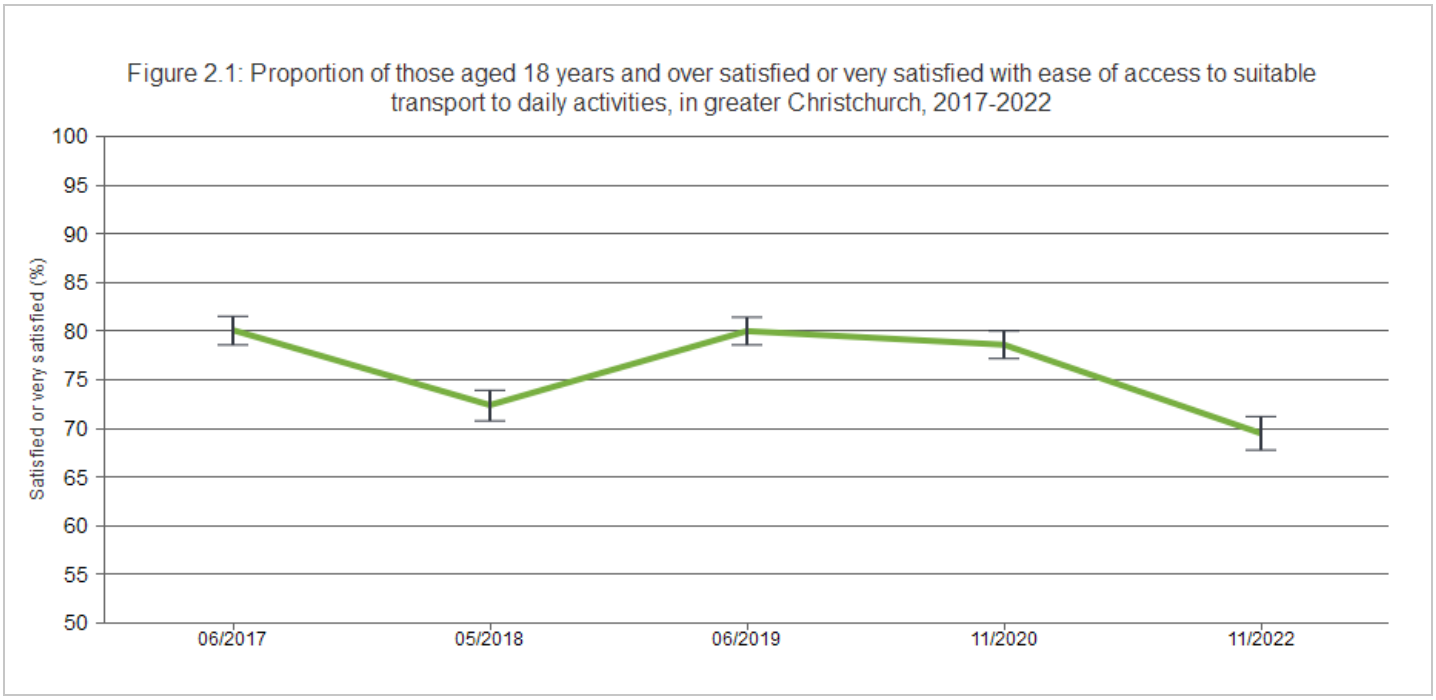
Environment: Access to transport

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Transport systems and infrastructure (including public transport) influence health and wellbeing by enabling access to other important resources, such as employment, education, and social and health care services. Transport infrastructure that is safe and easy to navigate increases the likelihood of residents using environmentally sustainable modes of transport, such as walking and cycling [3]. Levels of physical activity are influenced by the walkability and cycle-ability of the local environment [3].

