while residents of Manukau were least likely to perceive public transport as safe (64%). There were no significant differences in perceptions of safety between Twelve Cities residents and those living in the rest of New Zealand, 77% of both groups agreeing with the statement to some extent.

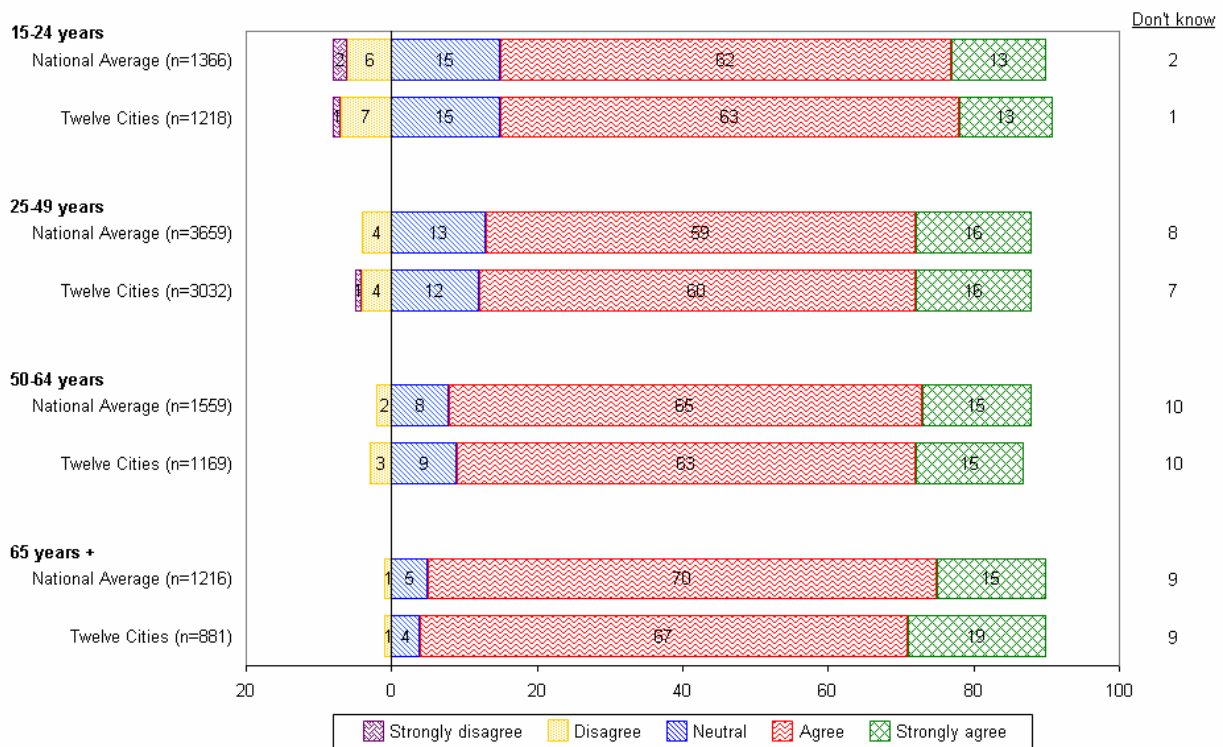
**Figure 7.11: Perceptions Of Safety Of Public Transport – By Location (%)**



Base: All respondents

At both the national and Twelve Cities' level, residents 50 years of age or over were significantly more likely to *agree/strongly agree* that public transport was safe (82% nationally; 81% Twelve Cities) than those younger than 50 years (76% at both levels). Perceptions of safety were particularly positive among those aged 65 years or over (85% nationally; 86% Twelve Cities).

