

Te Whatu Ora - Capital, Coast & Hutt Valley Workplace Travel Survey 2022/23

Summary of survey findings:

- The proportion of people travelling to work by car or van (travel mode share) was 61%, for those travelling by public transport 13% and active travel 24%.
- For those travelling by car or van, 55% were parking on site (at work) and 34% were parking for free at on or off-street locations.
- For those employees based at Wellington Regional Hospital, travelling by car or van alone has decreased significantly from 47% to 40% from 2020 to 2022/23.
- Walking and cycling combined mode share has increased from 18% to 23% since 2020.
- Parking on-site at Wellington Regional Hospital has decreased from 63% to 50% from 2021/22 to 2022/23.
- The proportion of employees travelling by bus and train has increased slightly from 11% to 13% since 2020

Introduction

The workplace travel survey was open to all Te Whatu Ora Capital, Coast and Hutt Valley employees. The online survey ran for five weeks over December 2022 and January 2023. A total of 1071 employees completed the survey, a participation rate of 18% (approximately). The results from previous travel surveys from 2020 to 2022 have been included in this report to enable comparisons on travel mode share, parking options and alternatives for travel over the last two or three years.

Who participated in the survey?

1071 employees completed the survey from a range of Te Whatu Ora services in the Wellington region, shown in **Table 1** below. The employees were from Wellington Regional Hospital 63%, 17% from Hutt Hospital and remaining 20% from either Kapiti, Porirua, Upper Hutt or Wairarapa health services.

This series of surveys has changed over the years; the 2020 workplace travel survey focused only on Capital and Coast District Health Board employees (CCDHB). In 2021/22, as well as CCDHB, the survey included the Hutt Valley DHB and in 2022/23 all health services under Te Whatu Ora - Capital, Coast, and Hutt Valley were invited to participate in the survey.

Table 1: The main place of work for participants

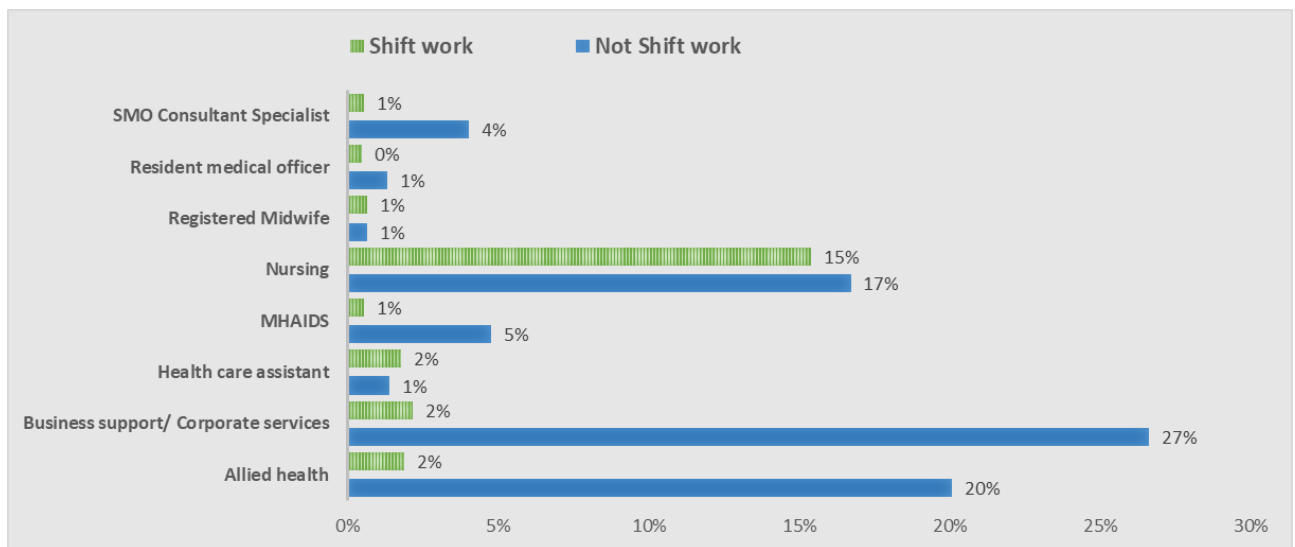
Main work location	No. of respondents	% of respondents
Other (Regional Public Health, Kapiti Health Centre)	47	4%
Community Services - all areas	79	7%
Kenepuru Community Hospital	81	8%
Hutt Hospital	187	17%
Wellington Regional Hospital	677	63%
Total	1071	100%

Occupation and shift work

The main occupational groups represented in the survey were Business support/Corporate services (29%), Nursing (32%) and Allied Health (22%). **Figure 1** shows that most participants, 76%, were working between 8am-5pm and 24% of the participants were shift workers. The largest occupational group doing shift work (65%) were nursing staff.

Compared to previous surveys, the proportion of participants in the main occupational groups and doing shift work were similar to the 2022/23 survey.

Figure 1: Occupation by shift worker or not



Participants were also asked how often they worked from home each week. 18% said they worked from home at least one day per week and 82% said they don't usually work from home on any day. **Table 2** shows the results for this question.

