

Life in Christchurch Transport 2022

Summary Results

Survey in field: November 2022

Number of respondents: 4892

Overall, travel by cycling, public transport and walking were all down on previous years. There were strong themes of safety concerns relating to active and public travel raised by respondents. Most commonly mentioned was the lack of perceived safety: at the central city bus exchange and waiting at bus stops, while cycling on roads with inconsiderate drivers (exacerbated by the recent reports of cars purposefully opening doors into cyclists), and while walking not only during night time, but also during the day and due to sharing paths with cyclists and e-scooters.

Car travel has endured as the most commonly used mode of transport even though perceptions of ease of travel decreased compared to previous years. Public transport reliability persists as an area that needs improvement, and cycleways continue to be polarising, with car users generally disliking them, and cyclists greatly appreciating them.

TRAVEL BY CAR

- Consistent with previous years, travel by car remains high amongst respondents at 96% (n=4611).
- 58% (n=2503) of those who travel to work by car, do so at least once a week, with 32% (n=1366) travelling to work by car 5 or more times a week.
- Of those who have travelled to the central city by car (91%, n=4266), 36% (n=1517) parked in an off-street car parking building, and 35% (n=1488) parked in on-street car parking. Car parking decisions were mainly driven by a car parks closeness to where they needed to go (68%, n=2881).
- 47% (n=2103) of respondents find it easy or very easy to travel by car in Christchurch. This is a considerable decrease from previous years (60% in 2021, and 57% in 2020). 4% of this 13% decrease from 2021 is offset by an increase of those who find travel by car neither easy nor difficult from 27% in 2021 to 31% (n=1384) in 2022. The remainder of the decrease is offset by a 9% increase in respondents who find travel by car difficult or very difficult (21%, n=945 in 2022 compared to 12% in 2021).
- The five most commonly reported reasons that respondents find it difficult to travel by car are:
 - The road layout being confusing (54%)

- The availability of parking (54%)
- Speed limits (54%)
- Narrowed lanes (54%)
- Roadworks and road closures (54%)
- Of those who own or have access to a full electric or hybrid car (16%, n=702), 18% (n=124) drive more often than they did previously.

We use car travel as it is easier. Christchurch is very spread out and to have several bus changes is not convenient.

Road conditions and traffic light system is atrocious.

The lack of light controlled right hand turning at intersections is a massive hazard

Too difficult driving inner city streets.

Travel at peak times is not easy, travel outside of peak times is OK.

TRAVEL BY BICYCLE

- 34% (n=1573) of respondents travel by bicycle at least once a month. Another slight decrease from 2021 and 2020, at 37% and 39% respectively. Of those who travel by bike, 35% (n=553) travel by e-bike at least once a month, which is a considerable increase from 26% in 2021.
- 49% (n=771) travel by bike to work at least once a week. Compared to 52% in 2021.
- Feelings of safety while travelling by bike have decreased to 37% (n=583), closer to pre-2020 levels. This is compared to 43% in 2020 and 46% in 2021.
- The top three reasons respondents find it difficult/unsafe to travel by bike are:
 - Inconsiderate and dangerous behaviour from other road users (71%)
 - Sharing the roads with cars (71%)
 - Sharing the roads with buses and heavy vehicles (65%)
- Encouragingly, the majority of respondents who travel by bike find it easy or very easy (62%, n=975).

Please continue to give us safe cycleways! The way of the future for environment, health and affordability.

Some bike lanes are full of debris and pot holes - causes bikes to swerve into traffic

I love the protected bicycle paths. We use these for work and school commuting. I ride my bike everywhere I reasonably can (work, light shopping, entertainment, and exercise). I love the accessibility - keeps me fit, active, reduces cost and CO2 emissions. Please continue to invest in cycling infrastructure.

Finish the cycleways so they are linked up and useful.

Thank you for building separate cycleways as they are much more safe than travelling on the road, this has allowed my wife and I use them a lot to take my toddlers places on the bikes. Also please continue making the city a nicer place to travel by modes other than cars.