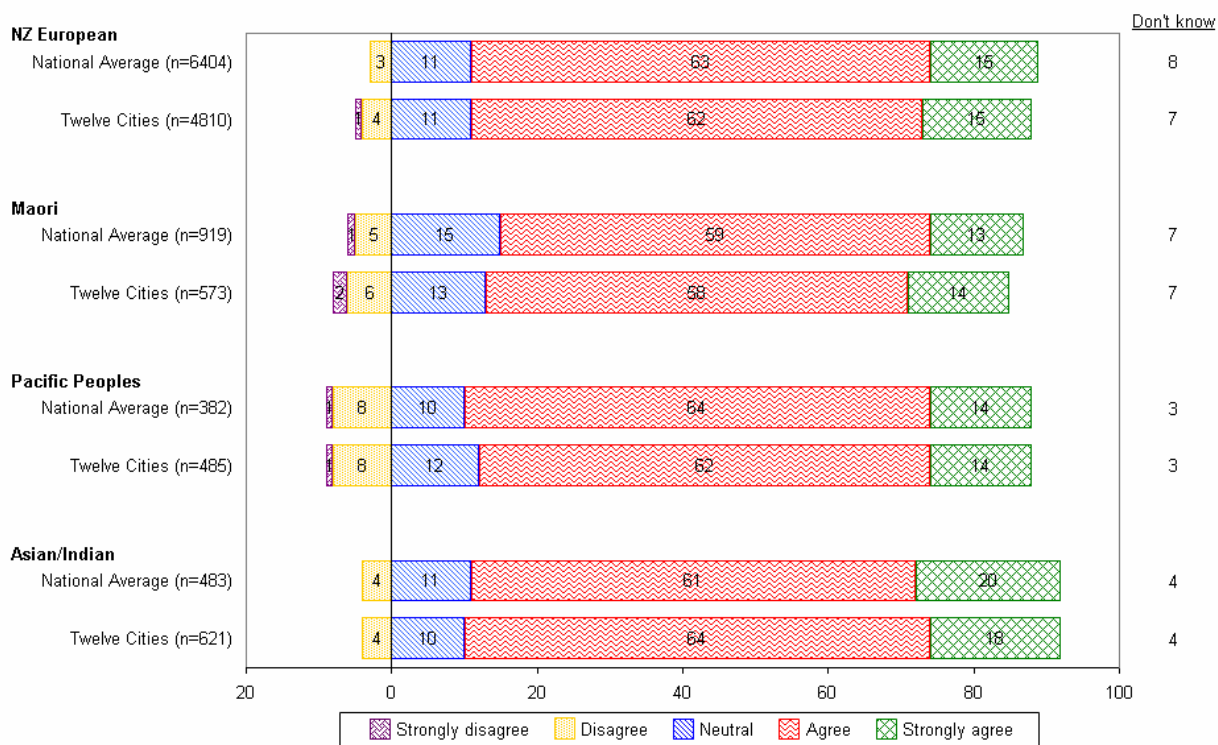
**Figure 7.12: Perceptions Of Safety Of Public Transport – By Age (%)**



Base: All respondents

The ethnic group with the highest proportion of residents *agreeing* or *strongly agreeing* that public transport was safe, both nationally and at a Twelve Cities' level, was Asian/Indian (81% nationally; 82% Twelve Cities). Maori residents were significantly less likely than their Asian/Indian counterparts to perceive the safety of public transport positively, 72% at both levels *agreeing/strongly agreeing*. Of the four ethnic groups, Pacific Peoples were most likely to rate the safety of public transport negatively, 9% at both levels *disagreeing/strongly disagreeing* that public transport was safe.

