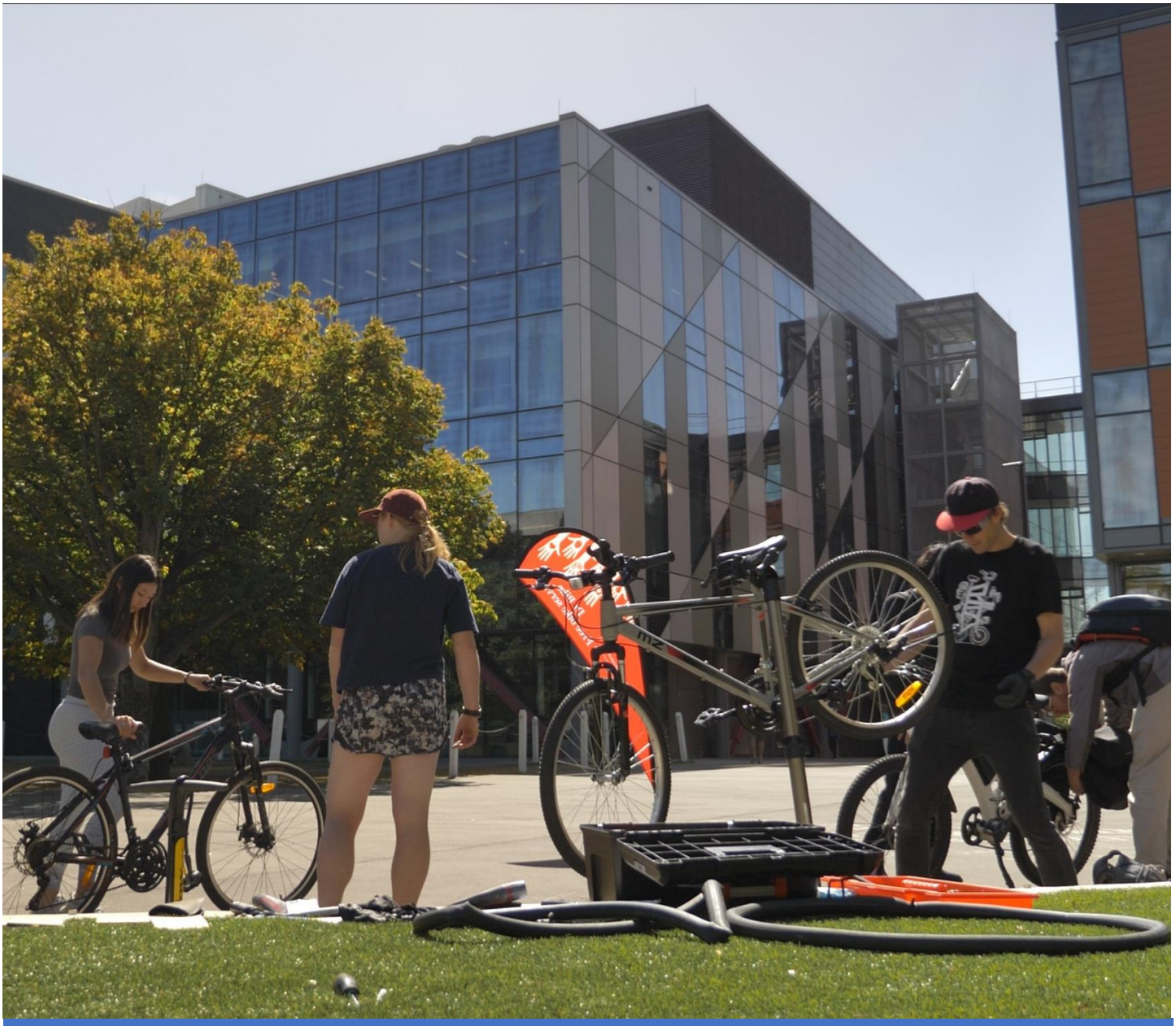


2024 Travel Survey Report

Malek Connor

Travel Survey Report 2024

Introduction and Methods

This report is based on data from the 2024 four-yearly Travel Survey of University of Canterbury students and staff. This survey took place from 25th July-13th August. This survey aims to gather a snapshot of current transport trends of both staff and students, noting that the University has a goal of making the campus as sustainable and environmentally friendly as possible. This data will guide further actions to continue to improve the University's environmental impacts.

Different methods were used to gather responses, including an email sent to all staff and students with a link to the survey, posters, flyers as well as some lecturers promoting the survey before lectures. 3,076 responses were gathered, slightly less than the 2020 survey which gathered 3,128 responses.

This report includes the results from the survey and a discussion on these results. The report and analysis were completed by PACE intern Malek Connor, with assistance from the Sustainability Engagement Coordinator Chloe Sutton and editing by Sustainability Manager Dr Matt Morris.

The survey itself was a streamlined version of previous surveys, asking fewer questions and making some adjustments to questions to remove ambiguity. These had been workshopped by the Sustainable Transport Reference Group.

Representativeness

Overall, of the 3,076 respondents, 1,817 were students and 1,009 were staff. This equates to 10.6% of all students (compared to 10% in 2020) and 39.4% of all staff (compared to 23% in 2020).

Staff cohort

Table 1 shows the kind of staff who responded, and Table 2 shows their gender. Table 3 shows the distribution of age within the staff cohort.

Table 1.

Role within staff	n	%
General/Professional staff	668	66.6
Academic staff	327	32.6
Associate or visitor	8	0.8

Table 2.

Staff Gender	n	%
Female	599	59.5
Male	386	38.3
Prefer not to say	17	1.7
Gender Diverse	5	0.5

Table 3.

