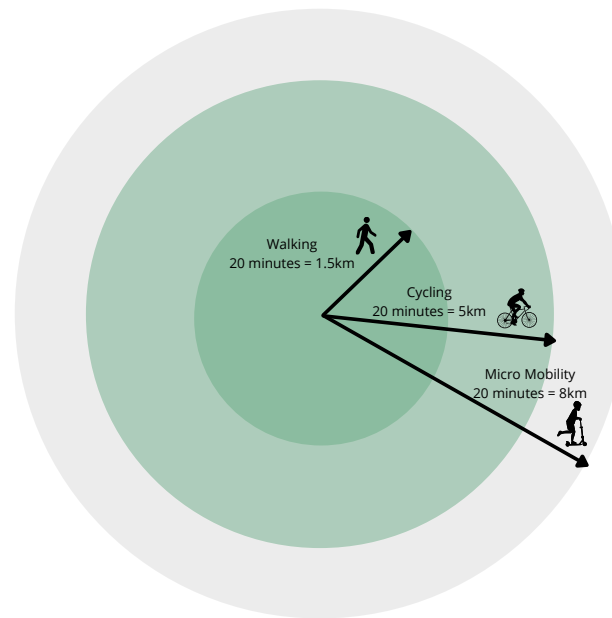


A Summary of a National Survey on Living Locally in Aotearoa, New Zealand

Survey results on the 20 Minute City



Based on the findings of this research.




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Te Whare Wānanga o Waikato

Environmental Planning Programme


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Minute City

As cities plan beyond Covid-19, the concept of the 20-Minute City is generating growing international interest. The idea is based on living locally, with residents able to access the services and amenities they need within 20 minutes of their home whether by walking, cycling, micro-mobility or using public transport.

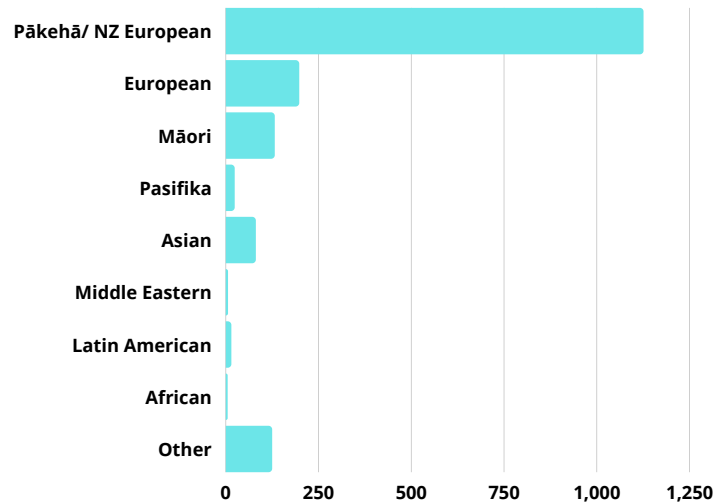
This document summarizes the findings of the first Aotearoa-New Zealand nationwide survey on how long, and how far, people are willing to travel to access different services and amenities without using cars.

This document should be cited as:

White, I., Serrao-Neumann, S., Edwards, K., Mackness, K., Fu, X., & Reu Junqueira, J. (2022). A Summary of a National Survey on Living Locally in Aotearoa, New Zealand, University of Waikato, Hamilton.

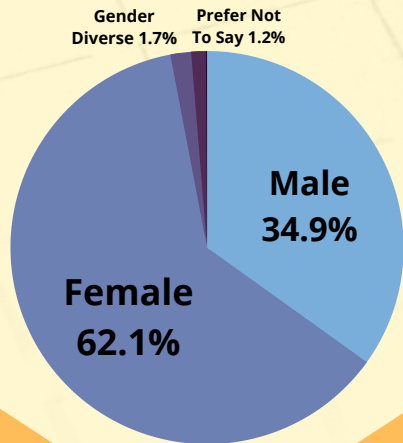
1,491

people responded to our survey nation-wide .