Table 2: Number of days working from home

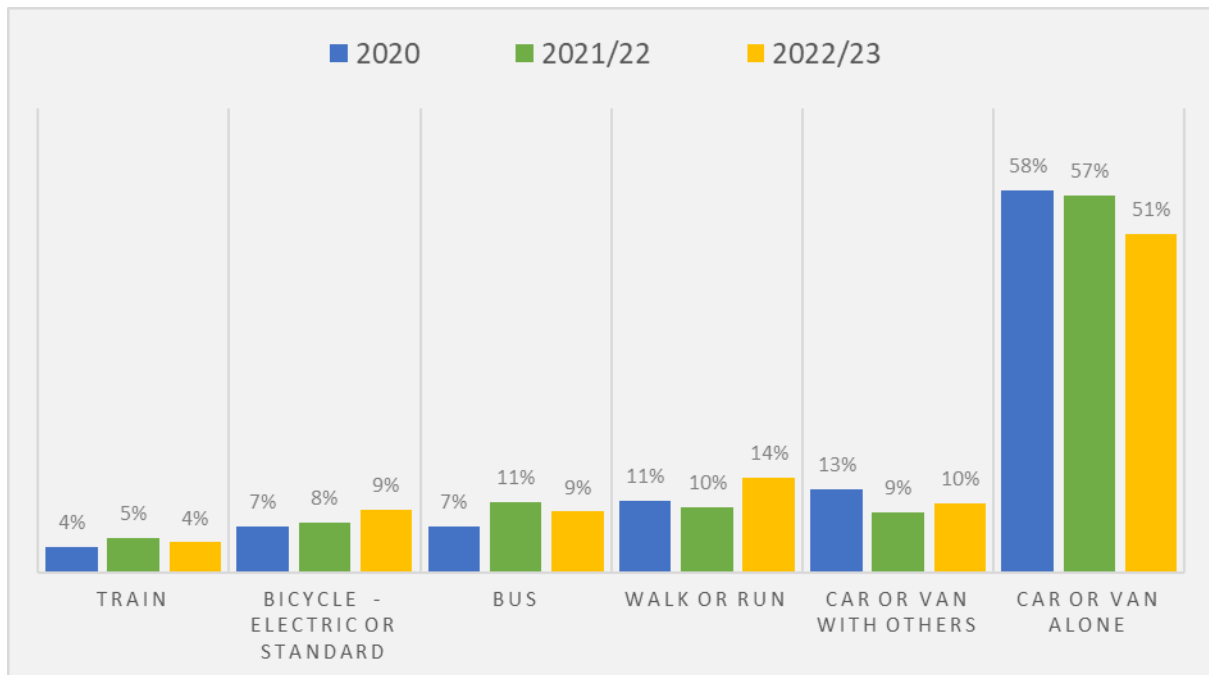
Number of days per week working from home	% of participants
One day	10%
Two days	3%
Three days	2%
Four days	2%
Five days or more	2%
Don't work from home	82%

Main travel mode

Participants were asked how they usually travel from home to work, specifically, the travel mode they used for the greatest part of their journey. This is used to estimate mode share for travel to work (the proportion of people using each transport mode), shown in **Figure 2**.

Most employees were travelling by private car or van, as driver alone in a car (51%), or in a car with others (10%). Those using public transport were 13%, or for active travel, 14% were walking and 9% were cycling to work. Differences in mode share from 2020 to 2023 for all participants are shown in **Figure 2**.

Figure 2: Mode share for travel to work 2020-2023



The main work location provided by participants was used to summarise main travel mode into city areas (Wellington City, Lower Hutt City, Porirua City and Other areas). Due to low numbers of participants in Kapiti Coast, Upper Hutt and the Wairarapa, these were combined in **Other areas**. The mode share results for each city/district are shown in **Figure 3**.

The travel mode share by city shows that:

- There is a higher dependency on private car travel in Porirua and Lower Hutt.
- A relatively high proportion of employees walk to work in Wellington City
- There is a low uptake in bus and train services in all areas

There are a variety of reasons for the significant differences in mode share across the region; the availability of public transport services, parking and access to alternative travel modes differ at each work location. Some of the reasons (for their travel choices) were offered by respondents:

- Low frequency and reliability of bus services, or no direct bus route to work.
- Perception that walking and cycling routes to work were unsafe.
- Limited on-site & off-site car parking for staff.
- Good cycling facilities are available (on-site bike storage, cycle lanes).

- A car was needed most days for work trips or transporting children on the way to work.
- The distance from home to work is short enough to walk.
- The bus or train service is reliable most of the time.