Staff age	n	%
18 – 24 years	22	2.2
25 – 34 years	158	15.7
35 – 44 years	252	25.0
45 – 54 years	298	29.6
55 – 64 years	233	23.1
Older than 65 years	30	3.0
Prefer not to say	15	1.5

Student Cohort

Tables 4 and 5 show the gender and age of student respondents.

Table 4.

Student Gender	n	%
Female	1028	56.7
Male	681	37.6
Gender Diverse	72	4.0
Prefer not to say	31	1.7

Table 5.

Student age	n	%
Younger than 18 years	11	0.6
18 – 24 years	1386	76.4
25 – 34 years	261	14.4
35 – 44 years	93	5.1
45 – 54 years	31	1.7
55 – 64 years	19	1.0
Older than 65 years	6	0.3
Prefer not to say	7	0.4

General travel behaviour

Participants' most popular mode of transport remains the car, in line with previous years' findings. There has been a decrease since 2020 with 35% of participants traveling via car (Figure 1) compared to 42% in 2020. Cycling (as well as e-bike and other various similar modes) has shown a slight increase from 2020 as it has grown from nearly 18% to 21%. The most notable change is the increase in busing, which has grown from 7% to 15%. Figure 2 breaks down the 3 main categories to get a better understanding of what these main groups consist of.

Figure 1.

Amount of People That Use Each Mode of Transport

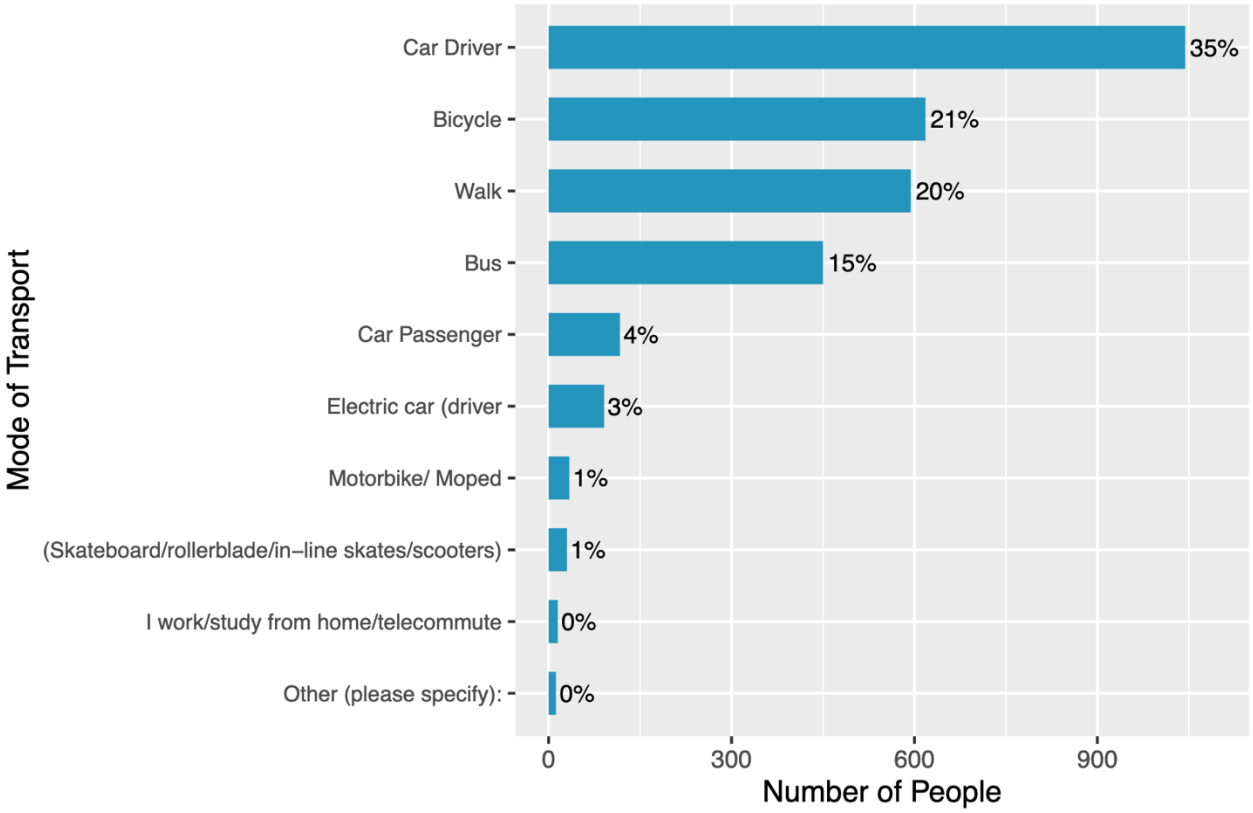
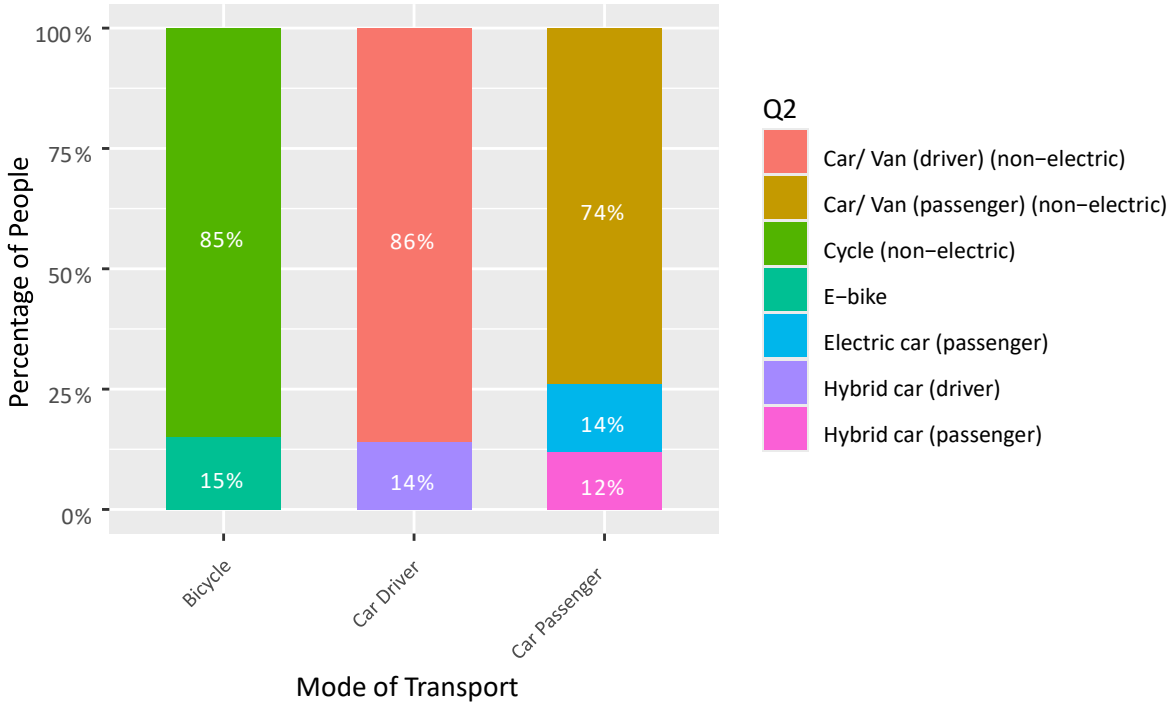