**Figure 7.13: Perceptions Of Safety Of Public Transport - By Ethnicity (%)**

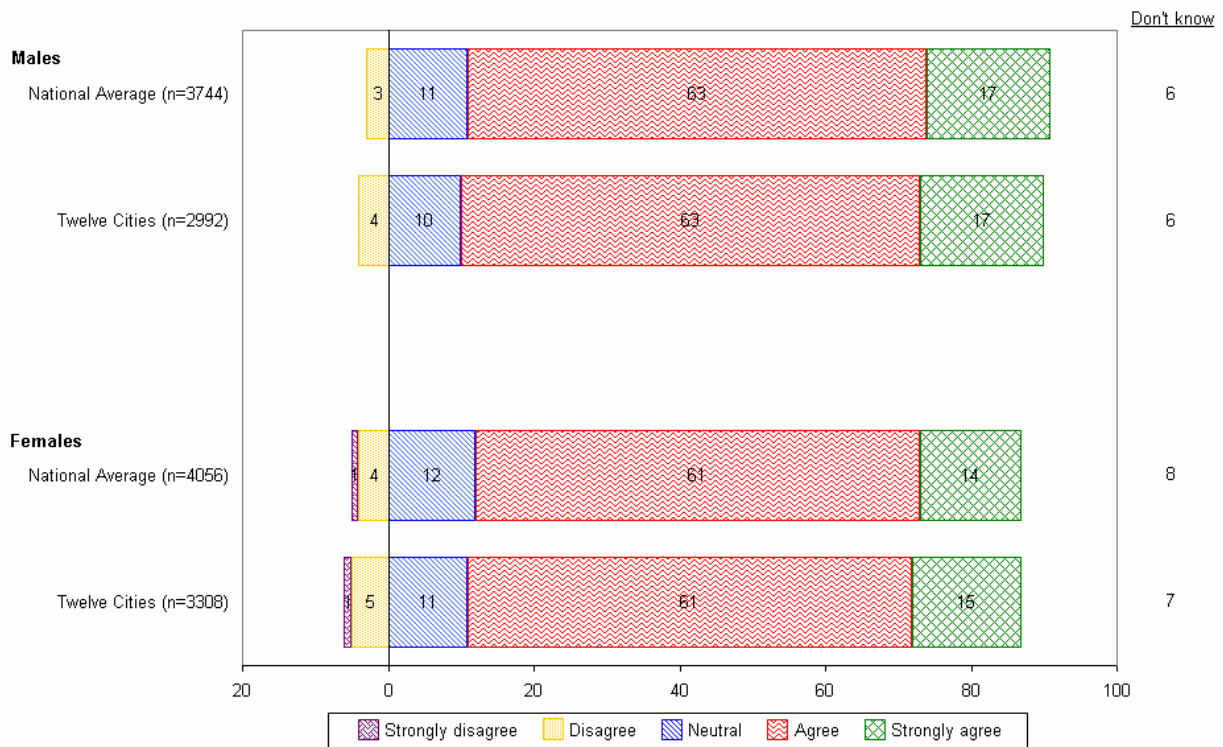


Base: All respondents

Note: Respondents able to select multiple ethnicities. Consequently bases may total more than 100%

A higher proportion of males than females *agreed* or *strongly agreed* that public transport was safe at both a national and Twelve Cities level (80% of males at both levels *agreeing/strongly agreeing* with this statement compared with 75% and 76% of females respectively).

