

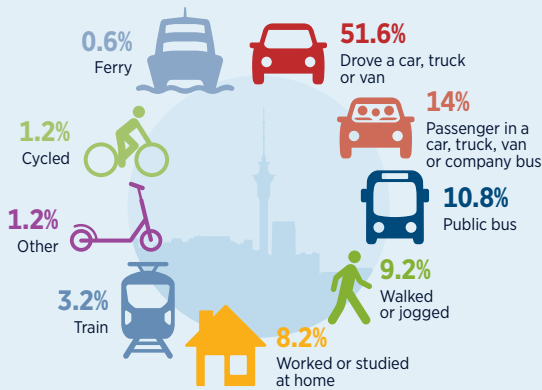
Auckland's travel trends to work and school

An analysis of the 2018 Census results

Data from the latest Census provides information about Aucklanders' commuting patterns, which help inform our future plans. * Travel to work and education are two key trip purposes accounting for much of the movement in the morning peak.

*NB COVID-19 has seen many people change their travel patterns.

Overall mode share for Journeys to Work and Education



Increasing public transport uptake

The success of recent public transport interventions has resulted in a higher public transport usage, particularly in the City Centre and Central areas.



Increasing walking and cycling in Central areas

The availability of good walking and cycling infrastructure is likely responsible for higher levels of walking and cycling in the City Centre and Central areas.

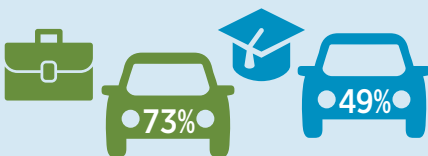


In 2018, on a typical day in Auckland, journeys to work and education accounted for over 1 million trips.



Continued high car share

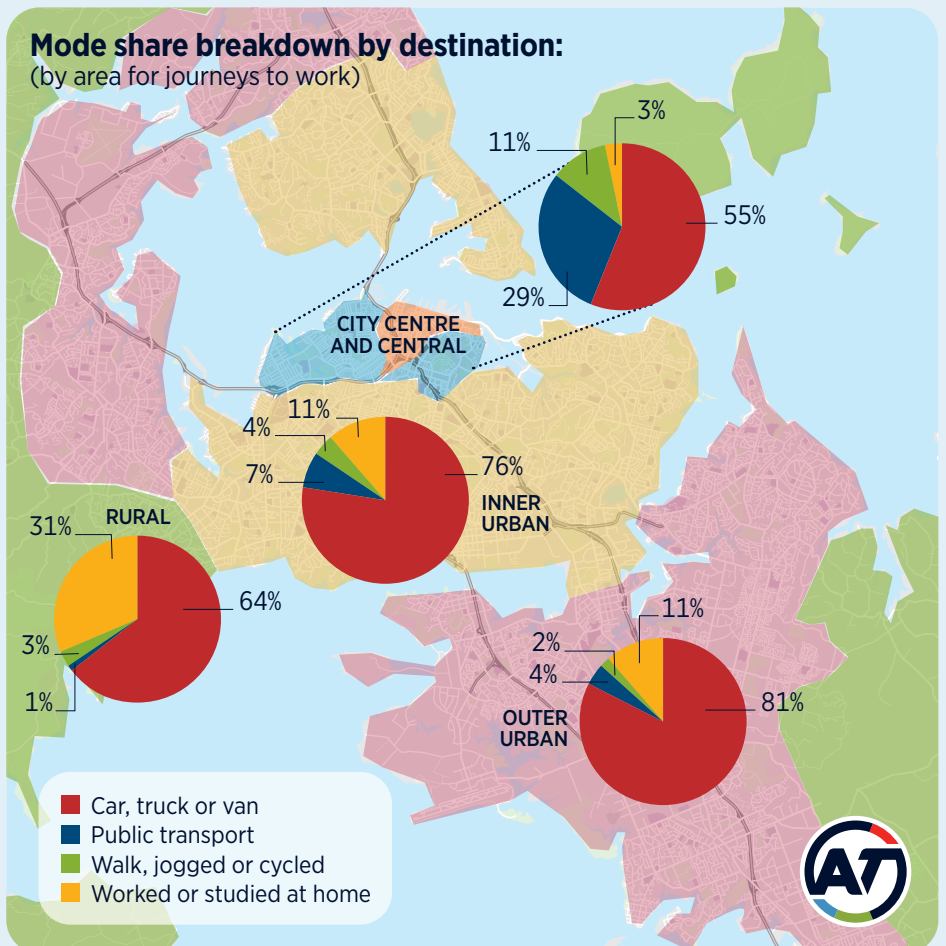
There is growing public transport travel into the City Centre. However, there is continued high car usage overall across the region.



Car use in the Outer Urban area is highest, which could be due to a combination of:



Mode share breakdown by destination: (by area for journeys to work)