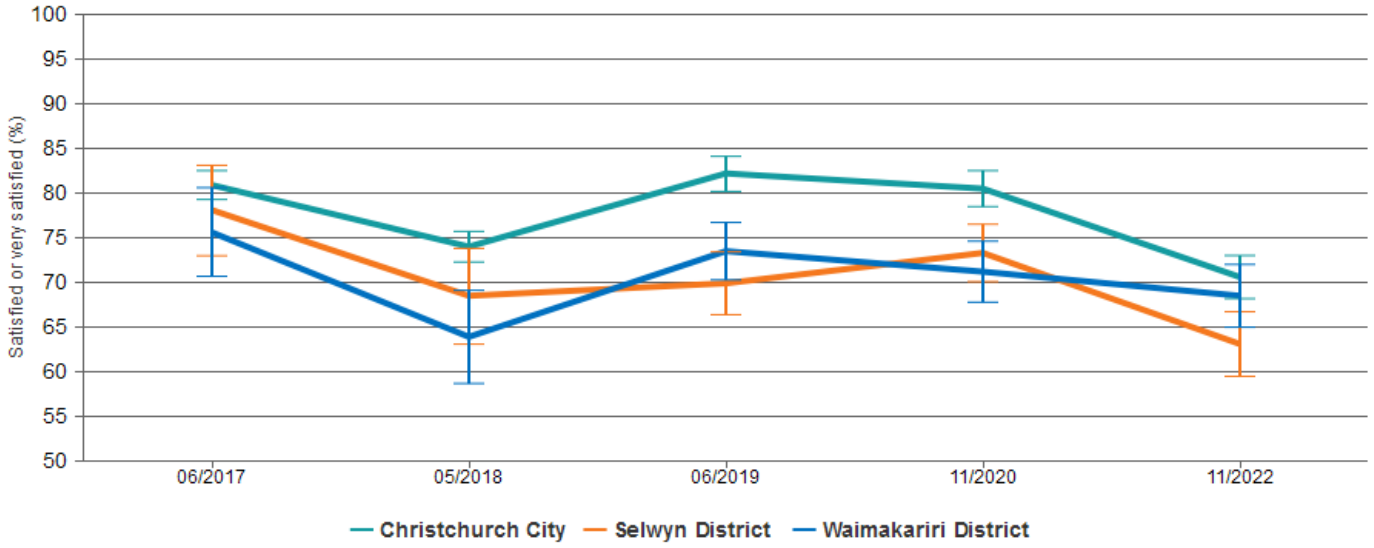
This indicator presents the proportion of those 18 years and over, satisfied or very satisfied with their ease of access to suitable transport to daily activities, using Canterbury Wellbeing Survey data from 2017 to 2022



The figure shows that the proportion of respondents who indicated that they were satisfied or very satisfied with their ease of access to suitable transport to daily activities, increased statistically significantly from 72.4 percent in 2018 to 80 percent in 2019 before declining statistically significantly to 69.5 percent in 2022.

Breakdown by Territorial Authority

Figure 2.2: Proportion of those aged 18 years and over satisfied or very satisfied with ease of access to suitable transport for daily activities, by Territorial Authority, 2017-2022