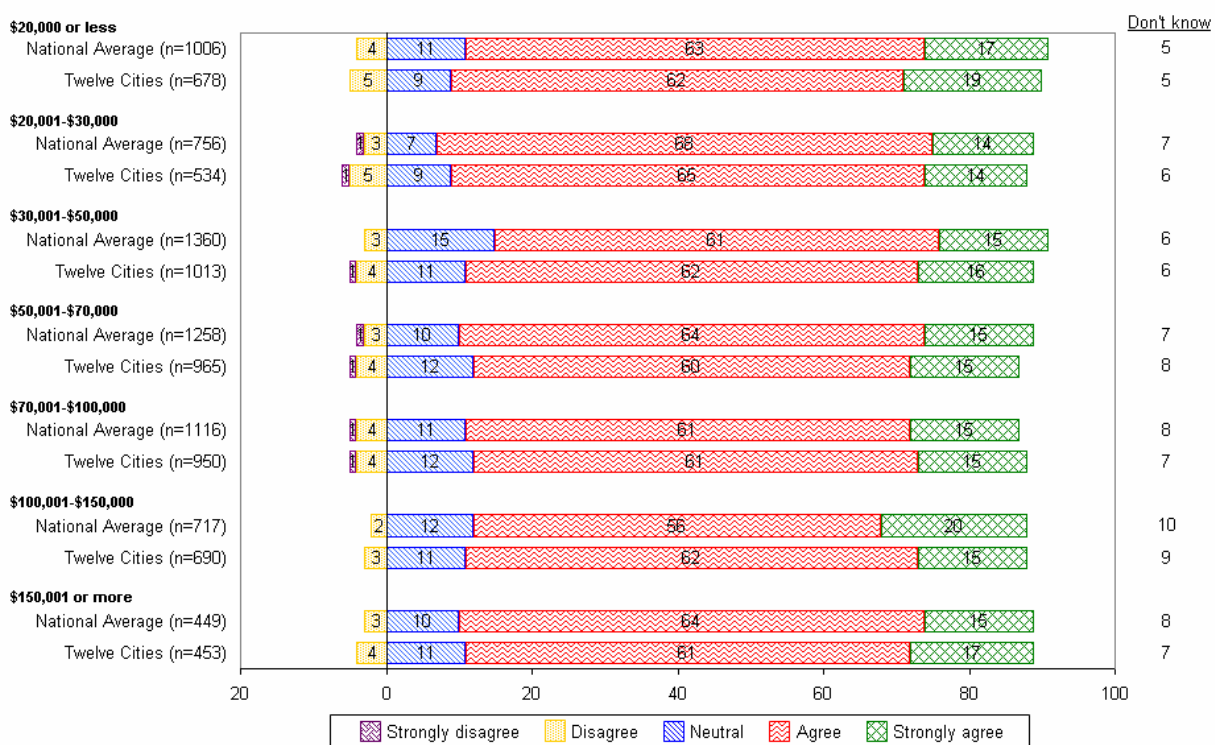
**Figure 7.14: Perceptions Of Safety Of Public Transport - By Gender (%)**



Base: All respondents

Perceptions of safety were relatively similar across all annual household income groups. Nationally, the highest proportion of residents *agreeing* or *strongly agreeing* that public transport was safe were those with a household income of \$20,001-\$30,000 a year (82%), while those with a household income of \$30,001-\$50,000, \$70,001-\$100,000 or \$100,001-\$150,000 were least likely to *agree* or *strongly agree* (each with 76%). However, at the Twelve Cities' level, residents with a household income of \$20,000 or less comprised the highest proportion of those *agreeing* or *strongly agreeing* that public transport was safe (81%), while those earning \$50,0001-\$70,000 a year were least likely to *agree* or *strongly agree* (75%).