Figure 3: Mode share by main work location as city or district, 2022/23

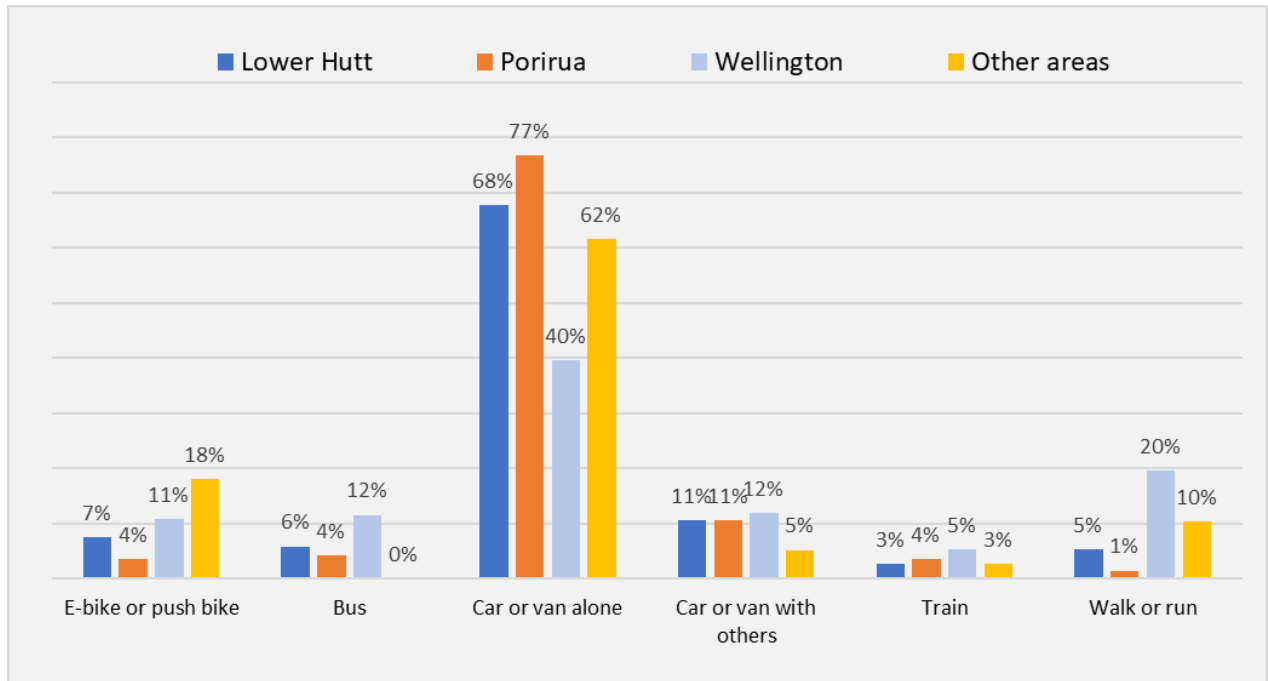


Table 3 compares those employees who do shift work or not, and by main mode of travel. The two groups are similar to each other for most travel modes, except shift workers are more likely to drive alone (57%) compared to non-shift workers (50%). Those employees that walk to work are slightly less likely to be shift workers (12% vs 15%).

Table 3: Main mode of travel for those doing Shift work or not (2022/23)

Shift work	Bicycle - Electric or standard	Bus	Car or van alone	Car or van with others	Train	Walk or run	Total
No	10%	10%	50%	11%	5%	15%	100%
Yes	9%	8%	57%	11%	3%	12%	100%

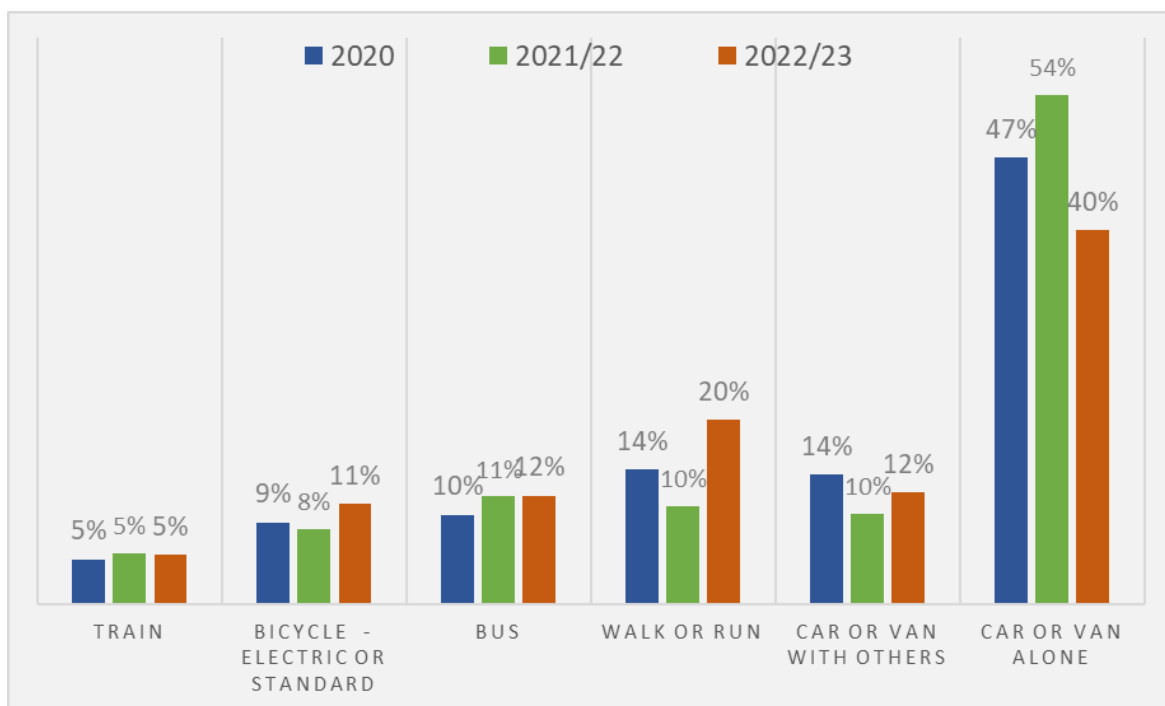
Mode share at Wellington Regional Hospital