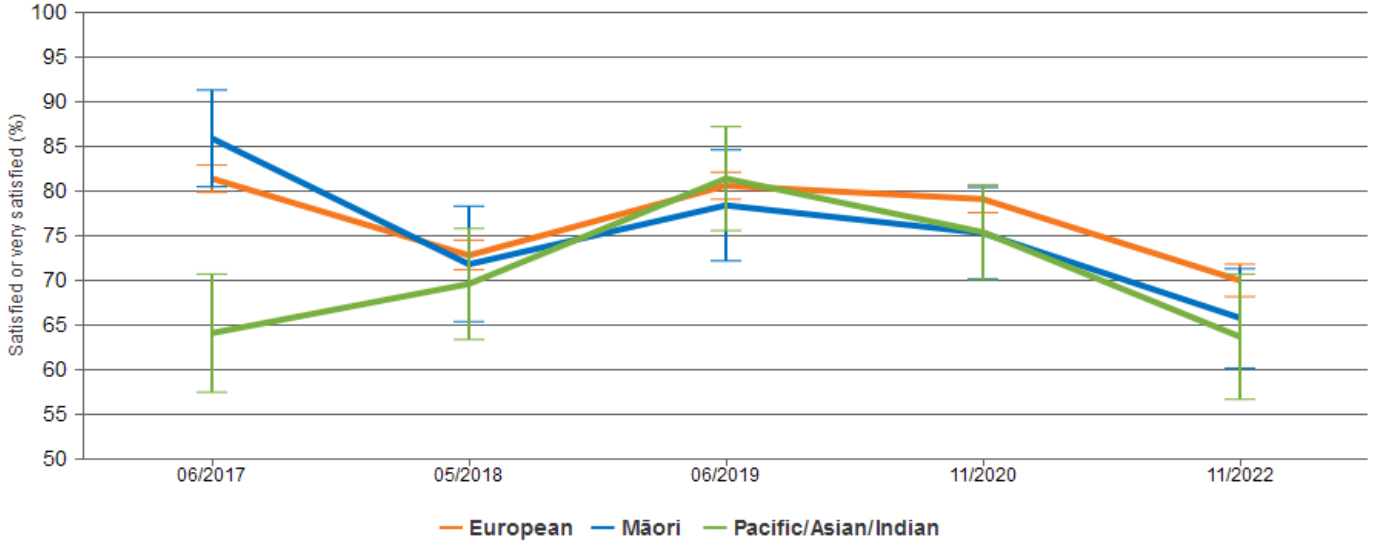


The figure shows that satisfaction with ease of access to suitable transport decreased overall over the 2017 to 2022 time period for Christchurch City (80.9% to 70.6%), Selwyn District (68.5% to 63.1%), and Waimakariri District (75.6% to 68.5%). The satisfaction reported by Christchurch City respondents was statistically significantly higher than for Waimakariri District and Selwyn District respondents in 2019 and 2020, however the satisfaction levels were similar across the three Territorial Authorities in 2022.

The proportion of respondents who indicated that they were satisfied or very satisfied with their ease of access to suitable transport to daily activities did not change significantly between 2019 and 2022 for Selwyn District or Waimakariri District respondents and the overall decline over this period (shown in Figure 2.1) was largely driven by Christchurch City.

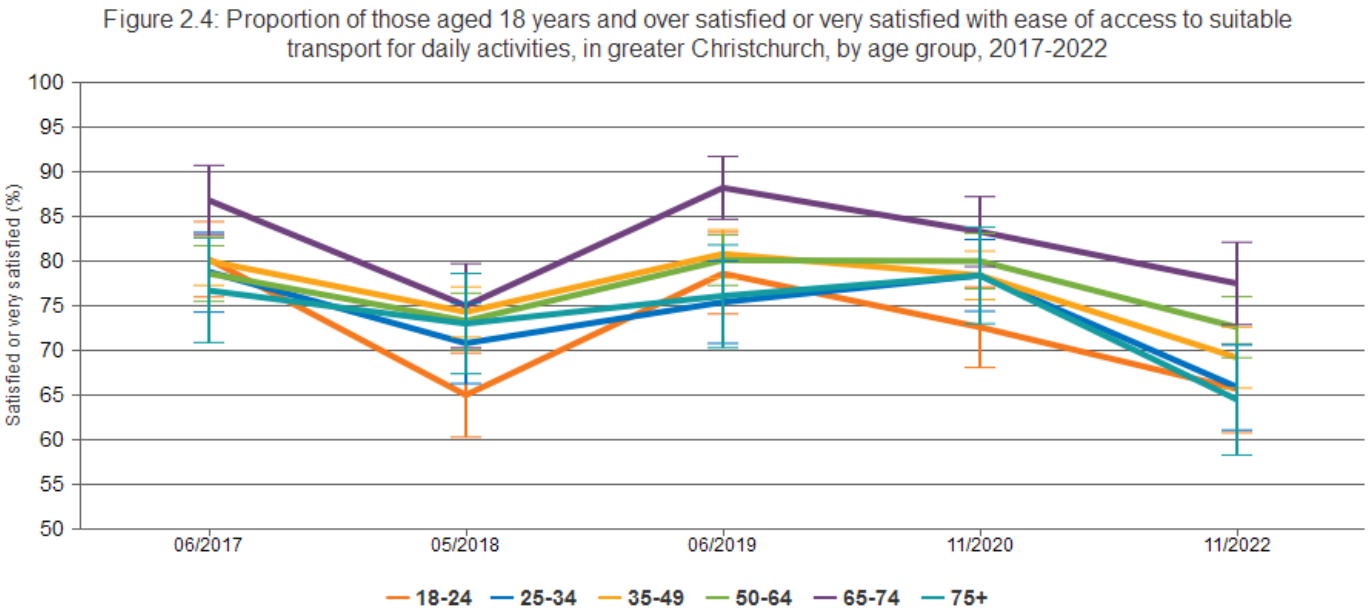
Breakdown by ethnicity

Figure 2.3: Proportion of those aged 18 years and over satisfied or very satisfied with ease of access to suitable transport for daily activities, in greater Christchurch, by ethnicity, 2017-2022