**Figure 7.15: Perceptions Of Safety Of Public Transport - By Household Income (%)**

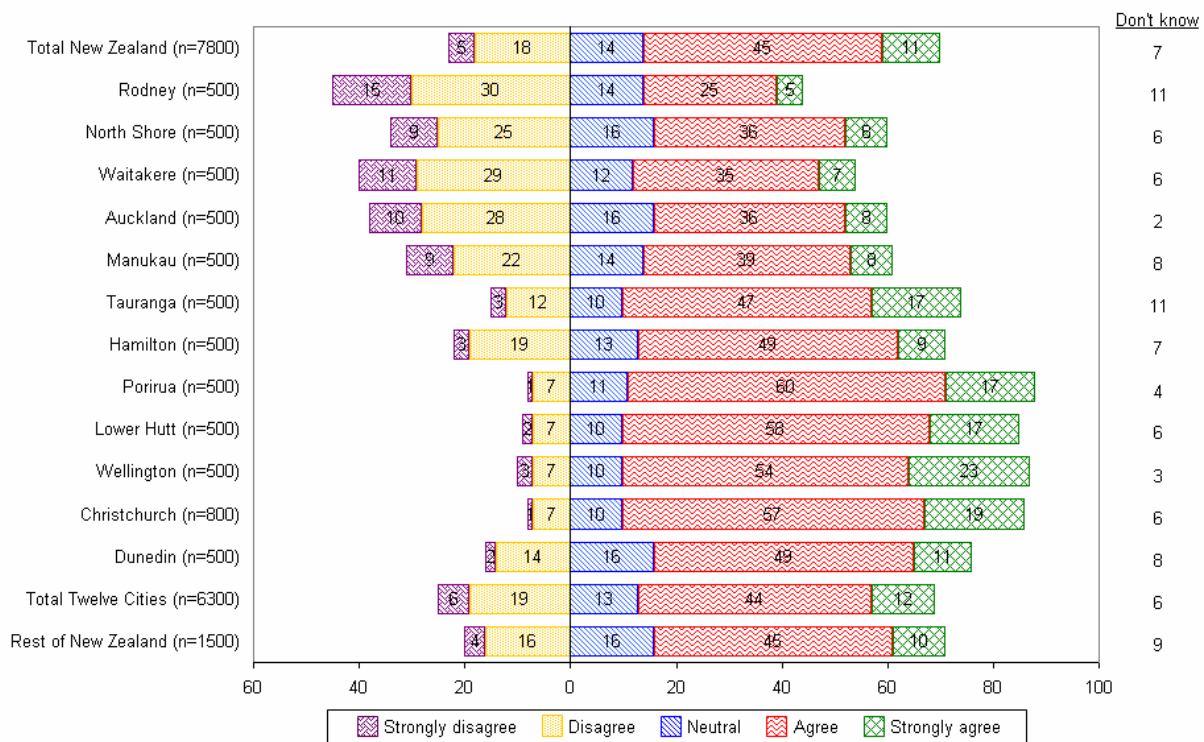


Base: All respondents

## 7.4 Perceptions Of Convenience Of Public Transport

Just over half (56%) of New Zealand residents *agreed* (45%) or *strongly agreed* (11%) that public transport was convenient. Twenty-three percent *disagreed* (18%) or *strongly disagreed* (5%) with this statement. Those living in Wellington and Porirua were most likely to *agree* or *strongly agree* that public transport is convenient (77%), while residents of Rodney were least likely to feel this way (30%). While there were no significant differences in the level of agreement with this statement between residents of the Twelve Cities (56% *agree/strongly agree*) and those living in the rest of New Zealand (55%), Twelve Cities' residents were significantly more likely to *disagree/strongly disagree* that public transport was convenient (25%) than those living elsewhere (20%).

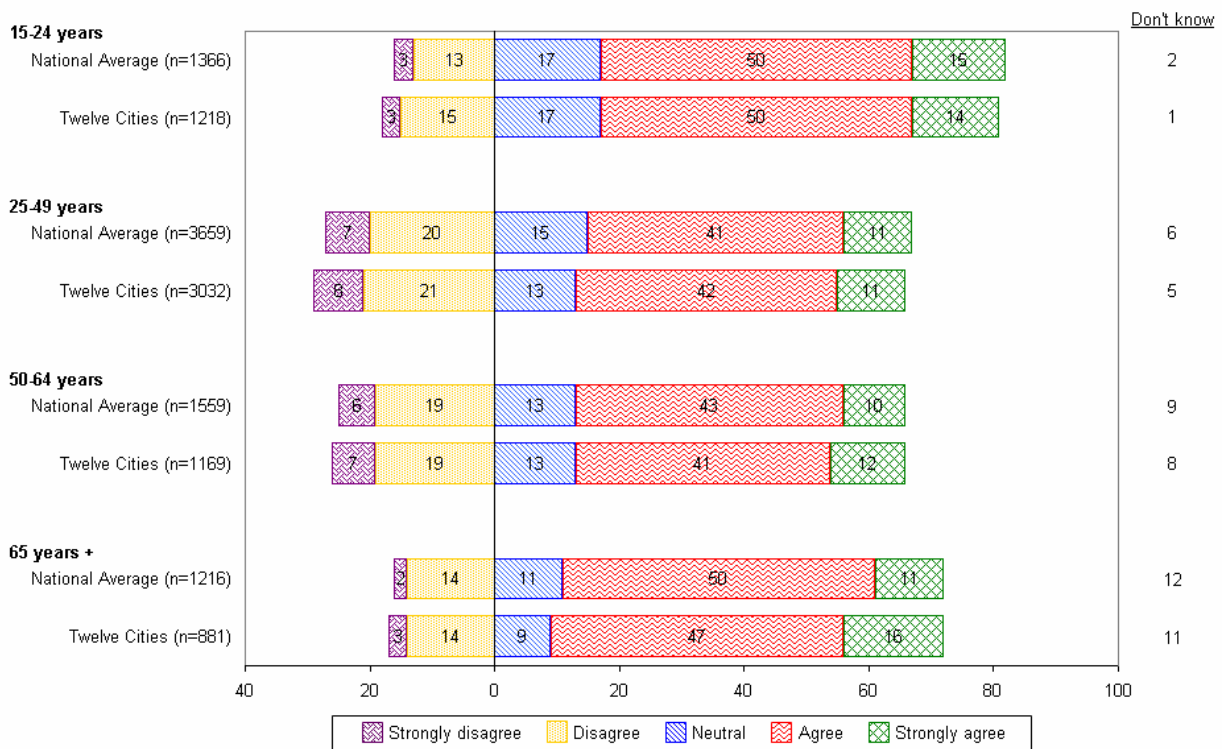
**Figure 7.16: Perceptions Of Convenience Of Public Transport – By Location (%)**