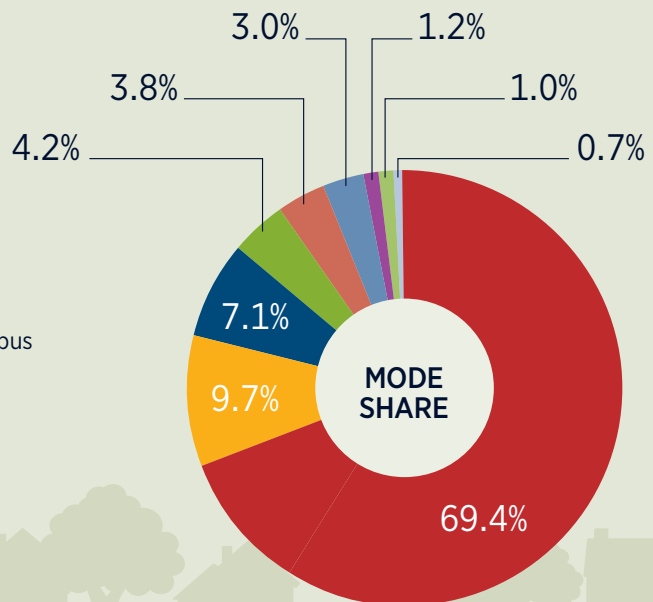


Journeys to Work



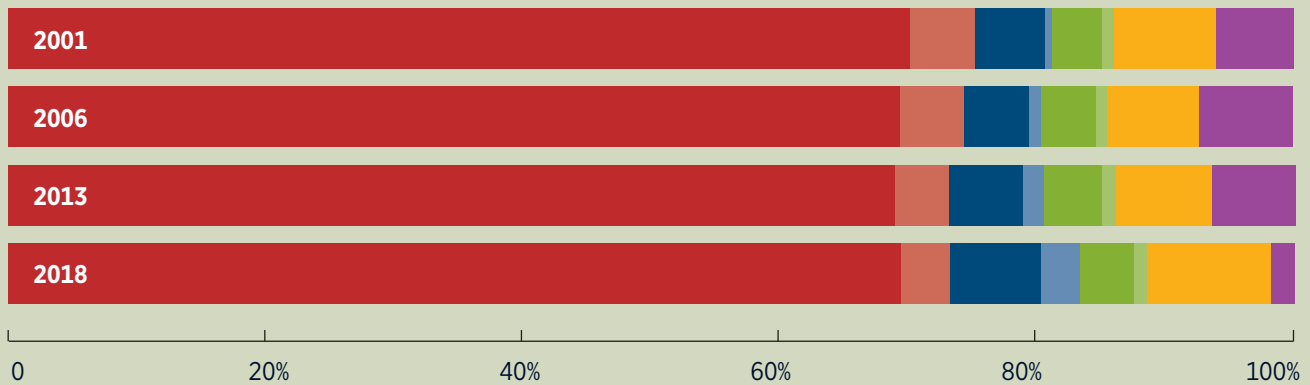
2018 Mode share

- Drove a car, truck or van
- Worked at home
- Public bus
- Walked or jogged
- Passenger in car, truck, van or company bus
- Train
- Other
- Cycled
- Ferry



Approximately 52% of workers work in the same area they reside in. There is also a rise in the numbers working from home (even pre-Covid).

Changes to Journeys to Work Mode Share 2001-2018



THE OUTER URBAN STORY:

In 2018, **60%** of Auckland's new trips came from, and **50%** of new trips went to, the Outer Urban area. This area experienced the greatest share of growth in trips. It is also heavily car dependent, offsetting the increases in walking, cycling and public transport achieved in the City Centre.

This area accounted for the largest share in trip growth (60%)

THE CITY CENTRE STORY:

The City Centre is still a major employment hub. This results in congested approaches to the City Centre, with large numbers entering the area from across the region.

The City Centre attracted **55%** of all public transport commuting journeys and **37%** of active mode commuting.

MAJOR EMPLOYMENT CENTRES:

Centres such as the airport, Highbrook/East Tamaki, Wiri, Onehunga/Penrose attract workers from across the region, resulting in higher than average trip lengths for these destinations.



In the **Outer Urban area**, there are **more residents than jobs**

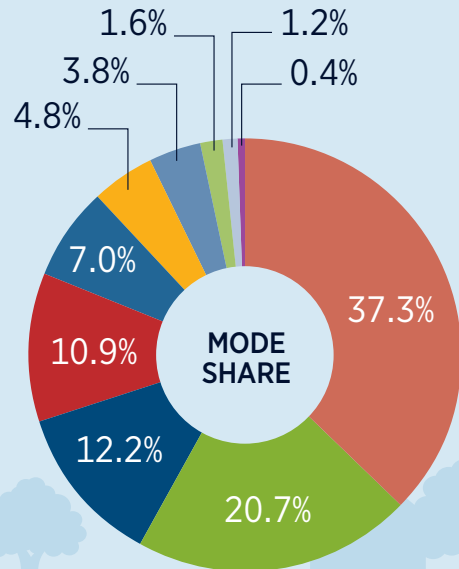
There are **more jobs than residents** in the **City Centre**

Journeys to Education



2018 Mode share

- Passenger in car, truck or van
- Walked or jogged
- Public bus
- Drove a car, truck or van
- School bus
- Studied at home
- Train
- Cycled
- Ferry
- Other



Mode share by Age group

Categories for age groups

Under 13



13-17



Over 17



0 20% 40% 60% 80% 100%
Mode share

- Car, truck or van
- Public transport
- Walk, jogged or cycled
- Worked or studied at home
- Other

Mode share varies significantly by age group



As a child advances through their education, the number of education providers decreases, while the **catchment size increases**, leading to longer trips with **higher public transport** use in central areas, and **higher car** use elsewhere.



FROM THE AUCKLAND HOUSEHOLD TRAVEL SURVEY (2015-2018)

Students form a sizeable portion of public transport patrons (3x as many as the average person).



AUCKLAND HOUSEHOLD TRAVEL SURVEY

Like the Census, the Ministry of Transport's Auckland Household Travel Survey (HTS) provides insights on trends in travel patterns. While the Census focuses on typical travel to work and education, the HTS surveys the complete travel patterns of selected households over a number of days.

The HTS looks at "journeys" and "trip legs". **Journeys** represent travel for a **single purpose** (e.g. for travel to work and education which is similar to the Census analysis). Journeys are also made up of a series of **interlinked movements**, which constitute a **trip leg** (e.g. walking to the bus stop).

Journeys by purpose (2015-2018):*



* Excludes return home journeys

Mode Share by Trip Leg (2015-2018):