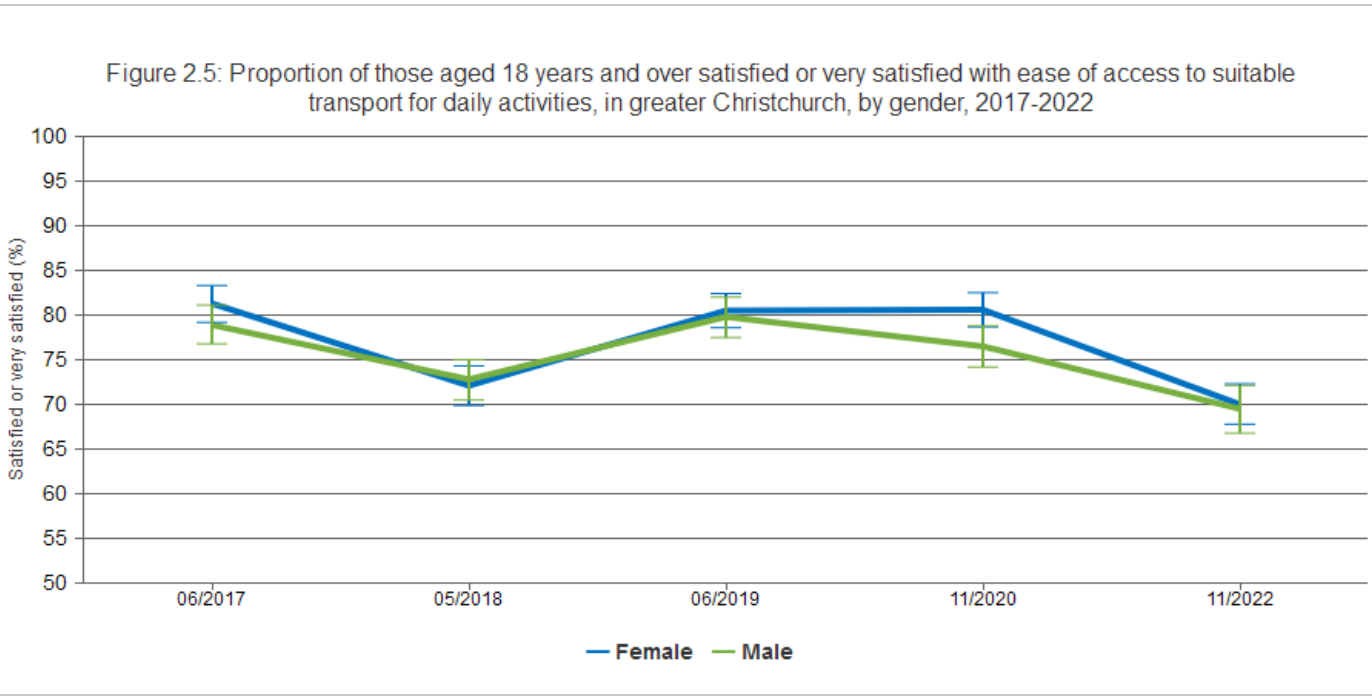
The figure shows that the proportion of European, Māori, and Pacific/Asian/Indian respondents who reported being satisfied or very satisfied with their ease of access to suitable transport, converged across greater Christchurch from 2017 to 2018. This pattern of convergence has remained stable in 2022 and the differences between ethnic groups were not statistically significant.