Figure 4 shows the mode share for employees at Wellington Regional Hospital (WRH)¹ over three surveys, 2020, 2022, & 2023.

The data shows that:

- The proportion of employees travelling alone by car or van (private motor vehicle) has dropped by 7 percentage points since 2020² to 40% in 2022/23.
- A small percentage increase in those cycling to work from 9% to 11% in 2022/23.
- Bus mode share shows small increases since 2020, from 10% to 12% in 2022/23.
- Walking to work has increased significantly since 2020, from 14% to 20%.

Figure 4: Main mode of travel for employees at Wellington Regional Hospital



Where do you park?

Survey participants who travel by car or van to work (as driver or passenger), were asked: where do you usually park?

Of the 646 respondents who travelled by private car to work, just over half were using on-site staff parking (53%) and 40% were using on or off-street parking. Overall, 61% were paying for parking (assuming on-site parking involves a fee) and 34% had access to free parking.

Table 4 shows the usual parking option by work location (city/district). The table shows the variation between areas on the types of parking available to employees. For example: on-site parking was used by 40% of Lower Hutt employees compared to 70% in Porirua. Conversely, in Lower Hutt unmetered on-street parking is more available compared to all other city areas (44% of employees travelling by car).

¹ This is mainly WRH but includes Newtown Community Health services

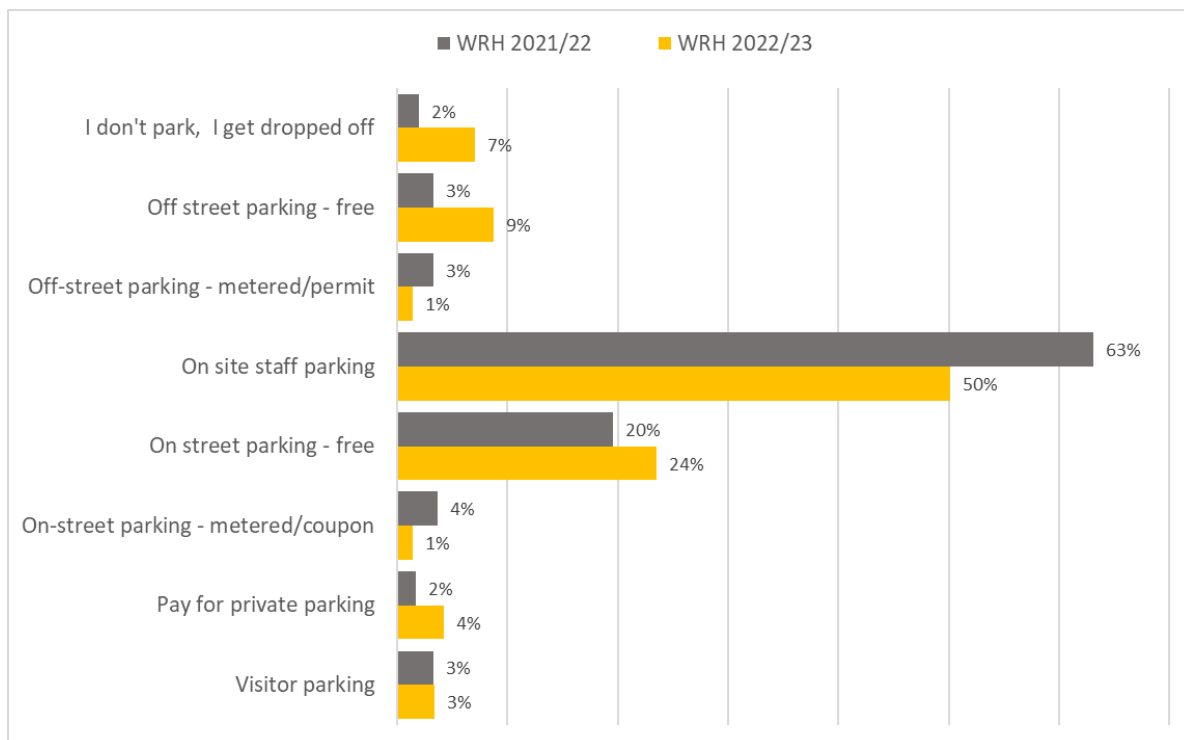
² The drop in mode share is statistically significant, P value < .05

Table 4: Usual parking location for work by city area

Parking location	Lower Hutt	Porirua	Wellington	Other
I don't park, I get dropped off	3%	3%	7%	0%
Mobility car parking	0%	0%	0%	0%
Off street parking - free	8%	7%	9%	5%
Off-street parking - metered/permit	1%	4%	1%	0%
On site staff parking	40%	70%	50%	75%
On street parking - free	44%	12%	23%	20%
On-street parking - metered/coupon	2%	1%	1%	0%
Pay for private parking	0%	1%	4%	0%
Visitor parking	1%	2%	3%	0%
Total	100%	100%	100%	100%

Note: **Other** represents Kapiti Coast, Upper Hutt and Wairarapa participants combined due to low numbers.