Ethnicity of the Respondents

Gender of the Respondents

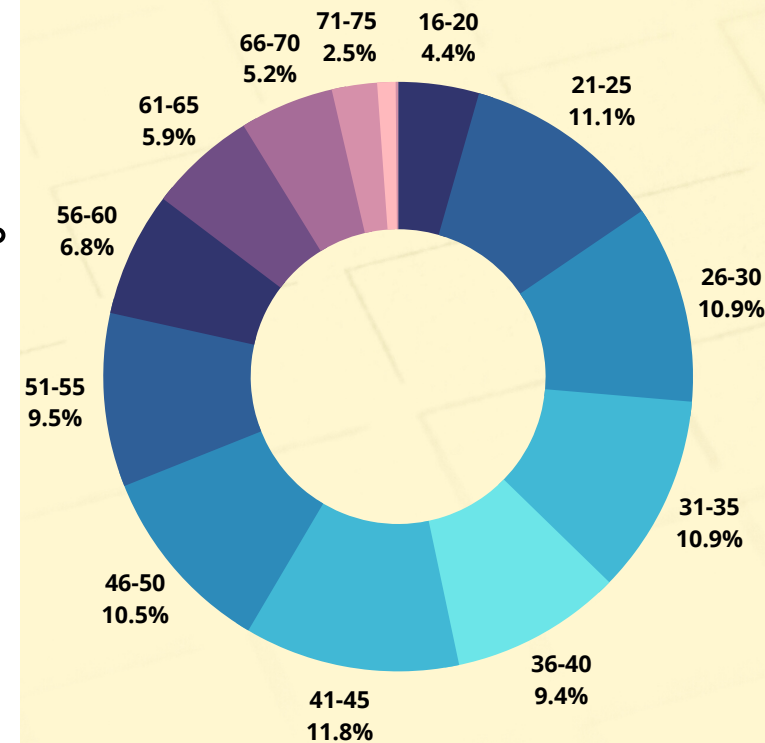


6.2%

of respondents identified that they have a form of disability that hinders their mobility



Age groups of the Respondents



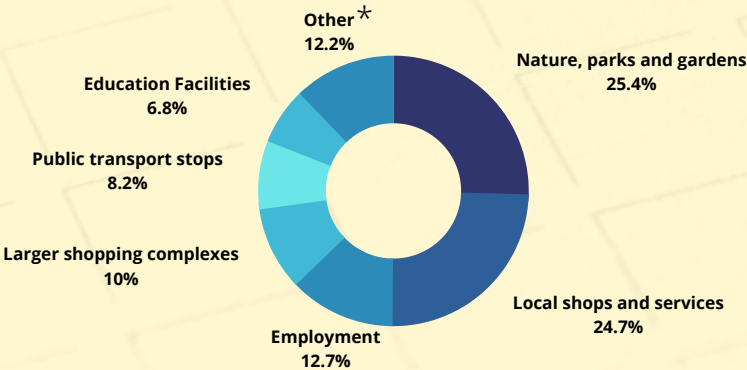
Age groups also included 76 and over (1%) and 15 and under (0.1%)

What respondents want to live close to

Most of the respondents would prefer to live near nature, parks and gardens



The overall preferred amenities include:



* 'Other' Amenities included: "Recreational facilities" (4.8%), "Entertainment or cultural amenities" (3.6%), "Healthcare services" (2.3%), "Government services" (0.7%), "Places of worship" (0.3%) and, "Marae" (0.3%)

How much time respondents are willing to travel to get to nature, parks and gardens

Walking

18.2 mins

Cycling

20.4 mins

Using Micro Mobility*

18.8 mins

Taking Public Transport*

21.6 mins

Regardless of the destination or mode of transport, on average, people would prefer to spend up to **20 minutes** getting there.

* Public Transport included time spent walking to and from the transit stop, waiting and in transit. Most (25%) respondents selected "I would not / could not", however those who would/could be willing to spend 20-30 minutes travelling.

* Micro Mobility included electric scooters, skateboards etc.. Most (39%) respondents selected "I would not / could not", however those who would/could be willing to spend 10-20 minutes travelling.