Figure 2.

Composition of Car Drivers, Car Passengers, and Bicycles by Subcategories



Historical comparison

Historical data is compared to see the change in modes of transport over time for both staff and students. Figure 3 demonstrates the change in modes of transport of staff and Figure 4 shows the change in students' modes of transport. Data used in graphs is located in appendix.

Figure 3.

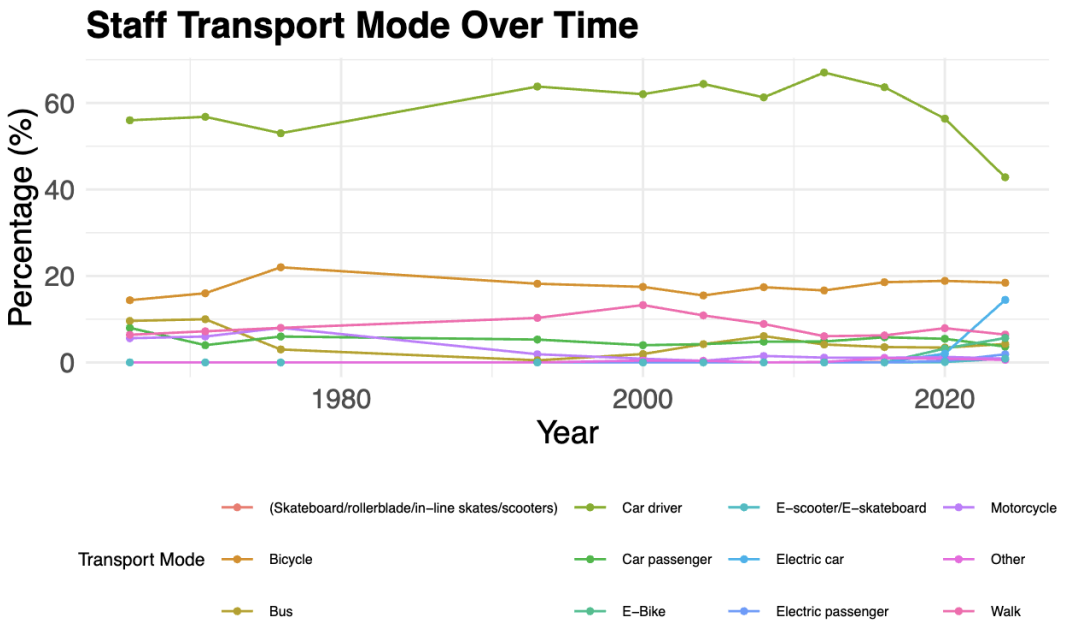
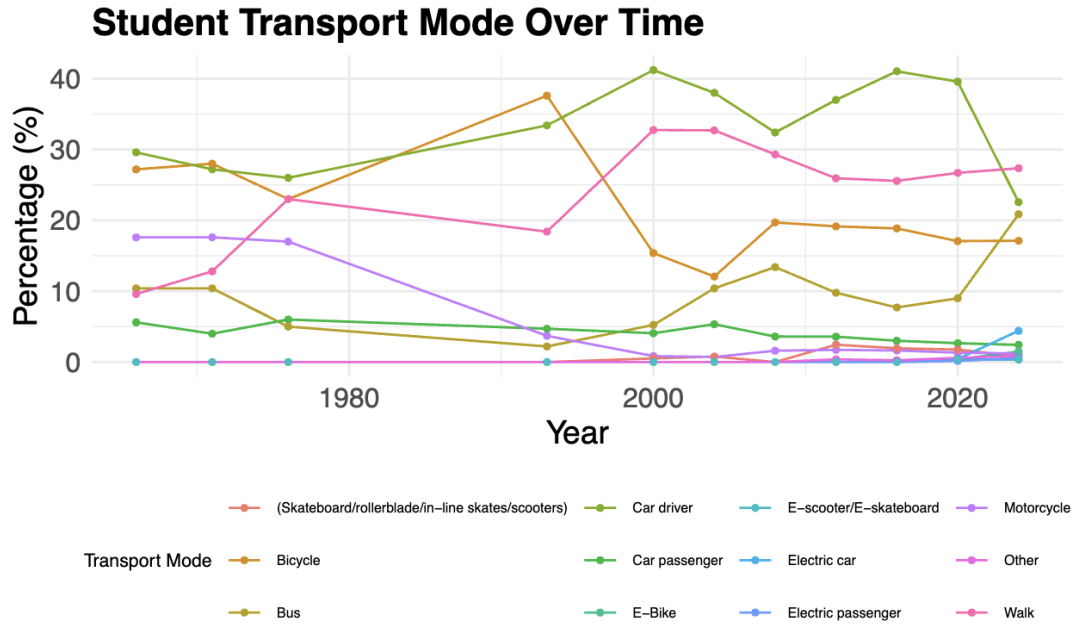