Figure 5 shows the usual parking for those working at Wellington Regional Hospital (WRH) for the last two surveys. In the on-site parking category there is a significant drop in the proportion parking on-site, from 63% to 50% from 2022 to 2023. This change coincides with an increase in parking fees and changes to parking policy for employees over the last 2 years.

Figure 5: Type of parking used by those working at WRH

A new question introduced in the 2022/23 survey, with the aim to identify common areas used (by employees) for on street and off-street parking in the Newtown area. Five zones around the hospital were marked on a map (see **Figure 6**) and those employees parking off-site were asked to select the zone where they usually found a parking space.

Results in **Table 5** showed that 41% of this group usually parked outside the five zones and those within the mapped area, most likely zone 1, at 30% of respondents.

Table 5: Parking zones in Newtown

Parking zones in Newtown	N	%
Usually outside these zones	59	41%
Zone 1 - east of Riddiford street & north of Constable Street	43	30%
Zone 2 - west of Riddiford street & north of Te Wharepouri & Luxford Street	22	15%
Zone 3 - east of Riddiford Street & south of Constable Street	18	12%
Zone 4 - east of the Berhampore shops & south of Te Wharepouri Street	2	1%
Zone 5 west of Berhampore shops & south of MacAlister Park	1	1%
Total	145	100%

Figure 6: Map of parking zones for survey



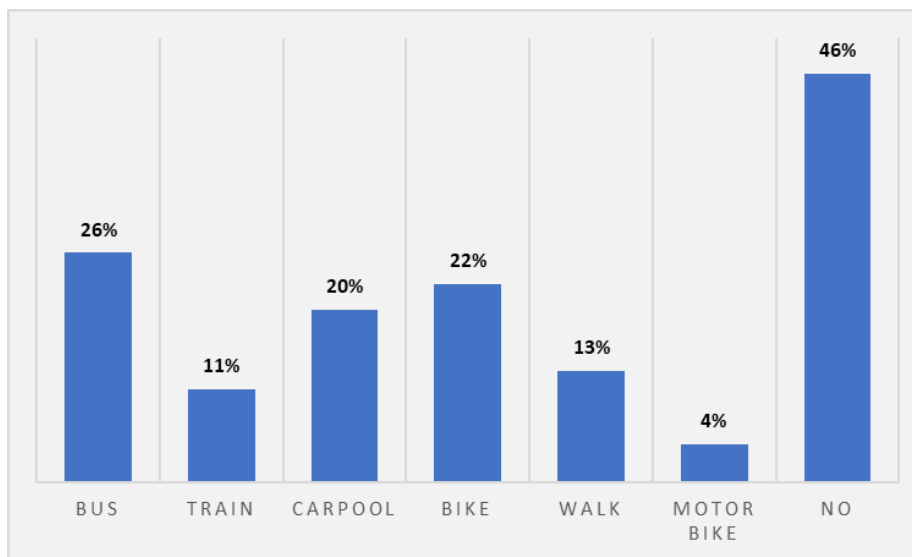
Alternative modes of transport for your commute?

Participants were asked if they would be willing to try alternative ways of travelling to work even for one or two days per week.

Comments submitted by staff showed that many were thinking of how to commute with less impact on the environment. People were either thinking about or changing their travel for some days each week. Such as: carpool, or walk and bus, or saving up to purchase an e-bike.

Figure 7 shows the alternative travel modes chosen by participants, travel by bus and carpooling were the most popular choices across all the health services. Approximately 54% of staff identified at least one alternative travel mode and 46% did not want to try or change to another travel mode.