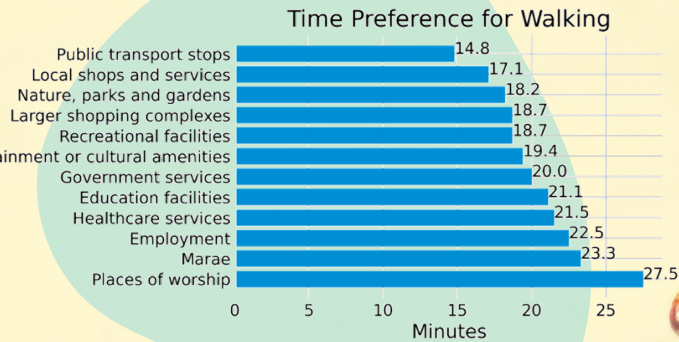
People told us they preferred certain amenities over others. The top two most preferred amenities took up around half of all preferences:

Most preferred = Nature, parks & gardens

Second preferred = Local shops & services

This tells us that a 20 minute city strategy could prioritize the provision of local nature and local shops rather than treating everything equally.

A closer look at how walking preference time differs between different amenities



Respondents want to spend the least amount of time walking to public transport stops.

Respondents are willing to walk the furthest for religious or spiritual purposes.

On average, respondents are willing to walk 18.54 minutes to reach their preferred destination.

By changing the urban environment to favour walking we can increase the number of amenities available within 20 minutes

Time and Distance.

People are willing to spend on average and across all amenities...

Cycling

Time

19.61 mins

For a distance of

4.9 km

Based on an average cycling speed of 15km/h.

Walking

Time

18.54 mins

For a distance of

1.48 km

Based on an average walking speed of 4.8km/h.

Using Micro Mobility

Time

17.96 mins

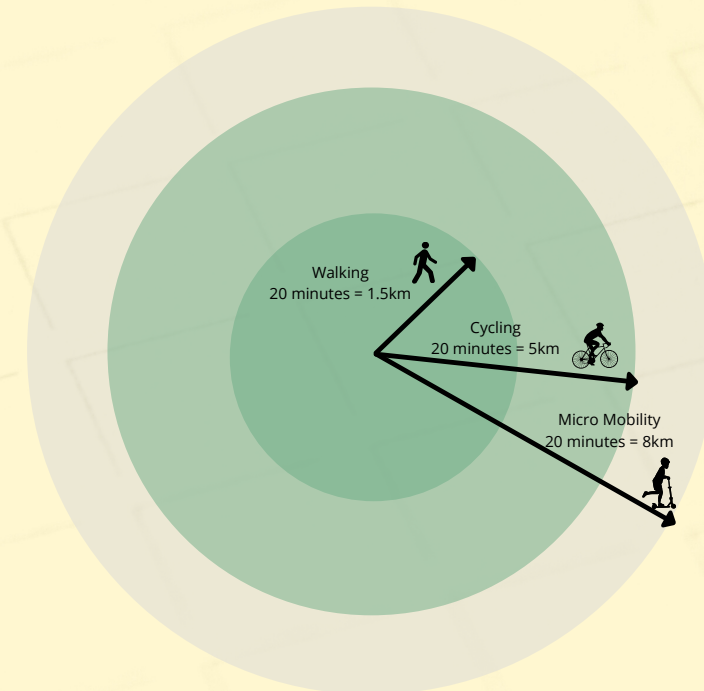
For a distance of

7.9 km

Based on an average speed between various micro mobility modes of transport of 26.6km/h.

A rule of thumb on Time and Distance.

Averaging responses of this research provides a useful rule of thumb of how close amenities should be by different modes of travel.