Figure 4.



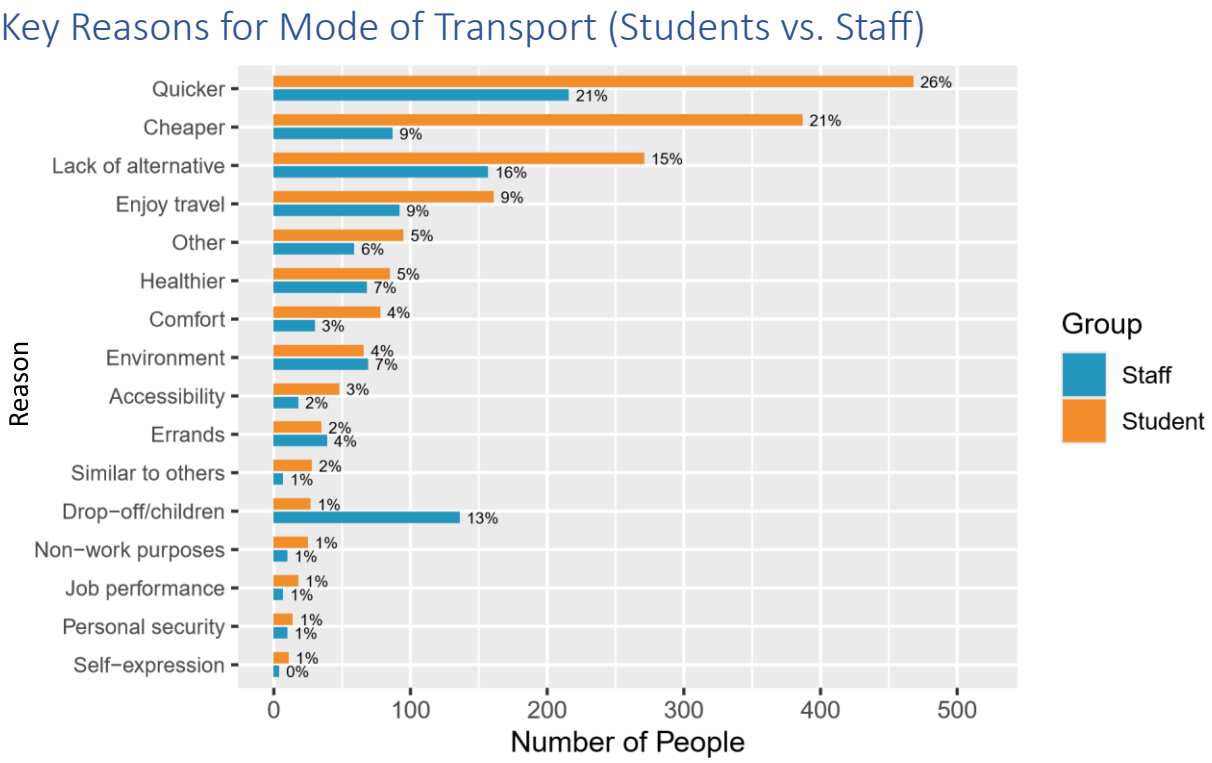
Travel trends

The survey asked respondents what the most important reason for their mode of travel is (Table 6). 24% of respondents selected 'it is quicker'. Cost was also a large factor (17%). A higher proportion of students than staff gave cost as their primary reason. Figure 5 shows the difference in reasons split by staff and students.

Table 6.

Most important reason	n	%
Because it is quicker	723	24.1
Because it is cheaper	501	16.7
Lack of viable alternative form of transport	450	15.0
I enjoy the way I travel to University	280	9.3
Dropping off and collecting children/dependents	170	5.7
Other (please specify):	162	5.4
Because it is healthier	161	5.4
For environmental reasons	145	4.8
Because it is more comfortable	116	3.9
To visit shops/errands etc. on the way to/from University	79	2.6
Accessibility/mobility reasons	69	2.3
I travel in the same way as other people like me	39	1.3
Use during the day for non-work purposes (e.g. to visit doctor, errands)	39	1.3
Personal security during journey	28	0.9
Use during day to perform job	26	0.9
I express myself through the way I travel to University	17	0.6

Figure 5.



9% of respondents said they chose their travel mode because they enjoyed it. Of those people, 31% walk and 30% cycle (Table 7), indicating that active transport and enjoyment go hand in hand.