TRAVEL BY PUBLIC TRANSPORT

- 25% (n=1123) of respondents have travelled by public transport more than once a month in the past 12 months. This is a slight increase from 2021 at 24%, but still somewhat less than 2020 (29%) and 2019 (32%).
- More direct routes (39%, n=1283), and more frequent services (28%, n=903) remain the top factors that would encourage respondents to travel by public transport. However, 31% (n=1041) of respondents indicated that nothing would encourage them to travel by public transport.
- The majority of respondents who travel by public transport report travelling by this mode as easy or very easy (61%, n=680).
- 30% (n=326) of those who use public transport, report using it more often now compared to 12 months prior.

The bus service is atrociously bad. The bus times are not reliable, there should be a faster push to decarbonise public transport. Taking public transport at minimum doubles my travel time which is not a good incentive to use it. I wish we lived in a city where public transport was a feasible option.

The bus exchange is scary and prevents me from taking the bus.

Increased reliability of bus arrivals would give me more incentive to use them to visit the central city. I'd be more likely to use them if I knew they would reliably turn up at the scheduled time.

The buses run very inconsistently, so they are not a reliable form of transport for me to take to get to work, meaning I use them less. I generally only use the bus when I am not in a hurry to get somewhere.

I would very much LIKE to use it more. But safety and convenience are big issues that prevent this.

WALKING

- 55% (n=2491) of respondents walk more than once a month to work, education, shopping, social activities and sport and recreation. This is a decrease from 2021, at 62%.
- Respondents who travelled by walking were much more likely to walk to other activities including shopping, social activities and sport and recreation at least once a week (69%, n=1709), compared to work (16%, n=409) and education (10%, n=253).
- 76% (n=1905) find walking in Christchurch easy or very easy. The top three factors that make walking difficult for respondents are:

- The quality of the footpaths (61%)
- The location and quality of pedestrian crossings (41%)
- Other (frequently cited reasons include; distance and health and/or disability issues)

There are some places where it is a pleasure to walk - where there are trees and good footpaths etc. But walking on footpaths next to roads with 3+ lanes of traffic is awful.

30kph areas make walking much safer and more attractive.

Keep building the cycleways and improving pedestrian spaces! They're making a real difference to how I get about and for so many others too.

The state of some footpaths is terrible. Cyclists and scooter riders using footpaths is very dangerous.

I love it, it's much easier to get around and really enjoyable. Sometimes a bit tricky dodging people on cycles or e-scooters as there doesn't seem to be a clear understanding of where they should be on the pathways but it's just a case of having to be more vigilant about looking before you change direction.

RESPONDENT DEMOGRAPHICS

It is pertinent to acknowledge the 2022 Transport Survey was sent to a significantly larger panel (with the addition of a number of panel members from the Te Kaha consultation in July 2022), which is over representative of some demographics and under representative of others.

For example, 87% (n=3692) of respondents identify as NZ European, 68% (n=2914) were 50 years old and above, and 54% (n=2311) identify as male. Conversely, only 2% (n=106) of respondents were under 25 years of age, and only 4% (n=177) identify as Māori.

Additionally, although all Christchurch Wards were represented in the sample, nearly half of respondents reported living in one of Christchurch's more affluent/least deprived areas (Cashmere 12%, Halswell 9%, Fendalton 8%, Harewood 8%, and Heathcote 8%).

It is important to keep these factors in mind when considering the survey results.

Grouped Age	24 years and under	25 - 49 years	50 - 64 years	65+ years
%	2%	30%	34%	34%

Ethnicity	%	Count
NZ European	87%	3692
Other (Please Specify)	7%	319
British & Irish	4%	178
Maori	4%	177
Other European	3%	119
Chinese	1%	35

Note: Only includes ethnic groups where 1% or more of respondents identifying with.

Ward	%
Banks Peninsula	4%
Burwood	7%
Cashmere	12%
Central	6%
Coastal	5%
Fendalton	8%
Halswell	9%
Harewood	8%
Heathcote	8%
Hornby	2%
Innes	7%
Linwood	5%
Papanui	4%
Riccarton	4%
Spreydon	6%
Waimairi	5%