Breakdown by age



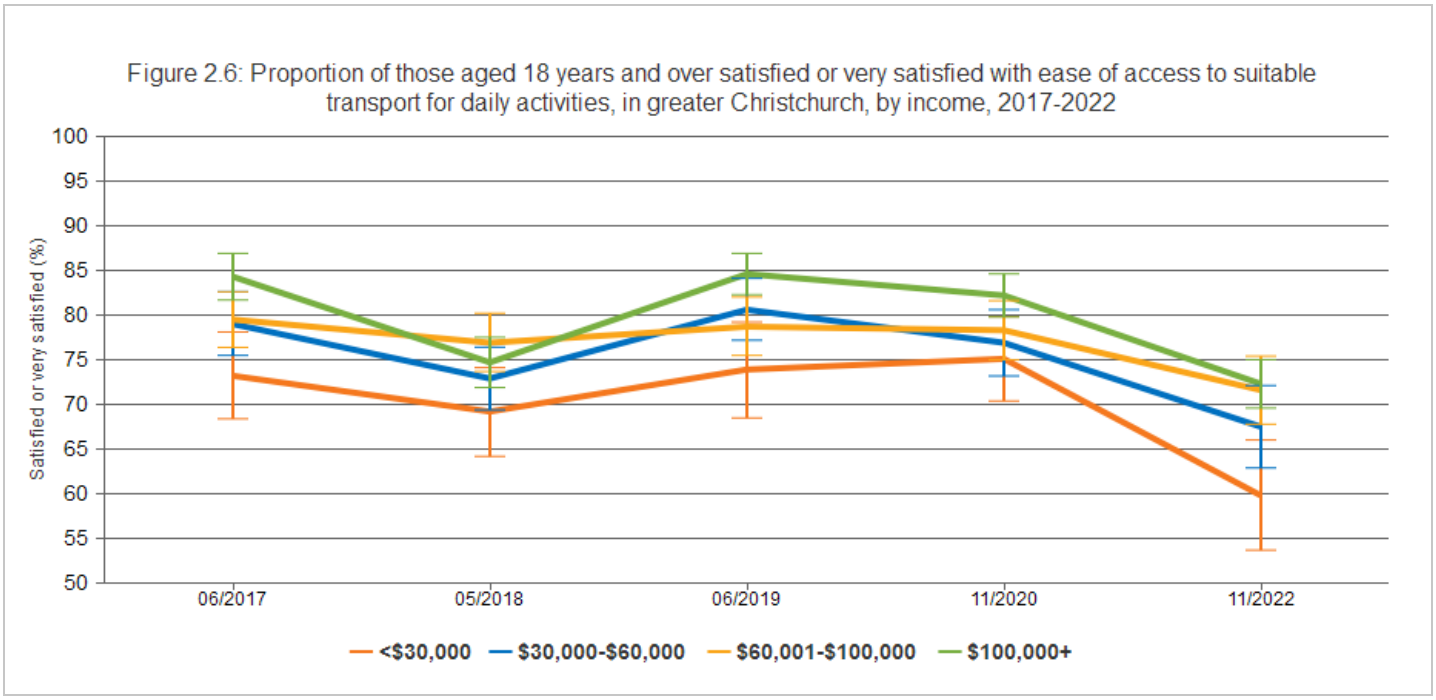
The figure shows that the proportion of respondents who reported being satisfied or very satisfied with their ease of access to suitable transport decreased overall for all age groups from 2017 to 2022. Broadly, the figure indicates a positive age gradient, with increasing age being associated with higher levels of satisfaction. In 2022, a significantly lower proportion of young people (18 to 24 years, 65.7%) indicated that they were satisfied or very satisfied with their ease of access to suitable transport compared with older people (65 to 74 years, 77.5%).