Table 7.

Mode of travel	n	%
Walk	88	31.4
Cycle (non-electric)	84	30.0
Car/ Van (driver) (non-electric)	38	13.6
Bus	26	9.3
E-bike	23	8.2
Motorbike/ Moped	6	2.1
Skateboard/Blades/ Scooter (non-electric)	5	1.8
Hybrid car (driver)	3	1.1
Electric car (driver	2	0.7
Other (please specify):	2	0.7
Car/ Van (passenger) (non-electric)	1	0.4
E-scooter/ E-skateboard	1	0.4
Hybrid car (passenger)	1	0.4

Carbon output

In order to understand the total carbon output of UC as a whole the average footprint of individuals needs to be understood. Respondents that answered they travel via a petrol vehicle were asked the size

of the vehicle that they travel in (table 8). Respondents' average time to commute each day is 25 minutes, this remains the same when filtered only by transports that produce carbon (Driver (non electric), Hybrid and moped). To help calculate the amount of carbon emissions produced participants who indicated they travel using a carbon emitting mode of transport were also asked the frequency they travel each week (table 9). Further data was also collected to help calculate an estimate of the University of Canterbury's total emissions. While this data is presented here, analysis has not been completed. This will be presented in a separate report once finalised.

Table 8.

Size of vehicle	n	%
Very small e.g. Fiat 500 (<1350 cc)	100	6.4
Small e.g. Suzuki Swift (1350 - <1600 cc)	495	31.9
Medium e.g. Toyota Corolla (1600 - <2000 cc)	610	39.3
Large e.g. Toyota RAV4 (2000 - <3000 cc)	287	18.5
Very large e.g. Ford Ranger (>3000 cc)	62	4.0

Table 9.

Frequency of travel	n	%
1	321	21.1
2	139	9.1
3	236	15.5
4	294	19.3
5	492	32.3
6	30	2.0
7	12	0.8

Parking

Individuals who drive were asked in which location they usually park (Table 10), as well as the time taken to walk to campus from that park (Table 11).

Table 10.

Usual parking spot	n	%
On-campus	807	53.0
Off-campus (e.g. on the street)	688	45.2
Other (please specify):	28	1.8

Table 11.

Time to walk from park	n	%
Less than 5 minutes	104	15.2
About 5-10 minutes	309	45.3
About 10-15 minutes	218	32.0
About 15-20 minutes	48	7.0
More than 20 minutes	3	0.4

Biking

21% of respondents selected cycling as their main mode of transport. These respondents were asked how convenient they find the bike-parking infrastructure (Table 12). The responses were highly positive with 76% saying they either find it convenient or very convenient. Cyclists were asked which kind of facility to park in they prefer (Table 13), with the most common answer being swipe card access cycle stands (42%). When asked if the individual lived within reasonable distance to bike to university, 1,055 (55%) answered yes and 869 (45%) answered no. When asked if the individual has access to a bike, 1,088 (57%) answered no and 835 (43%) answered yes. Respondents were also asked if they cycle for recreation, with 409 (49%) answering rarely/never, 350 (42%) Occasionally and 70 (8%) regularly.

Table 12.

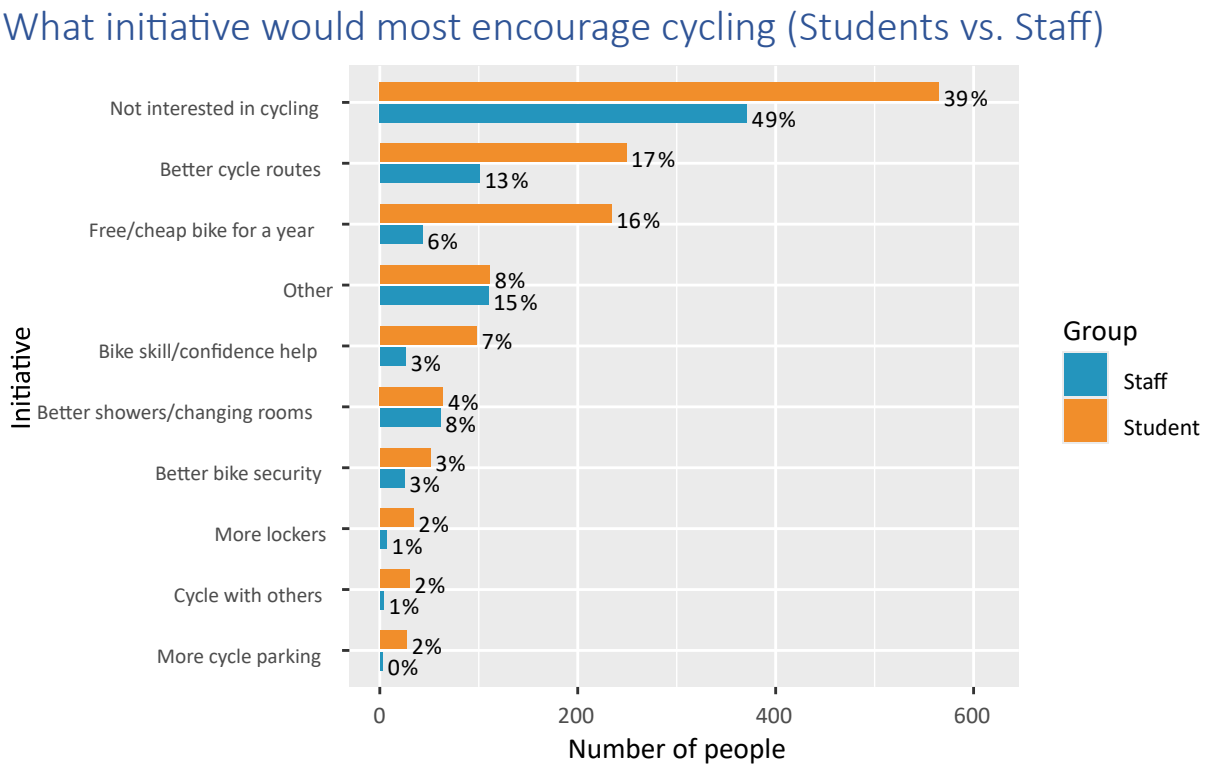
Bike parking convenience	n	%
Convenient	415	45.0
Very convenient	282	30.6
Very inconvenient	95	10.3
Neither convenient nor inconvenient	92	10.0
Inconvenient	39	4.2