Age and travel

Walking

Age groups 16-20 and 71-75 were willing to spend the **most** amount of time walking

20.5 minutes on average

Age groups 36-40 and 46-50 were willing to spend the **least** amount of time walking

17.3 minutes on average

Cycling

Age groups 51-55 and 71-75 were willing to spend the **most** amount of time cycling

21.3 minutes on average

Age groups 66-70 and 76+ were willing to spend the **least** amount of time cycling

16.4 minutes on average

Micro-mobility

20.9 minutes on average

Age groups 51-55 and 71-75 were willing to spend the **most** amount of time using micro-mobility

16.6 minutes on average

Age groups 36-40 and 61-65 were willing to spend the **least** amount of time using micro-mobility

Age and amenity

The preferred amenities for each age group is:

15 and under	Recreational facilities & nature, parks and gardens
16-20	Local shops and services
21-25	Local shops and services
26-30	Nature, parks and gardens
31-35	Nature, parks and gardens
36-40	Nature, parks and gardens
41-45	Local shops and services
46-50	Local shops and services & nature, parks and gardens
51-55	Nature, parks and gardens
56-60	Nature, parks and gardens
61-65	Local shops and services
66-70	Nature, parks and gardens
71-75	Local shops and services
76 and over	Local shops and services

Note for ages 15 and under and 46-50, the votes were equal.

Gender and amenity

MALES

overall rank nature, parks and gardens as their preferred amenity.

FEMALES

overall rank local shops and services as their preferred amenity.

GENDER DIVERSE

overall rank nature, parks and gardens as their preferred amenity.

Gender and travel



Women

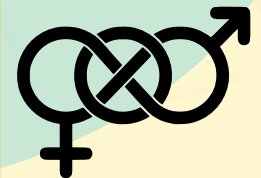
are willing to spend more time travelling than men across all transport modes

18.8 minutes on average

Gender Diverse

people are willing to spend the least amount of time travelling across all transport modes

17.4 minutes on average



Ethnicity and time

MĀORI

are willing to spend more time walking and cycling than any other ethnicity

19.95 minutes on average

PASIFIKA

are willing to spend more time using micro mobility than any other ethnicity

20 minutes

ASIANS

are willing to spend the least time walking than any other ethnicity

18.2 minutes on average

PASIFIKA

are willing to spend the least time cycling than any other ethnicity

19.1 minutes

EUROPEANS

are willing to spend the least amount of time using micro mobility than any other ethnicity

16.9 minutes

Ethnicity and amenity

Ethnicity	Preferred Amenity	Second preferred amenity
Asian	Larger shopping complexes	Local shops and services
European	Local shops and services	Nature, parks and gardens
Māori	Local shops and services	Nature, parks and gardens
Pasifika	Nature, parks and gardens	Educational facilities
Pākeha / NZ European	Nature, parks and gardens	Local shops and services
Other	Nature, parks and gardens	Local shops and services

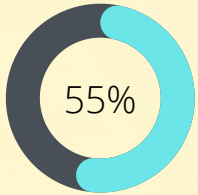
In Summary

Time, preferred amenity and travel choices differ between ages, gender and ethnicities. There is no one-size-fits-all approach or solution.

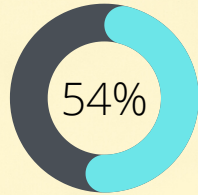
Regardless of this, the top two preferred amenities are 'nature, parks and gardens' and 'local shops and services'

Other interesting finds

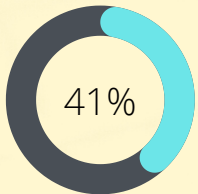
Without good design, the way people travel changes after dark.



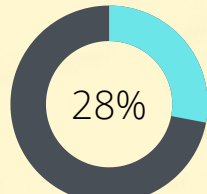
Feel uncomfortable cycling



Feel uncomfortable using micro mobility



Feel uncomfortable walking



Feel uncomfortable using public transport

Preferred amenities based on location.

Auckland

1. Local shops and services
2. Nature, parks and gardens
3. Public transport stops

Hamilton

1. Local shops and services
2. Nature, parks and gardens
3. Employment

Wellington

1. Local shops and services
2. Nature, parks and gardens
3. Public transport stops

Christchurch

1. Nature, parks and gardens
2. Local shops and services
3. Larger shopping complexes

Cambridge

1. Nature, parks and gardens
2. Local shops and services
3. Employment

In Summary

People only want to travel for 20 minutes...

...Regardless of how they choose to do it

Where to from here...

How far people *actually* walk



How socio-economic factors influence travel choice

How cities can implement these ideas