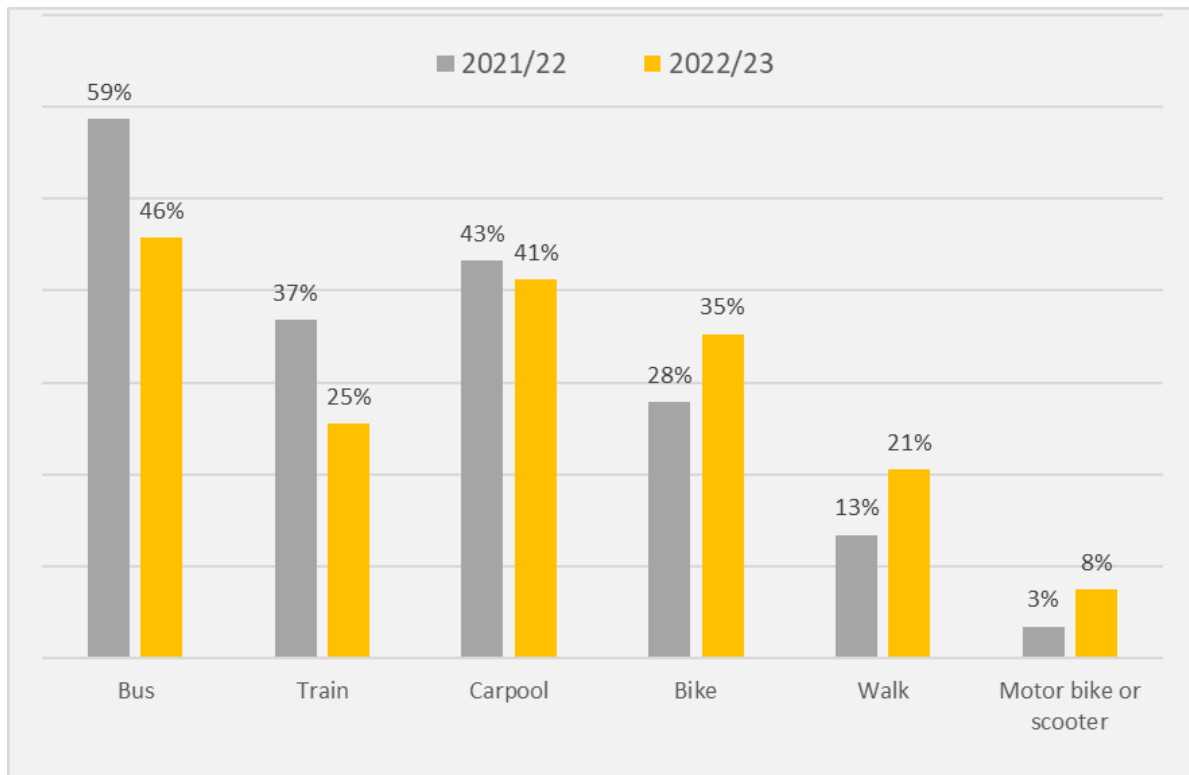
Figure 7: Proportion of participants who would consider alternative modes of transport



In the 2022/23 survey 57% of the group who identified as travelling by car or van alone to work (as their main travel mode) said they would consider alternative modes as shown in **Figure 8** alongside 2022 results. Of this group, 2022/23 results show:

- 46% would consider using the bus, 41% carpooling, 35% would consider cycling and 21% walking for some or all trips to work³.
- Compared to the 2021/22 survey findings there are some changes: with a drop in those choosing public transport but increasing interest in active transport.

³ This question allowed participants to choose more than one answer.

Figure 8: For those travelling by car or van alone - which alternative modes would they consider?

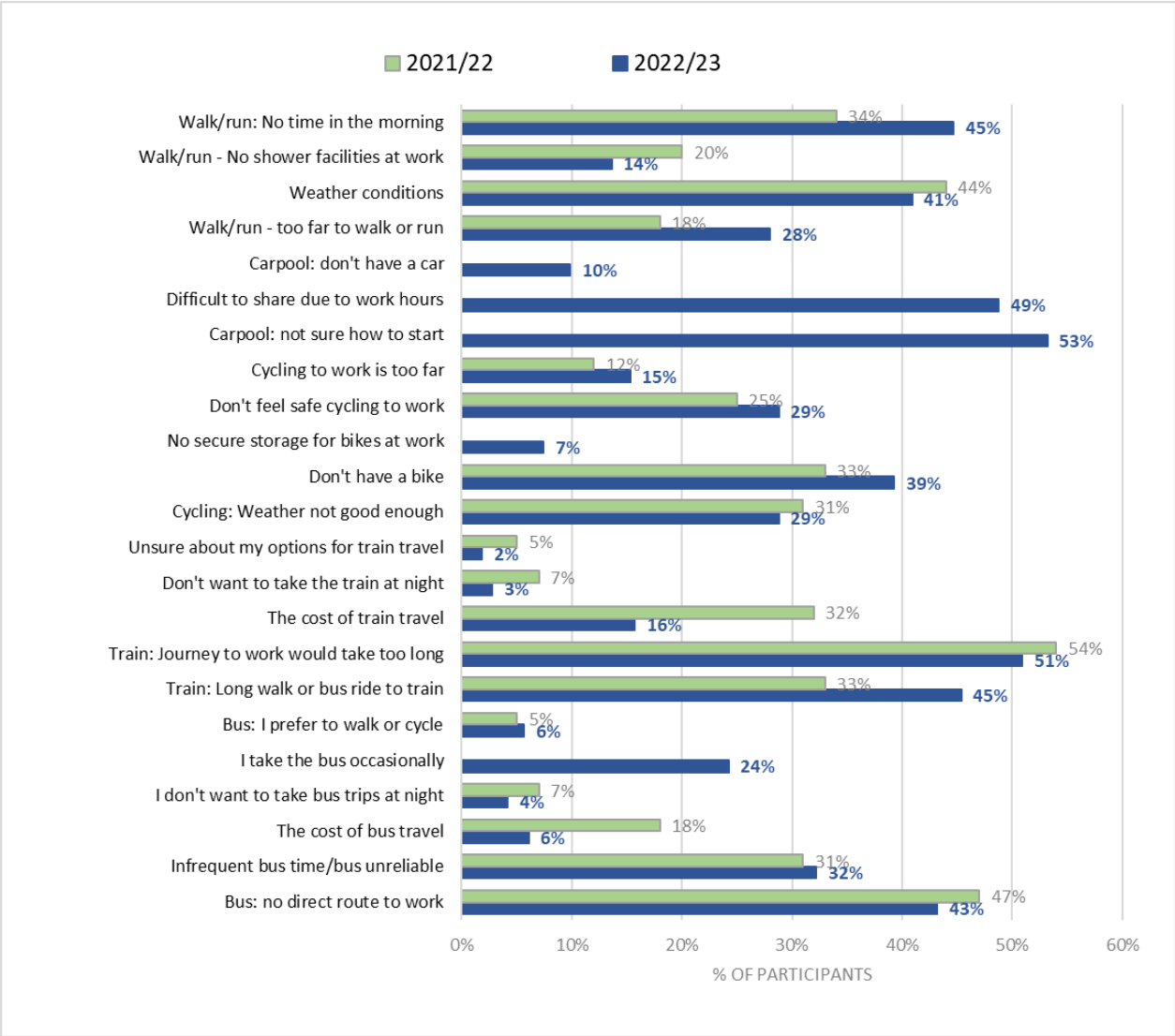
Reasons for not choosing to travel by bus, train, bike or walk