Table 13.

Preferred bike parking	n	%
Enclosed swipe card access cycle stands	390	42.3
Covered cycle stands that do not require swipe card to access	320	34.7
Open air stands placed close to buildings	213	23.1

When asked what initiative would most encourage biking, 42% of respondents answered that nothing would encourage them to begin cycling or cycle more frequently. 16% (351) answered that better cycling infrastructure would increase their cycle usage. A barrier that is consistent throughout the survey is cost. 12% (278) answered that they would change their transport habits if they had access to free or cheap bikes. Staff and student split was also compared (Figure 6). Other accounted for 8% of students and 15% of staff. Main ideas gathered from respondents who answered other included weather playing a large role as people do not want to cycle in the cold and ice, living far away, safety concerns, risk of theft, the cost of purchasing the bike and having dependents to drop off.

Figure 6.



Busing

15% of respondents of the survey answering their main mode of transport is busing. Respondents were asked how convenient the locations of bus stops near campus are (Table 14); 45% answered that the location was convenient and 16% thought it was very convenient. A relatively large proportion found the locations neither convenient nor inconvenient (18%). Respondents were also asked if they own a Metro Card, with 2,135 (75%) answering yes and 712 (25%) answering no. When asked if there was a bus stop within 10 minutes' walk from their home address 2,367 (83%) answered yes, 286 (14%) answered no and 94 (3%) answered that they are unsure.

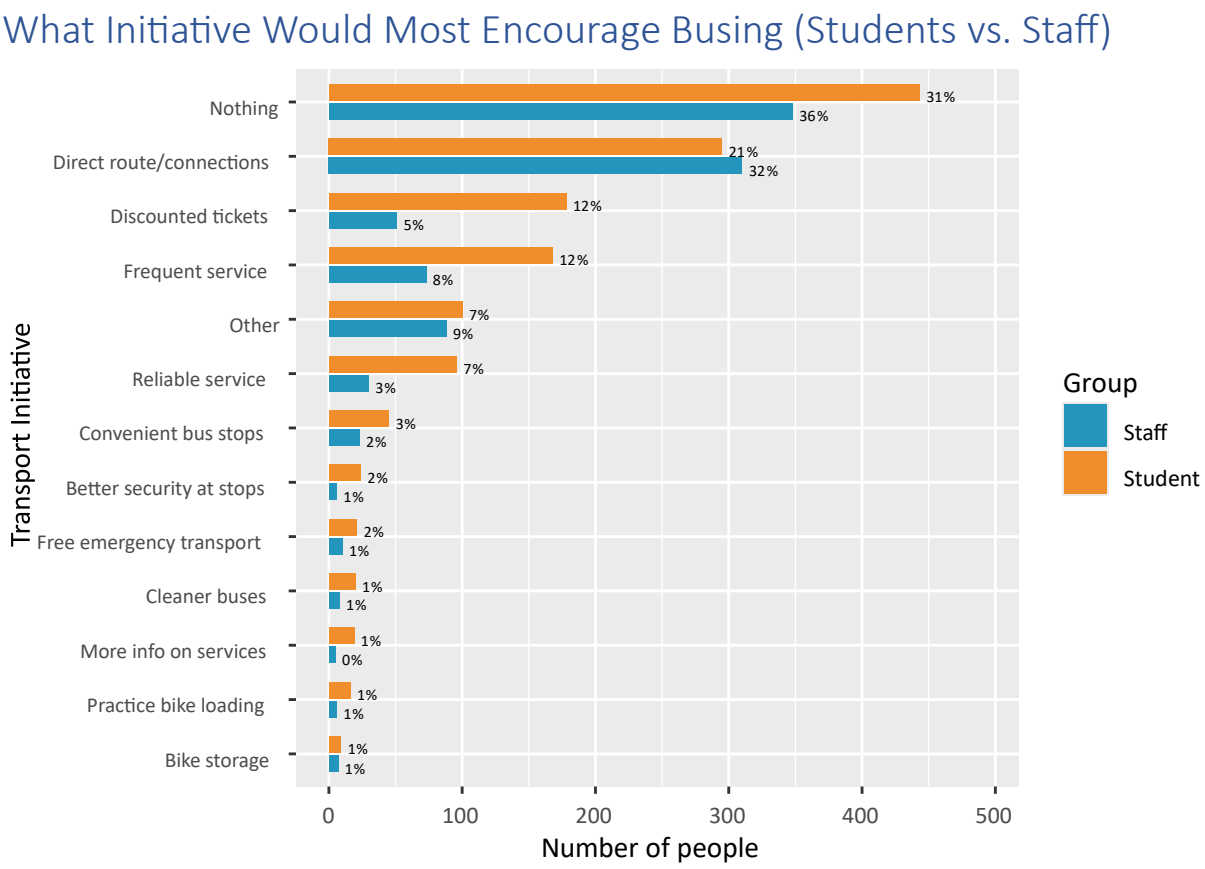
Table 14.