Breakdown by gender



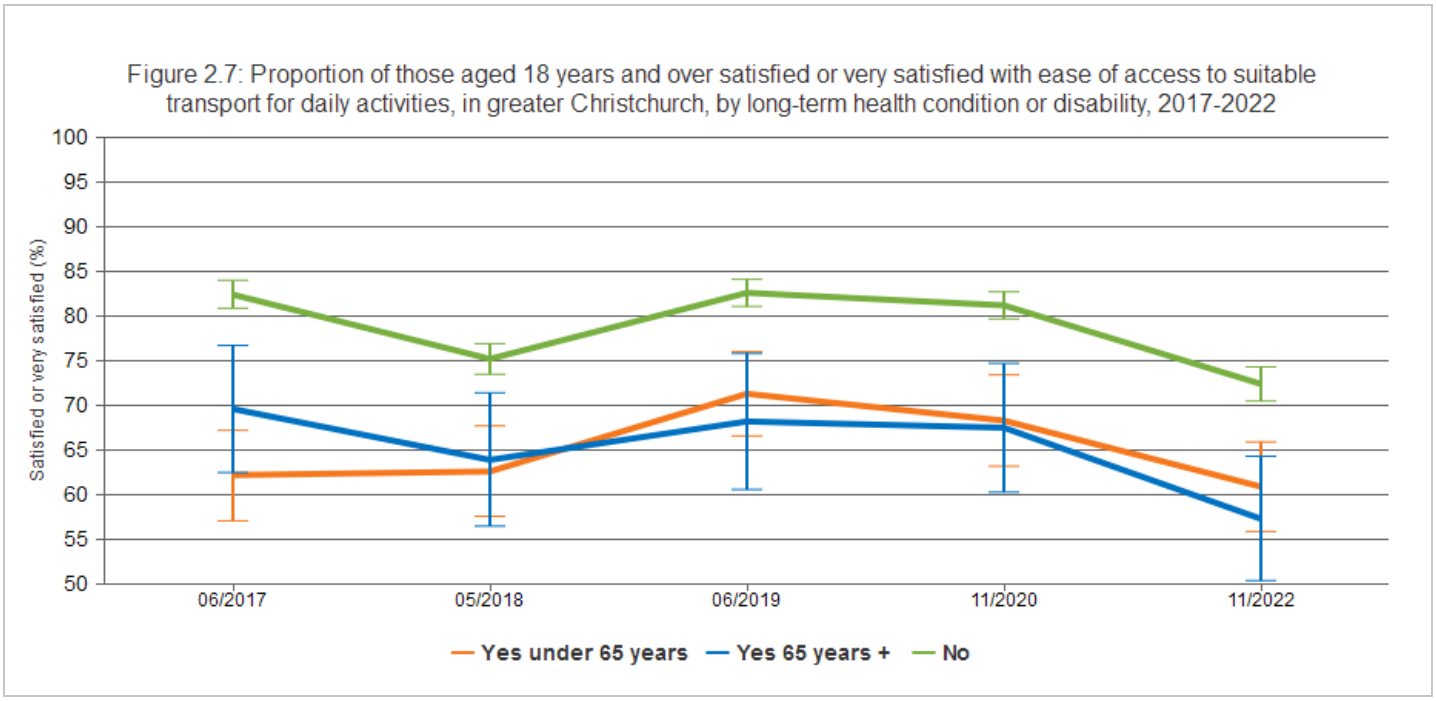
The figure shows no statistically significant differences in the proportion of female and male respondents who reported being satisfied or very satisfied with their ease of access to suitable transport, from 2017 to 2022.

Breakdown by income



The figure shows a general pattern of increasing proportions of respondents who indicated that they were satisfied or very satisfied with their ease of access to transport with increasing income level. In 2019 and 2022, satisfaction with ease of access to transport was statistically significantly different between the lowest and highest income groups (59.8% for <$30,000 to 72.3% for $100,000+ in 2022).

Breakdown by disability



The figure shows a statistically significantly lower proportion of respondents with a long-term health condition or disability (irrespective of age group) indicating that they were satisfied or very satisfied with their ease of access to suitable transport in greater Christchurch from 2017 to 2022, than those with no long-term health condition or disability. There were no statistically significant differences between respondents with a long-term health condition or disability who were aged under 65 years and those aged 65 years and over, at any timepoint.

Data Sources

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Source: Te Whatu Ora Waitaha Canterbury - formerly the Canterbury District Health Board.
Survey/data set: Canterbury Wellbeing Survey to 2022. Access publicly available data from Te Mana Ora | Community and Public Health website www.cph.co.nz/your-health/wellbeing-survey/
Source data frequency: Annually.

Metadata for this indicator is available at https://www.canterburywellbeing.org.nz/our-wellbeing/index-data

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