As outlined in the previous section, participants were asked which modes they would consider using as an alternative to their usual travel mode. Following this, participants were asked what are the main reasons they don't currently travel this way? Options were provided for this question (and participants could provide their own reasons) and a summary of results are shown in **Figure 9**.

One noticeable change since 2021/22, less people are commenting about the cost of PT as a barrier for bus or train travel – due in part to the half price bus and train travel introduced in April 2022.

There are many individual reasons given for why some transport modes are not suitable for commuting, **Figure 9** displays the major reasons. Other reasons for their travel choices were given. Examples of these were: "I need my car for collecting children or for work travel". "I work the night shift".

Figure 9: Reasons for not using the identified travel modes (2021/22-2022/23)



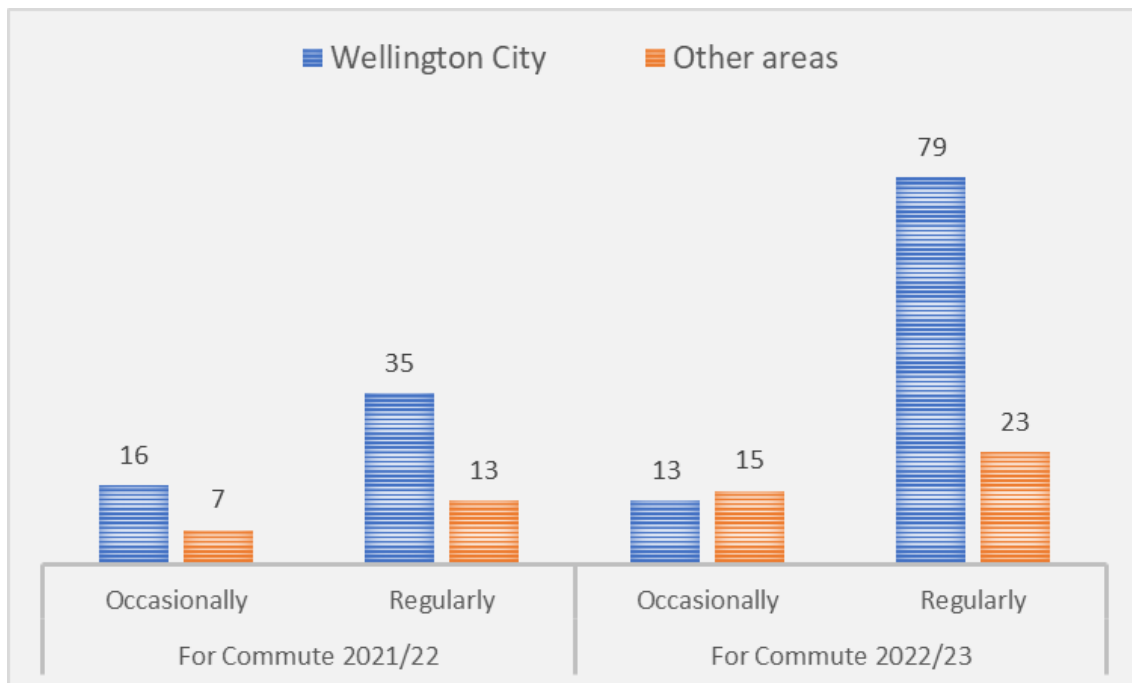
Cycling to work or cycling for recreation

Participants were asked - In the last month have you used any of the bike paths or lanes for your journey to work or for recreation? **Figure 10** below shows actual counts of those participants cycling to work and using bike lanes for Wellington City and all other areas. In the last year new bike lanes have been installed in Wellington City including in Newtown opposite the Hospital.