Base: All respondents

Both nationally and at the Twelve Cities' level, positive perceptions of the convenience of public transport were polarised, residents aged 15-24 years (65% nationally; 64% Twelve Cities) and those aged 65 years or over (61% nationally; 63% Twelve Cities) most likely to *agree/strongly agree* that public transport was convenient.

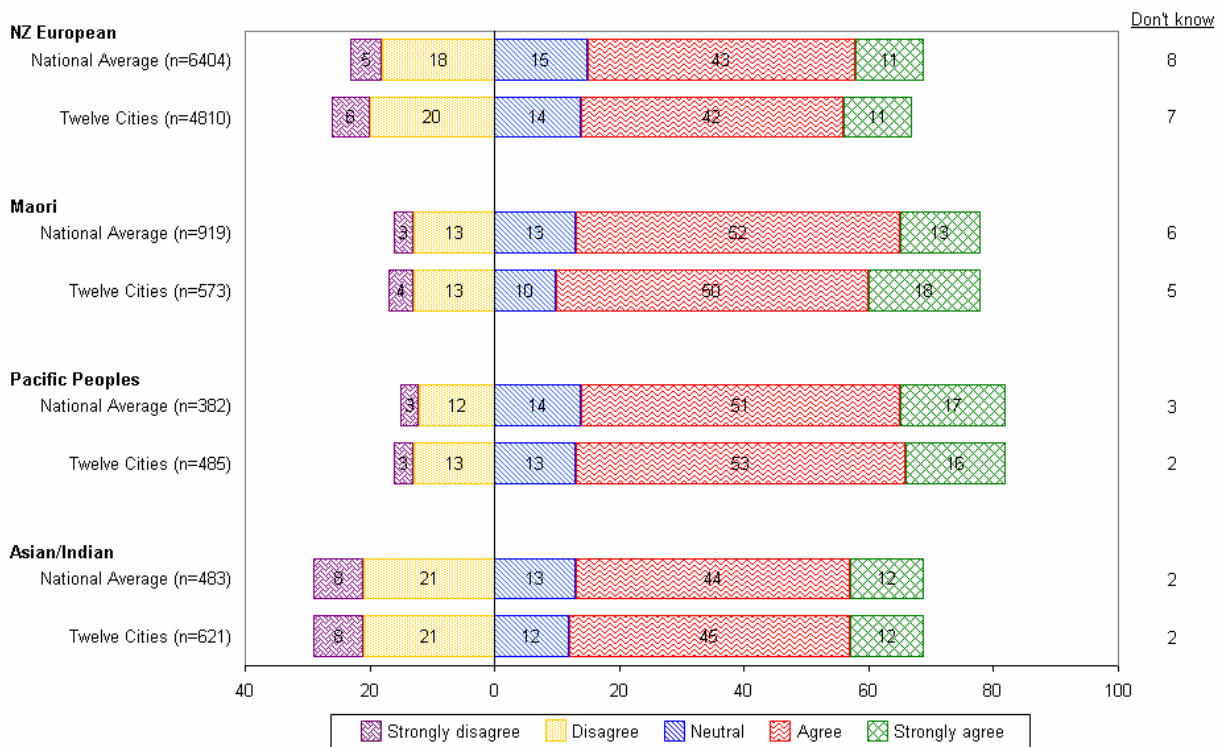
**Figure 7.17: Perceptions Of Convenience Of Public Transport – By Age (%)**