How convenient is the bus stop near campus	n	%
Convenient	438	45.1
Neither convenient nor inconvenient	176	18.1
Very convenient	151	15.6
Inconvenient	114	11.7
Very inconvenient	92	9.5

Respondents were asked which initiative would most encourage them to begin busing. 33% of respondents answered that nothing could incentivise them. However, 25% answered that a more direct

route or easier connections would potentially change their mode of transport. The staff and student split was also compared to gauge what differences the groups had (Figure 7). Other accounted for 7% within students and 9% within staff. Some of the main ideas of these other responses included alternatives that were faster, easier and more reliable, having to drop off dependents, the cost, living distances not viable by bus and no routes that suit their needs.

Figure 7.



Walking

Approximately the same proportion of respondents walk as their usual mode of travel as in 2020. When asked if the home address was a reasonable distance to walk from 1,648 (90%) responded yes and 189 (10%) responded no. The initiatives might encourage respondents to walk are listed in Table 15.

Table 15.

Which initiative would most encourage walking	n	%
Nothing would make me walk (or walk more often) to University	74	54.4
Other (please specify):	14	10.3
A shuttle bus service when returning home at night	10	7.4
Improved/ new pathway connections to University	9	6.6
Free UC vehicle or taxi for personal emergency trips	8	5.9
Better security along walking routes (lighting, visibility)	7	5.1
Improved crossing facilities on routes to University	5	3.7
More easily accessible showers/ changing facilities at the University	5	3.7
More lockers at University	4	2.9

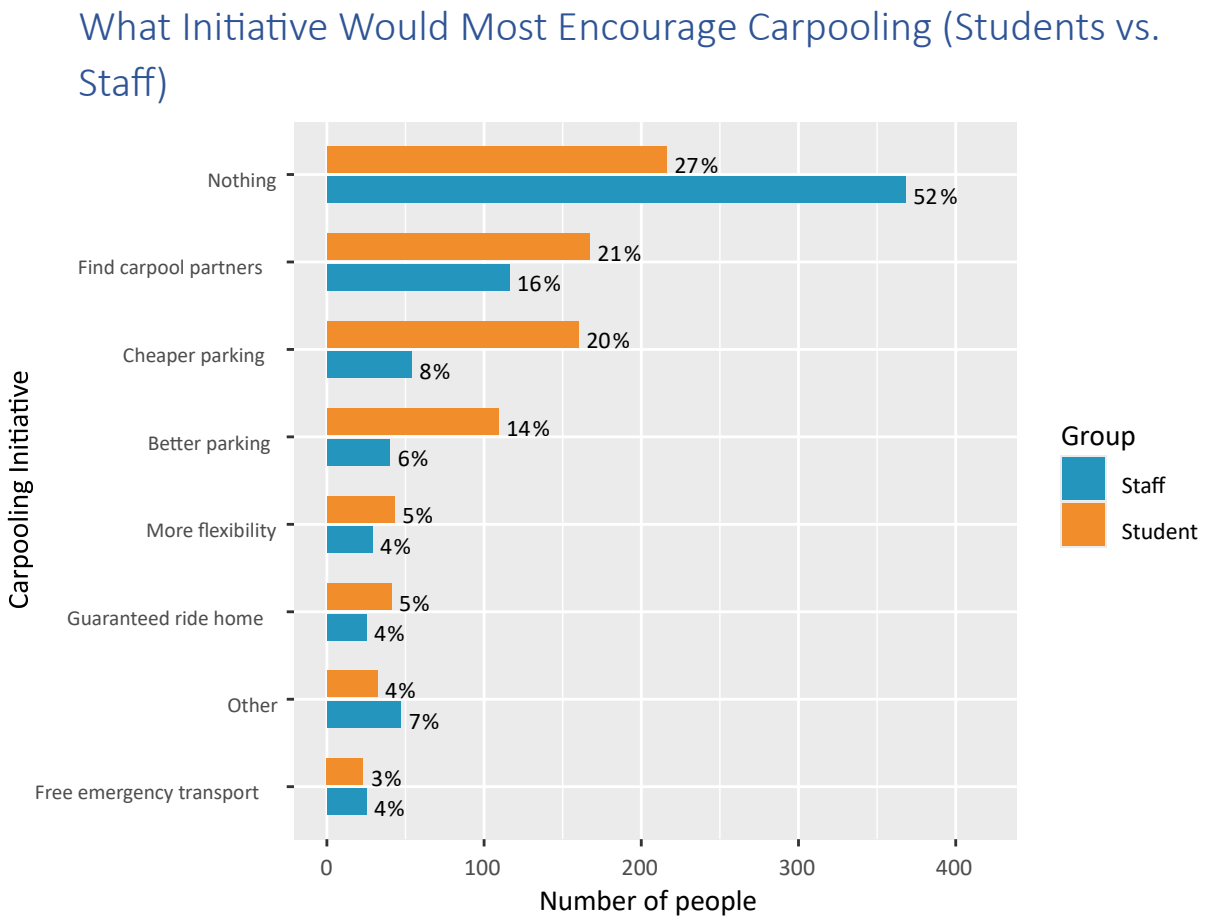
Carpooling

Carpooling Respondents were asked about their carpooling behaviours and ideas. When asked which initiative would most encourage them to carpool, the most common response was nothing (39%). The second most common option shows that people would be open to it (19%) if there were infrastructure in place to find others.