The results reflect that:

- More cyclists across the region are using cycle lanes as part of their journey to work
- Significant increase in bike lane use in Wellington City, of 126% (from 2021/22 to 2022/23)
- The number of cyclists commuting in Wellington City has increased since 2021/22 (from 8% to 11%).
- Using the cycle lanes for recreation has also increased since the 2022 survey; for occasional or regular use there has been an 84% increase.

Figure 10: Cycle path use when cycling to work



General comments

Survey participants were asked if they would like to comment on any aspect of their workplace travel; of these 40% of participants provided comments on a range of topics. These have been collated into common areas of feedback in **Figure 11** below. Many people commented about: public transport services, needing a car for travel, difficulties parking, how they enjoyed walking or cycling, or concerns about safety.

Compared to previous surveys, the subjects/issues most frequently commented on are similar to the previous survey: bus frequency and reliability, reasons for driving to work and the difficulties with parking etc. Comments on bus reliability were more prevalent in the recent survey and the cost of public transport mentioned less.

Examples of typical comments:

The HX (hospital express bus) helps a lot, but it would be good if there were more of them (obviously this is difficult with the driver shortages).

I have used public transport in the past to get to work (buses), however the service has become too unreliable.

I would need to catch 2 buses from my home to get to work, and this would take ~60 mins, compared to my 15-20min drive / find a park time.

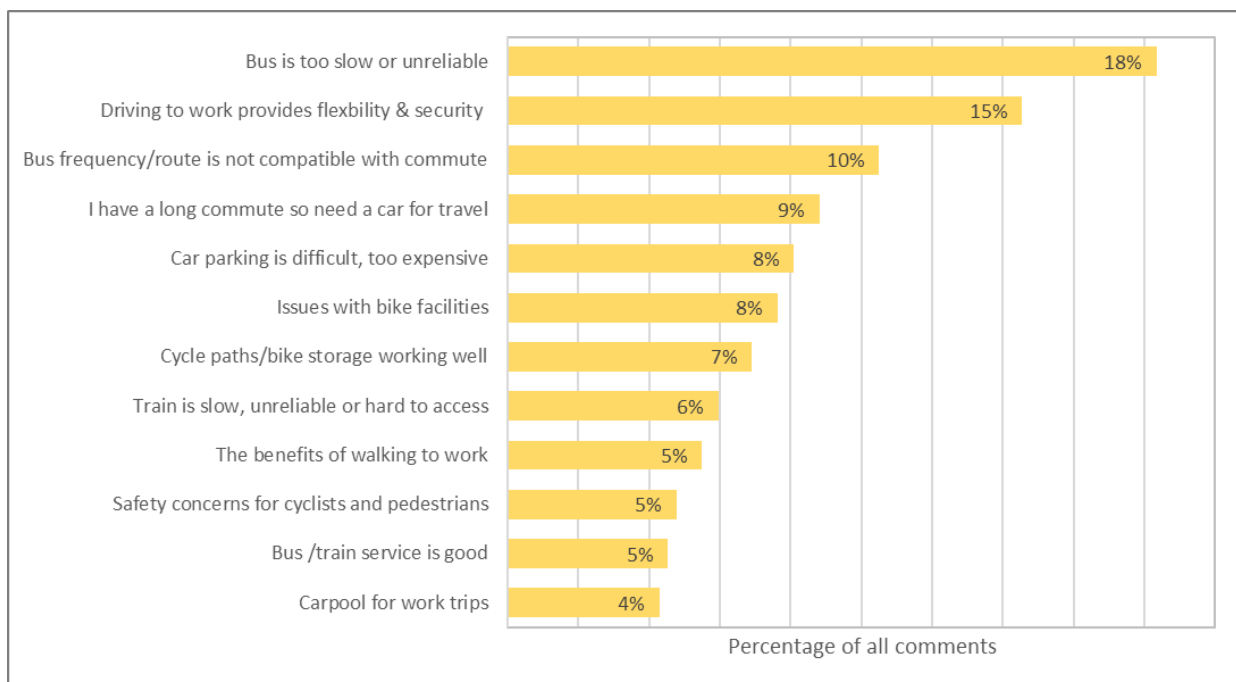
I have kids to drop off to school etc so have to use a car

There are no buses that can get me to work in time for a 6am start.

I love getting on my bike to work and it is much quicker than driving, trying to find a park and then walking to the hospital.

My walk takes me 45 minutes a day - I would LOVE to be able to bike to work, but I don't feel particularly safe biking on the Wellington roads.

Figure 11: Comments on my commute



Information on travel options

Participants were asked: - Would you like to receive information on travel choices for your commute to work? This information refers to travel advice on available commuting options for each commuter, depending on what transport they are interested in, for example, bus or train timetable, travel costs, how to get cycle skills training, snapper card info, etc.

Overall, 30% of participants were interested in this service, half of this group were people currently driving to work alone by car or van.

The Wellington Regional Hospital has made a commitment to employ a transport planner, who as part of their role, will help employees access the travel information for their commute.