Base: All respondents

At both a national and Twelve Cities' level, Pacific Peoples (68% nationally; 69% Twelve Cities) and Maori (65% nationally; 68% Twelve Cities) were significantly more likely to *agree/strongly agree* that public transport was convenient than Asian/Indian (56% nationally; 57% Twelve Cities) and New Zealand European (54% nationally; 53% Twelve Cities) residents.

**Figure 7.18: Perceptions Of Convenience Of Public Transport - By Ethnicity (%)**

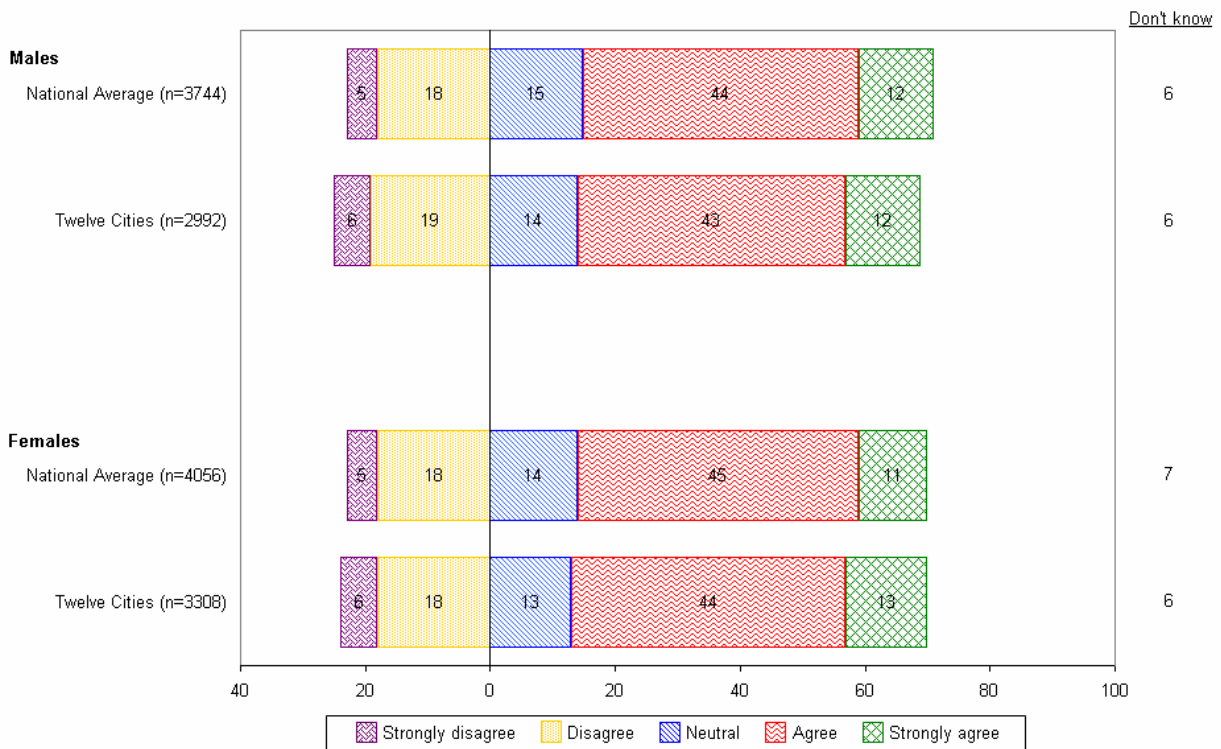


Base: All respondents

Note: Respondents able to select multiple ethnicities. Consequently bases may total more than 100%

Both nationally and at the Twelve Cities' level, there were no significant differences in perceptions of the convenience of public transport between males (56% nationally; 55% Twelve Cities) and females (56% nationally; 57% Twelve Cities).