Table 16.

What would encourage you to car pool	n	%
Nothing would make me carpool (or carpool more often or with more people) to University	588	39.0
Help in finding carpool partners with similar University hours and home locations	284	18.8
Cheaper car parking for carpooling travellers	215	14.3
Greater car parking opportunities for car poolers	151	10.0
Other (please specify):	79	5.2
More flexible work/study schedule	74	4.9
Guaranteed ride home, if let down by driver	68	4.5
Free UC vehicle or taxi for personal emergency trips	49	3.2

Figure 8.



Conclusion

The results of the 2024 Transport Survey are encouraging and indicate that many of the initiatives that have been put in place since 2020 to improve sustainable transport options have been successful. These improvements are a mix of initiatives implemented by Environment Canterbury, Christchurch City Council and the University of Canterbury, including cheaper bus fares, dramatically improved cycle lanes, better road crossings and upgraded on-site cycling infrastructure (such as bike parks).

Car driving has decreased from 40% to 35%, cycling has increased from 18% to 21%, and, most notably, busing has leapt from 7% to 15%. Use of electric vehicles (including hybrids) has increased from 1% to 8%. Walking has dipped slightly. These improvements are in line with the University's stated targets for sustainable commuting:

Travel mode	2020 baseline	2022 target	2030 target	2024 actuals
Cycling	18%	Maintain at 18%	20%	21%
Busing	7%	Maintain at 7%	10%	15%
Walking	20%	Maintain at 20%	22%	19%
Skate/scoot	1%	Maintain at 1%	3%	1%
Car-pooling	4%	Maintain at 4%	5%	3%
Moped	1%	Maintain at 1%	3%	1%
Electric vehicle	1%	Maintain at 1%	5%	8%

Recommendations

Advocacy remains one of the most important things the University can do, particularly for increased cycle lanes, and reduced bus fares, improved bus routes and more frequent services. In addition, with 16% of students saying that free or cheap use of a bike, and 7% saying improved cycling skills would encourage them to bike more, these services should certainly be considered. The existing free Dr Bike service, and activities such as the Aotearoa Bike Challenge, should be maintained. The University could also investigate new ways to match potential carpooling partners.

Appendix

Table 17: Student Transport Mode Over Time (in percentages)

Year	Car driver	Car passenger	Motorcycle	Bus	Bicycle	Walk	(Skateboard/rollerblade/in-line skates/scooters)	Other	E-Bike	Electric car	Electric passenger	E-scooter/E-skateboard
1966	29.60	5.60	17.60	10.40	27.20	9.60	0.00	0.00	0.00	0.00	0.00	0.00
1971	27.20	4.00	17.60	10.40	28.00	12.80	0.00	0.00	0.00	0.00	0.00	0.00
1976	26.00	6.00	17.00	5.00	23.00	23.00	0.00	0.00	0.00	0.00	0.00	0.00
1993	33.40	4.70	3.70	2.20	37.60	18.40	0.00	0.00	0.00	0.00	0.00	0.00
2000	41.21	4.07	0.84	5.24	15.38	32.75	0.51	0.00	0.00	0.00	0.00	0.00
2004	38.00	5.34	0.71	10.40	12.07	32.70	0.78	0.00	0.00	0.00	0.00	0.00
2008	32.40	3.60	1.60	13.40	19.70	29.30	0.00	0.00	0.00	0.00	0.00	0.00
2012	37.00	3.58	1.72	9.78	19.15	25.94	2.45	0.38	0.00	0.00	0.00	0.00
2016	41.04	3.01	1.63	7.71	18.86	25.56	1.94	0.25	0.00	0.00	0.00	0.00
2020	39.57	2.66	1.33	8.99	17.07	26.70	1.76	0.59	0.37	0.43	0.16	0.37
2024	22.56	2.42	1.21	20.86	17.12	27.35	0.83	0.88	1.49	4.40	0.55	0.33

Table 18: Staff Transport Mode Over Time (in percentages)

Year	Car driver	Car passenger	Motorcycle	Bus	Bicycle	Walk	(Skateboard/rollerblade/in-line skates/scooters)	Other	E-Bike	Electric car	Electric passenger	E-scooter/E-skateboard
1966	56.00	8.00	5.60	9.60	14.40	6.40	0.00	0.00	0.00	0.00	0.00	0.00
1971	56.80	4.00	6.00	10.00	16.00	7.20	0.00	0.00	0.00	0.00	0.00	0.00
1976	53.00	6.00	8.00	3.00	22.00	8.00	0.00	0.00	0.00	0.00	0.00	0.00
1993	63.80	5.30	1.90	0.50	18.20	10.30	0.00	0.00	0.00	0.00	0.00	0.00
2000	62.03	3.99	0.86	1.94	17.48	13.27	0.00	0.43	0.00	0.00	0.00	0.00
2004	64.40	4.23	0.38	4.23	15.49	10.88	0.00	0.39	0.00	0.00	0.00	0.00
2008	61.30	4.80	1.50	6.10	17.40	8.90	0.00	0.00	0.00	0.00	0.00	0.00
2012	67.04	4.84	1.12	4.16	16.65	6.07	0.00	0.11	0.00	0.00	0.00	0.00
2016	63.65	5.83	1.08	3.56	18.55	6.26	0.11	0.97	0.00	0.00	0.00	0.00
2020	56.38	5.47	1.29	3.43	18.86	7.93	0.11	0.86	3.22	2.04	0.32	0.11
2024	42.81	3.67	0.89	4.26	18.43	6.44	NA	0.59	5.65	14.47	1.88	0.89