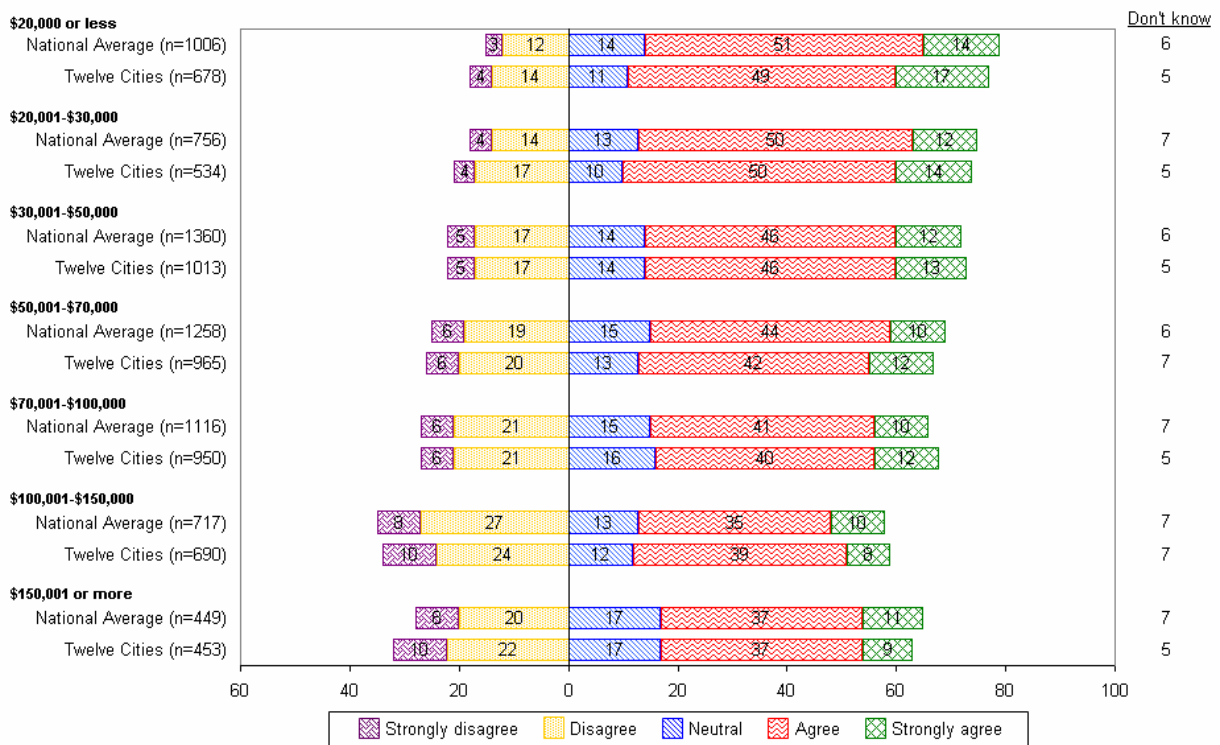
**Figure 7.19: Perceptions Of Convenience Of Public Transport - By Gender (%)**



Base: All respondents

Both nationally and at a Twelve Cities level, results suggest an inverse relationship between household income and positive perceptions of the convenience of public transport. Residents with an annual household income of \$30,000 or less were significantly more likely to *agree/strongly agree* that public transport was convenient (63% nationally; 65% Twelve Cities) than those with a household income of \$30,001 or more (54% at both levels). Residents with a household income of \$100,001 or more were significantly less likely to agree/strongly agree that public transport was convenient (46% nationally; 47% Twelve Cities) than those with a household income of \$100,000 or less (58% nationally; 59% Twelve Cities).

**Figure 7.20: Perceptions Of Convenience Of Public Transport - By Household Income (%)**



Base: All respondents